

Maine Coastal News

Volume 34 Issue 8

August 2021

FREE

WILD WILD WEST Sets New Diesel Record - 61.6 mph



Cameron Crawford's WILD WILD WEST running in the Diesel Free-for-All and setting the new Diesel speed record at 61.6 mph at Stonington on 11 July.

BASS HARBOR - For several days there had been questionable weather in the forecast for Sunday's lobster boat races at Bass Harbor. When I arrived at the Bass Harbor Town Dock Sunday morning for the races there was a slight breeze, some chop in the outer harbor, and someone had pulled the plug as there was not much water in the harbor.

Boats started to arrive around 0800 and sign ups were steady. In the end we had 36 boats signed up for the races.

The first races of the day were the three Work Boat Classes, but there was just one entrant for all three. There were no entrants in Classes A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger) and B (Inboards, outboards or outdrives 91-hp and over). Troy Alley came all the way from Jonesport with SEVEN, albeit on a trailer, and entered Class B (Inboards, outboards, or outdrives 31-90 hp).

There were only three boats, all in classes of their own, in the five Gasoline Classes so they were run down together. There were no entrants in Class A (4 & 6 cylinder 24 feet and over) and E (Over 525 cid, 28 feet and over, Turbos/superchargers). The question was could Mark Freeman's FOOLISH PLEASURE run close to full speed and stayed ahead of Lindsay Durkee's BLACK DIAMOND. The winner of Class B (V8, up to 375 cid, 24 feet and over) was

DEFIANCE, Patrick Hanley. BLACK DIAMOND won Class C (V8, 376 to 525 cid, 24 feet and over) and FOOLISH PLEASURE won Class D (V-8, 376 to 540 cid, 28 feet and over).

Next up was the Diesel Classes and there were no entrants in Classes A (up to 235 hp, 24-31 feet); D (236-335 hp, 34 feet and over); I (551 to 700 hp, 28-35 feet); L (901 hp and over, 28 feet and over) and O (Non-working boats, any length, any horsepower). Four boats were scheduled to be on the line for Diesel Class B (up to 235 hp, 32 feet and over), but just three showed. Everett Beers' MISS KARI LYNN showed the way to the finish line with a speed of 21 mph. There was just one boat (VENOM, Steven Osgood from Vinalhaven) entered in Class C (236 to 335 hp, 24 to 33 feet), and three in Class E (336 to 435 hp, 24-33 feet) so they were combined. VENOM came streaking up the right side of the course and crossed first. The winner of Class E was AUDREY MAY, Randy Durkee of Islesboro, with a speed of 32 mph. Four boats were signed up for Class

F (336-435 hp, 34 feet and over), but just three came to the line. AIDEN MARINER. Winfred Alley from Beals Island led the way to the finish with a speed of 33 mph. The only entrant in Diesel Class G (436 to 550 hp, 28-35 feet) was RIGHT STUFF, Dana Beal of Beals Island, so he ran down with the two boats in Class H (436 to 550 hp, 36 feet and over). The winner of Diesel Class H was MELYNDA M., Willie Coombs of Prospect Harbor and back a couple of boat lengths was FIRST TEAM, Travis Otis of Searsport. There were two boats (GOLD DIGGER, Heather Thompson of Harrington and WHISKEY TANGO FOXTROT, Roger Kennedy of Steuben) entered in Class J (551 to 700 hp, 36 feet and over) and just one (JANICE ELAINE, David Myrick, Gouldsboro) in Class K (701 to 900 hp, 28 feet and over) so these classes were combined. JANICE ELAINE had a slight edge on GOLD DIGGER. When the flag dropped JANICE ELAINE jumped into the lead with GOLD DIGGER just behind him. Four boats came to the line for Class M(A) (40 feet and over,

up to 500 hp). The early favourite was OLD SCHOOL, Chris Pope from Swan's Island, but the unknown was the new boat, TENACIOUS, Steve 'Spiff' Carter of Bass Harbor. As they worked their way up the course OLD SCHOOL was leading with TENACIOUS just behind him. Five boats were entered in Class M(B), but just three came to the line. The favourite in this race was KIMBERLY ANN, Eric Beal of Milbridge, but just after the flag dropped, she went dead in the water due to an overload of fuel. This allowed Matt Shepard's ALEXSA ROSE to slip by for the win. Three boats came to the line for Class N (40 feet and over, 751hp and over). Jumping right into the lead was MICHAELA KHLOE 1,000-hp Caterpillar], Chris Byers of Winter Harbor and he never looked back.

The next race was for Mitchell Cove Boats, which was won by MISS BETH III, George Lawson, Jr. of Bernard.

There were no entrants in Wooden Boat A and just one boat in Wood Boat Race B, which was Wayne Rich's RICH RETURNS.

Two boats came to the line for the Gasoline Free-for-All and it was FOOLISH PLEASURE blasting her way through the waves to get the win over BLACK DIAMOND.

Six boats were on the line for the Diesel Free-for-All and since most can run between

Continued on Page 19.

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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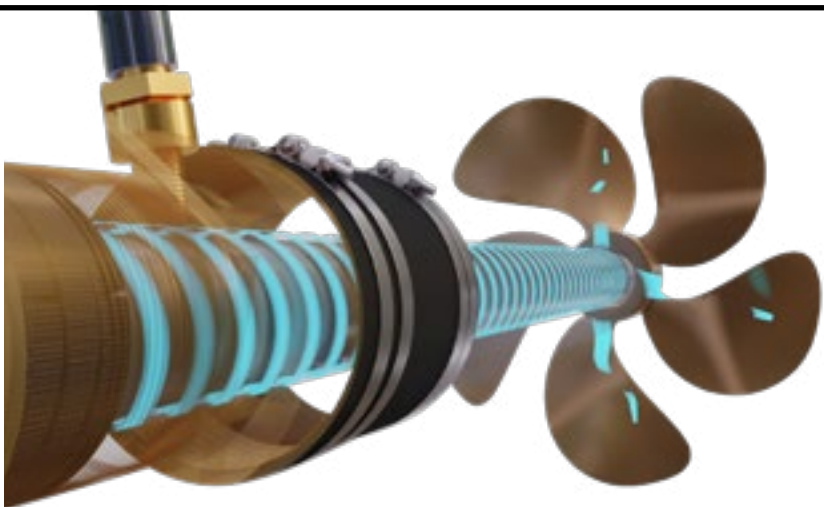
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P.O. Box 710
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(207) 223-8846
E-mail - igmatats@aol.com
Website: www.mainescoast.com



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Editor-in-Chief	Rachel Elward
Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the September issue is August 13.
The deadline for the October issue is September 10.

Publisher's Note

I do have a problem about saying “no” and adding more to my plate, which is overflowing. Too many will sit and watch something disappear because they are not willing to put the time in to save it. I get that. It is about priorities and what sacrifices you are willing to endure. What suffers when you say yes, because you know that time will be needed, more than likely money too, and that will take away from something else. However, the bigger question is what suffers when you say no?

There is a point where you simply cannot do the job you should because you are juggling way too much. They say if you want something done give it to the busiest person. That might work, but it can also be a recipe for failure. However, there are times when you swallow hard, focus even harder, and hope that you can make a positive difference.

In mid-spring I learned that the term of the president of the board, Steve Tall, of the Penobscot Marine Museum (PMM), of Searsport would be up at the June board meeting. He had done an excellent job and he would be a hard one to follow. I was hesitant feeling I did not have the background needed, mostly in the small details of running the board and knowing what makes the Museum work. After a lot of thought I asked another board member their thoughts and before long my name was submitted and then at the June board meeting, I was voted in.

Anyone who has followed this publication knows that my love is maritime history. I have tried to document as much as I can of Maine’s maritime history, but there is so much that needs to be done one person could never complete the job. I have always realized that and say that I will put a dent in it and just hope that someone comes after me to carry it on.

There are many facets to the maritime and these museums need to understand what needs to be collected preserved and displayed for the public. This can be difficult as there is so much that could be collected that decisions have to be made as to just what they can sensibly deal with.

PMM has a fine collection of all sorts of items, and much of this is on exhibit in the many buildings on campus. What is more important is the primary documents and photographs, which adds detail to a story. This is intellectual property and can help raise interest and funds. The future of any museum is an interesting argument to think about. My feeling if you are not fully digital in the next decade or two you could be in trouble. How many of the just graduated generation are going to visit museums in person?

What sets PMM apart from many other museums is that they try to make anything in their care available for you to see. Some museums have items that can be difficult if not impossible to see. My belief is that those museums that do not allow access to everything in their care, could have a harder time surviving in the future.

What bothers me is how many times I have heard someone say I have been by that museum many times, but have never stopped in. Why? Next time stop! If you make it a Friday I am usually there working in the library and I will give you a tour.

The life of any museum all comes down money and without the support of those in the marine industry and those with an interest in the maritime world museums like PMM would have a difficult time surviving. Please come and visit, see what we are doing and support our history.

MCN's Calendar of Waterfront Events

On-going Exhibits Gone Fishing Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org/ Souvenirs of the Orient Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org/ Working the Bay: History, Economy and Recreation of the Penobscot Region Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org/ Hall of Ship Models Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org/ Shipwrecks & Salvage Maine Maritime Museum Bath Info: mainemaritimemuseum.org 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>JULY 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 Merritt Brackett Lobster Boat Races State Park Restaurant 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 1-2 The Maine Boat Show Thompsons Point Portland Info: mainemarinetrades.com</p> <p>16 Annual Meeting & Awards Banquet Robinson’s Wharf Southport Island Info: Jon Johansen (207) 223-8846</p> <p>2022 MARCH 3-5 Maine Fishermen’s Forum Samoset Resort Rockport Info: mainefishermensforum.org</p>
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NORBERT LEMIEUX - FISHERMAN/BOATBUILDER

CUTLER – One of the prettiest coastal towns in the State of Maine has to be Cutler, which is just north of Machias/Machiasport. It is a quiet harbor filled with lobster boats and lined with the homes of the fishermen. One of those fishermen is Norbert Lemieux, who has lived there since the mid-1970s. He is also known as a boatbuilder (Little River Boat Shop), mechanic and fabricator.

Norbert grew up on his father’s apple orchard in North Vassalboro. Farmers are notoriously good at repairing anything, because they have to and Norbert is one of them. How he got to Cutler is an interesting story. The Viet Nam conflict was in full swing and those that were not in school would be drafted to serve. Norbert really liked what Maine Maritime Academy in Castine offered, saying, “I loved engineering, I loved building, but I wasn’t much as far as English and I damn near flunked out because of spelling.” Norbert’s roommate at the Academy was Wyman Pettegrow of Southwest Harbor. Norbert added, “Wyman had blown a piston in his ‘63 Chevy with a 283 in it. He said, ‘Norb, can you get the parts?’ he says we will overhaul that engine on the weekend, and I’ll fix you up. So, the first time I saw Nick’s (his son) mom I was crawling out from underneath the engine covered half in grease. Long story, short we got married. Nick added, “Wyman’s wife, Barbara, was a roommate with my mother, Celia, at Husson College.”

Norbert graduated from MMA in 1973 and went to sea for four years. He spent a year on a bulk carrier on the Great Lakes and the rest of the time on supertankers. He said, “I had my first engineers’ license. I was the first one in my class to raise my license from third to second. A little bit more time and I could have gone and got my chief’s license. I hit the engineering part exactly the right time because they were automating all the ships and that came easy to me just getting out of college. They were all steam turbine boiler and steam turbines with probably 50 or 60 different pumps to make everything run, but I liked it. I loved the engineering, I liked my work but I didn’t like being away. The final thing, we took a trip to Russia with a load of grain we were gone for over four months with no communication at all. Your mind starts playing games with you, and you’re wondering how your wife and your kids are. You can’t communicate. Thursday all the rest of the engineers and mates would leave and go home and we had to stay. Finally I called the office and said, ‘Look, I am going home for Christmas and if you want me, call me in Cutler and I’ll be back in 2 or 3 days.’ They said, ‘You can’t leave, you have to stay on the ship,’ I said, ‘I am not going to be here,’ so I left and flew home.”

“The thing was,” said Norbert, “Celia was pregnant with Christina and I looked

around and most guys on the ship were either divorced or they drank a lot. I said, hell with it.”

When Norbert came back to Cutler all the boats in the harbor were wooden. He said, “The first fiberglass boat was a 42’ Bruno that Jasper Cates, Jr. bought and that same year Bill Addison got a 38’ Young Brother and that was the first year that I fished. I don’t think I made a mistake. Didn’t make much money after I got home, but made enough to get by.”

“The first boat I bought,” said Norbert, “my wife was so embarrassed when I brought it in the harbor. It was a 30-foot x 9-foot that was built in Rockland. I bought it in Southwest Harbor. He had the motor and all the hydraulics out of it and he painted it gray right from the top to the bottom. He loaded it with traps and he’d go off to Mount Desert Rock to set his gear. He’d have her loaded and his boat loaded and he’d tow it, go off there, throw an anchor over and he’d set his load of traps. He’d use it kind of like a barge. When I got done shipping, I said, ‘I have got to do something just around here.’ Wyman had told me about this 30-footer so I went down and looked at it and my father-in-law says ‘She is a good solid boat. She will make you an alright boat’ so we offered him \$500. Finally, he said ‘Yes,’ so we towed her home. I put her along side the wharf for about a month, built all new cabins on her, had a little 6-cylinder Ford gas engine, got a marine Borg Warner transmission and manifolds and everything and rigged her all up and put a hauler in her. I fished her until ‘78.”

A couple of years later Bill Anderson told Norbert that he should get a Young Brothers 33. Norbert said, “I went and talked to them and they started laying my 33-footer up before they even had a door in the new shop. After it was laid up we towed her home. At the time we lived in the parsonage downtown by the Methodist Church so I pulled it in back by the garage, built a plastic shack so I could get heat from my furnace in the garage to go out into the plastic shack, I finished it and we launched it in April ‘78.”

During the summer and fall he would fish, but when winter came Norbert was cutting wood for St. Regis. He was also doing some metal fabrication for the Young Brothers of Corea. In 1984 they had a lot of boats to build and Vin Young told him that if he put up a finishing shop they would give him two or three boats a year to finish off in the winter. “I got out enough pine and spruce framing to build this original shop,” said Norbert. “The original shop was 26 x 44-feet. Vin said most of the boats you are going to do were going to be 38-feet. The first boat we built was a 45’. We had bi-fold doors so we framed up and made the bi-fold doors go out and made a little bit of a nose piece on it and put a shed roof on top. Terry Rowden and Verlin Porter,

the three of us, built the shop and we worked together. I work alone during the daytime and then they’d come in and we’d work to 8:00 every evening and Saturday. We would do two boats a winter. Back then they didn’t have the finish they do now. Under the floor we’d have steering bulkhead, engine room bulkhead, main bulkhead, two fuel tanks and steering gear and then you floored it over. We used to figure we had four weeks into the job and we had the engine and the rudder and all that stuff installed.”

After three or four years they added a carpentry shop out back, which was not quite as wide as the original shop. Then Norbert’s son Nick decided that he wanted to build a 50-footer. That meant a wider door, but to do that the building needed to be wider so they took the roof off, undid the bolts connecting the walls to the floor and moved the wall out. Then they shored everything up and put the roof back on.

Over the years Norbert has had a Young Brothers 33, two 38s, a 40, a 45 and now a 46½. The first two were named CELIA MARIE and then he named them CHRISTINA MARIE, after his daughter.

Norbert added, “Nick wanted to upgrade from his 33-footer that we built. We built the 33 for a summer project between high school and when he went to Northern Maine for diesel and hydraulics. He had fished that for about 5 years and he wanted to go to 38. The Young Brothers already had their 40-foot mould in the shop and they said we will give you a real good deal on a 40.”

Norbert also liked to race. He did a little racing, only in Cutler with his gas engine back in the ‘70s. Norbert explained, “I was good friends with Bob Blanchette in South Bristol, he was a Volvo dealer. He says, I will give you a pretty good deal on a 60 Volvo. I




Norbert and Nick Lemieux

bought that Volvo for \$11,500, gear and all. My father-in-law says, Norb, you are making a big mistake, he says you are taking out a good Oldsmobile V8 and putting a diesel in, you’re going to slow down and it’s going to be terrible. I lowered that Volvo down Friday morning and Sunday afternoon we are going out the harbor. As soon as we got up to temperature and everything checked out, we saw what she would do. Vin Young was with me and he says you have got the fastest diesel on the coast right now. We go to Jonesport, our first race and I am getting my entry paperwork done and they said, ‘You see that maroon boat down there, it’s a 33-foot Young Brothers V8 Cat and they said ‘It is the fastest boat on the coast.’ I beat him so bad he never raced again. I made a clean sweep. We raced Jonesport, we raced Stonington, we raced Portland, Winter Harbor, that first year.”


“Duffy & Duffy built a 35’ with a 375

Continued on Page 10.


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PASSED OVER THE BAR: TRUNDY, WHITTIER & BEAL

Donald Maxwell Trundy

September 21, 1929 - June 12, 2021

STONINGTON - Donald Maxwell Trundy was born September 21, 1929, in Deer Isle, Maine, the son of George Ronald and Linnie Trundy. He passed away peacefully at his home of 67 years on Saturday, June 12, 2021, with his 2 daughters and son-in-law by his side.

He is predeceased by his wife of 66 years, Velma; his parents and stepfather, Eddie Velleca; his brother-in-law, Colby Weed; and a nephew, Ronald Weed. Don is survived by his 2 daughters, Diane Billings and her husband, Arthur, Linda Weed and her special friend, Carl Grahn, and son-in-law, Jerry Weed; four grandchildren, Jessica Welsh and her husband, William, Sara Krug and her husband, Mike, Lori Murphy and her husband, Patrick, and Benjamin Weed and his wife, Melissa, seven great-grandchildren, Emma and Andrew Weed, Jackson and Brayden Murphy, Kate, and Lila and Liam Welsh, a sister, Beverly Weed of Deer Isle; two sisters-in-law, Verna Jordan and her husband, Paul, and Merlene Carlson and her husband, Dick. Don also had a very special care giver by his side for 6 years, Jenny Brown.

Don went to work for Ralph Barter at the Stonington Packing Co. immediately after graduating from high school on many sardine carriers, eventually becoming the captain of the sardine carrier NOVELTY, for many years. He later became the foreman of the carpenter crew at Billings Diesel & Marine in Stonington where he worked on many wooden boats. He designed and built his own wooden lobster boat named the SPARE TIME, which he used for several seasons before retiring.

Don served in the United States Army during the Korean War from 1951-1953. Don was an avid deer hunter. He had many adventures throughout his lifetime hunting

with friends and later with his sons-in-law, grandson and close friend, Mike Weed. Don also enjoyed rabbit hunting with his beagle dogs. Don loved his beagles, but in the past few years a stray cat became a friendly companion for him. Don had many interests, creative ideas, fun stories, and friends. He was a hard worker and someone you could depend on to do the job right and on time. He will be missed by many. Don and Velma spent many evenings enjoying a meal at the Bagaduce Lunch in Brooksville for approximately 70 years. They were always ready for a “ride over to the Bagaduce.” During warm, summer days, they would be on their back deck swinging.

A celebration of life for both Don and Velma was held at their home, 55 School St., Stonington, on 10 July. A private family burial followed a brief service and reception.

In lieu of flowers, the family is asking for donations in their memory to the Memorial Ambulance Corp., P.O. Box 387 Sunshine Road, Deer Isle, Maine 04627. This organization has been immensely helpful for both Don and Velma whenever they called, as well as several other community members over the years.

Charles Dunn Whittier II

1934-2021

FALMOUTH - Charles 'Charlie' Whittier died peacefully on June 19, 2021, a few weeks short of his 87th birthday.

Charlie is survived by his son, Frank Whittier, daughter-in-law Jennifer Whittier, and their two children, Madeleine and Cooper; son, Stephen Whittier and his children with Lizabeth, Stuart and Mamie; son, Michael Whittier, daughter-in-law Stacy Whittier, and their children Kate, Charlotte and Gabriella.; and his sister Julie Norman.

Charlie was born in Portland on July 11, 1934 to Nancy and Walter Whittier. Apart from attending college at the University of

Rochester and Michigan State University, he spent his entire life in his beloved home state.

Charles lived on, or near the water, in Ellsworth, Bath, Yarmouth, Falmouth and Cape Elizabeth, making lifelong friends along the way who shared his love for boats and the coast. As a true Mainer, he could always be found wearing – with pride – his Sea Dogs baseball hat, Royal River Boat Yard jacket and L.L. Bean boots.

On November 20, 1959, Charlie had the incredible good fortune to wed Lee “Tinker” McCabe. Charlie and Tinker enjoyed a 56-year marriage, raising three boys and sharing the Whittier home with the boys’ many friends. With Tinker’s passing in 2015, we can be sure Charlie is thrilled to be reunited with her as they enjoy a long downwind sail, in a warm southerly to points East.

Charlie's professional career was spent working at Hannaford Brothers, where he eventually retired after a tenure managing Hannaford's wholesale business, a happy opportunity to service and make friends with grocery operators across northern New England.

Outside of his family and friends, Charlie most enjoyed messing around in boats and boat yards, good snow days at Sunday River (and the eventful dinners that followed) and reading especially anything to do with Maine's nautical history. He spent countless summer vacations cruising the Maine coast and Canadian Maritimes with kids and friends who shared his love for a good day on the water. A highlight of these many adventures was an Atlantic crossing on SANDPIPER, followed by a year spent cruising the Mediterranean.

Charlie was a very active supporter to the Maine Historical Society and the Maine Maritime Museum. He served on the board of directors for both organizations, relishing the opportunity to savor, promote and celebrate Maine's unique history.

While he loved his time on the water, at the mountain and in his books, nothing trumped Charlie's love for family. Particularly in his later years, his seven grandchildren were a tremendous source of pride and joy to him.

Visiting hours will be held on August 3, from 6 to 8 PM at Lindquist Funeral Home in Yarmouth. Charlie's memorial service will be on August 4 at 11 AM and held at First Parish Congregational Church in Yarmouth. A reception will follow at the family home.

You may offer your condolences or share your memories at www.lindquistfuneralhome.com.

In lieu of flowers the family asked that donations be made to: Sailors for the Sea in memory of Charlie Whittier 449 Thames Street, 300D Newport, RI 02840, (401) 846-8900 sailorsforthesea.org/charliewhittier.



Osmond 'Buddy' Beal

1931-2021

BEALS ISLAND – Osmond “Buddy” M. Beal, 90, passed away peacefully ,with family at his side, on July 13, 2021. He was born in Beals January 16, 1931, to the late Vinal and Kathleen (Alley) Beal.

As a young boy he moved with his family to Head Harbor Island. To attend school, which was in a church, he had to walk quite

a distance, even crossing a large pasture full of various farm animals. While attending Beals High School, he played on the State Championship basketball team.

One of the most noted builders on Beals Island is Osmond Beal, who has been building boats since the early 1950s. He comes from a family with a long history of boat-builders. He said that his great grandfather, grandfather and father were all builders. That does not count all his uncles that also built on the island when he was growing up. His great grandfather and grandfather did not build large lobster boats. They built lapstrake rowboats, which when completed would be loaded onto a schooner and sent to the west'ard to be sold.

Vinal was Osmond's father and like most boatbuilders on the island he built boats in the winter and spring and went lobster fishing and clamming in the summer and fall. He worked for other builders, such as Harold Gower and Alvin Beal. However, he came home one day and said if he could build boats for someone else he could build them himself and he began by building a 26 footer over in Alley's Bay.

Osmond said that was around 1948. He added, ‘One night we were sitting there eating supper and he said, ‘You know if I could sell this little one I think I’d build a bigger one.’ Well, I came around the bay and I ran across this fellow from Stonington. We got talking boats and I told him, “You know anybody that wants to buy a little 26 footer?” He said, ‘I might’. By gracious the next day he and his father showed up and they bought her.”

As soon as she was sold Vinal purchased the lumber for a 34 footer, which he started in the fall of 1952. That was also the time Osmond received a call from the U. S. Army and he would not get a chance to help build her.

Following graduation from Beals High School in 1951, he joined the United States Army, where he proudly served from 1952 to 1954, obtaining the rank of corporal. He was stationed in England, where he worked with the Air Force to build a runway, and had the distinct honor of attending Queen Elizabeth's coronation.

After his discharge from the Army, Osmond married the love of his life, Barbara (Alley), on September 17th, 1954.

Shortly after, he started working in a boat shop owned by his father, Vinal, and his uncles, Alvin and Mariner.

Around 1955 Osmond built a boat for himself. She was 34 feet in length with a beam of 9 feet and named BARBARA J. From then on the orders just kept coming. In fact one winter they had orders for seven boats, however, between Vinal, Osmond and Harry Alley they would normally finished three boats a season.

‘The first one I built was over at his place,’ said Osmond. ‘I don’t remember just what happened to him [Vinal] he was taken sick and had to go to the hospital. We had just pulled a keel into the shop and he had always laid out everything. We always sawed, beveled it or whatever had to be done, but he always lined it off for us. I told Harry you and I have got to build that thing because we’ve got to eat. So we got the keel up on horses and we went for it. When he got home and got so he could come out in the shop, we had her all planked and the cabin and windshield was on her. I remember he crawled up on her and took a look in on her and he said, ‘That’s a better job than I can do,’ and he turned around and went right back in the house.’

All the boats Vinal built were of his

Continued on Page 8.

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U. S. COAST GUARD NEWS

USCGC Eagle arrives in Iceland, hosts U.S.-Iceland meeting

14 June

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 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.

Coast Guard Station Gloucester crews rescue 40 aboard Yankee Patriot II

7 July

BOSTON — Coast Guard Station Gloucester rescued 40 people aboard the fishing charter Yankee Patriot II today after a reported engine fire.

At approximately 8:40 a.m., Station Gloucester received a call on Channel 16 the fishing charter, Yankee Patriot II, had a fire on board and requested immediate assistance. The station launched three of its assets, two 47-foot Motor Life Boats and a 29-foot Response Boat Small. Gloucester Harbormaster also launched their asset to assist.

Once on scene, crews from Station Gloucester were able to safely transfer all 40 passengers on to the two, 47-foot MLBs, taking them safely back to Station Gloucester with no injuries reported.

Once all passengers were on land, all four response vessels then escorted the Yankee Patriot II safely back to their homeport at the pier in Gloucester, Massachusetts.

Coast Guard Sector Boston holds time-honored Change of Command Ceremony

7 July

BOSTON — Coast Guard Capt. Kailie J.

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Benson relieved Capt. Eric J. Doucette as the commanding officer of Coast Guard Sector Boston during a Change of Command ceremony at the Leader Bank Pavilion, in the Boston Seaport, Friday. The ceremony was presided by Rear Adm. Thomas G. Allan Jr., commander, First Coast Guard District.

Capt. Doucette assumed the duties as commanding officer of Sector Boston in 2018, where he oversaw all Coast Guard missions from Plymouth, Massachusetts to the New Hampshire state boarder, and all waters extending 200 nautical miles off shore. Doucette commanded over 1,500 active duty, reserve, civilian and auxiliary personnel, and employed three cutters and 22 boats across five multi-mission stations and an Aids to Navigation Team. In his next assignment, Doucette will serve as the chief of staff, Ninth Coast Guard District.

Capt. Benson, originally from Halifax, Nova Scotia, assumes the duties as the commanding officer, Sector Boston, having most recently served as the chief of the Coast Guard Office of Emergency Management and Disaster Response at USCG Headquarters. In this role, she was responsible for the development and maintenance of strategic doctrine and policy guidance on the Coast Guard emergency management and disaster response mandates.

The Change of Command Ceremony is a time-honored event preserved by the rich heritage of naval tradition. It is a custom that is formal, follows military protocol, and is designed to strengthen the respect for the continuity of command that is vital to military organization. The culmination of the ceremony is reached when both officers read their orders, face one another, salute

and transfer responsibility for the command. This provides the entire command with the knowledge that the officer, directed by proper authority, is taking command and provides an opportunity to witness this transfer of responsibility.

During the COVID-19 pandemic, many military traditional events, such as the Change of Command, were disrupted. Friday was a culminating moment for many Coast Guard and Massachusetts first responders to celebrate this time-honored tradition in person, while embracing some of the past years’ technological advancements, incorporating a virtual Zoom stream that enabled many people from across the country to participate.

During the ceremony, senior leaders of the New England marine transportation system were able to enjoy a celebratory event, backdropped by a lively port with numerous ships, ferries, and private vessels transiting. Immediately adjacent to the ceremony was the port dredging project that, in connection with the recently arrived new cargo cranes at Conley Terminal, will keep the Port of Boston a world class maritime cargo hub for decades to come.

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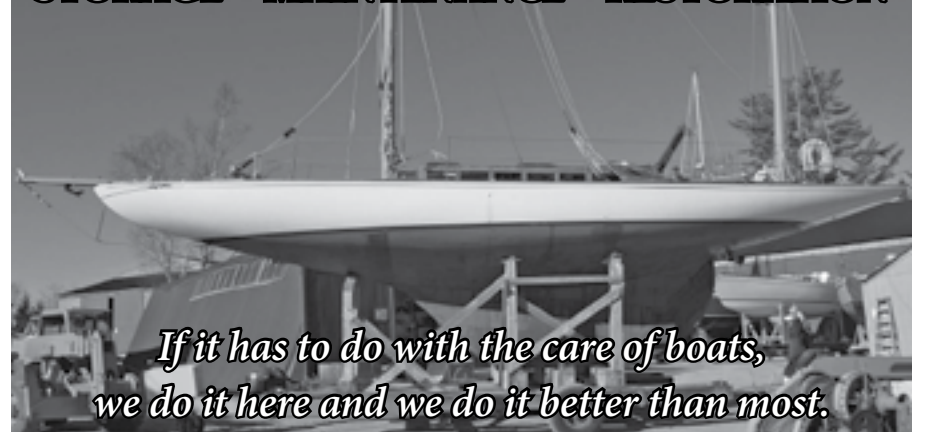
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U. S. NAVY NEWS

USS Gerald R. Ford (CVN 78) Completes First Full Ship Shock Trial Event 18 June 2021

On Friday, June 18, the USS Gerald R. Ford (CVN 78) successfully completed the first scheduled explosive event as part of Full Ship Shock Trials (FSST).

The first-in-class aircraft carrier was designed using advanced computer modeling methods, testing, and analysis to ensure the ship is hardened to withstand battle conditions, and these shock trials provide data used in validating the shock hardness of the ship.

The U.S. Navy has conducted FSSTs over several decades, most recently for the Littoral Combat Ships USS Jackson (LCS 6) and USS Milwaukee (LCS 5) in 2016; as well as for the San Antonio-class amphibious transport dock USS Mesa Verde (LPD 19) in 2008, the amphibious assault ship USS Wasp (LHD 1) in 1990, and the guided

missile cruiser USS Mobile Bay (CG 53) in 1987. The last aircraft carrier to execute FSST was USS Theodore Roosevelt (CVN 71) in 1987.

The Navy is conducting the shock trial testing in accordance with Office of the Chief of Naval Operations Instruction 9072.2, and as mandated by the National Defense Authorization Act of 2016.

Ford’s shock trials are being conducted off the East Coast of the United States, within a narrow schedule that complies with environmental mitigation requirements, respecting known migration patterns of marine life in the test area. The Navy also has employed extensive protocols throughout FSST to ensure the safety of military and civilian personnel participating in the testing evolution.

Ford is the newest and most advanced aircraft carrier in the U.S. Navy. The ship closed out a successful 18-month Post De-

livery Test & Trials period in April, during which the crew completed all required testing, accomplished planned improvements and maintenance ahead of schedule, and learned valuable lessons to increase the reliability of Ford-Class systems. At the same time, the ship also served as the sole East Coast platform for conducting carrier qualifications.

Upon completion of FSST later this summer, Ford will enter a Planned Incremental Availability for six months of modernization, maintenance, and repairs prior to its operational employment.

Naval Special Warfare Welcomes CQT Class 115; First Woman Operator 15 July 2021

CORONADO, Calif. – Candidates of Crewman Qualification Training (CQT) Class 115 completed Naval Special Warfare’s (NSW) assessment and selection pipeline to become

Special Warfare Combatant-craft Crewmen (SWCC), earning their pins and graduating, Thursday, July 15, 2021.

Graduates of any NSW assessment and selection pipeline have met the rigorous standards to enter their chosen profession, demonstrating they possess the character, cognitive and leadership attributes required to join the force. Historically, about 35 percent of SWCC candidates make it to graduation.

Among the 17 graduates is NSW’s first woman operator.

The SWCC assessment and selection pipeline challenges candidates through adversity, always upholding validated, gender-neutral and operationally-relevant standards.

“Becoming the first woman to graduate from a Naval Special Warfare training pipeline is an extraordinary accomplishment, and we are incredibly proud of our

PASSED OVER THE BAR: TRUNDY, WHITTIER & BEAL

Continued from Page 6.

design. Osmond explained, ‘They were 34 or 35 feet long and 10 feet wide. Then they started getting wider and a little higher sided. Some of them went a little bit longer, but we didn’t go over 38 feet for a long time. I think we only built one that was 38 feet.’

In 1966, they moved their shop to its present location. Here the boats continued to grow in size. ‘When we got over here they wanted them a little wider and we finally got up to 12 feet and some went to 13 feet. CORNED HAKE was the biggest one we built. She was 14 feet 4 inches wide and 40 feet 10 inches long.’

In the late 1960s Osmond and his father went over to help Harold Gower. Osmond said, ‘Harold Gower was taken sick. He had a boat nearly done and we had just put our last one in the water that we were going to work on for the summer. He came over and wanted to know if daddy and I could come over to work for him for a couple of weeks. Put the guards on her and stuff like that. So we did. We went over and worked two weeks for him.’

In the mid-1970s Vinal’s health caused him to do less and less boatbuilding and in 1977 he passed away. Osmond continued to build in the winter and fish in the summer.

In 1984 one of Osmond’s 35-footers

was having her engine changed to an Isuzu, which was installed by Terry Hutchins of H&H Marine in Milbridge. Osmond said, ‘We had her there at the wharf and he [Terry] was in the cabin and I was sitting on the stern and he come out through the door and said, ‘You know I don’t know but I’d like to have a plug on this model right here.’ Well, I said, ‘You’re looking right at the very bird that could do it.’ ‘Well,’ he said, ‘you’ve come back so quick I’ve got to go home to talk with my brother.’ So, he went home and when he come back the next morning he said, ‘We’re going for it.’ I said, ‘Good enough.’ So, I made up an order for the lumber, of course I ordered it for a 35 footer, and that fall we started on her. Oh, they’d come down once in a while look it over and when he came one time he said ‘Can you get a 36?’ The next time he came he said, ‘Can you build a 37,’ and I said ‘Well, maybe.’ So they came down again and he said, ‘Can you get a 38?’ and I said, ‘No, I don’t think so.’ He said, ‘Get her whatever you can get her.’ So it was 37, but they called her 38.’

This became a very successful model for H&H Marine and they came back to Osmond for a 32-footer in 1989. They then had him design a 29 and 20 footer for them. Osmond added, “The 29 I changed her a little. I put a little ‘V’ in the stern. Somebody told me they didn’t spank the stern if you had it like this. Well, I found out they were wrong. I went right back to the flat stern again.”

His ability as a designer and builder awarded him a place in the Maine Boatbuilder’s Hall of Fame.

During the summer, Osmond took a break from boat building and would be on the water lobster fishing. One of Osmond’s greatest enjoyments was being on the water and watching wildlife. He was a faithful member of the Church of Jesus Christ, the Lamb of God, where he served as a Deacon for many years. He enjoyed attending all of his grandchildren, and great-grandchildren’s school sporting events, and cheering them on.

Against popular opinion he was an avid New York Yankees fan.


As the eldest male resident of Beals Island, he was honored to cut the ribbon at the opening of the new Jonesport-Beals bridge. Osmond was blessed with many wonderful experiences, accomplishments, and passions during his life, but nothing meant more to him than his family.

He is survived by his beloved wife of 66 years, Barbara; a daughter, Pamela Johnson and her husband, Dwayne; a granddaughter, Shanna Blackwood and her children, Zachary and Emma Vincent; a grandson, Erick, his wife, Crystal, and their daughter Alyssa Blackwood; two brothers-in-law, Philmore Crowley and Harry Alley; and many nephews, nieces, cousins, and special friends. In addition to his parents he was predeceased by two sisters, Aseliah Alley and Lovina Crowley; a great-granddaughter, Quintsey Rose Blackwood; and Shanna’s late fiancé, Daniel Rogde.

In lieu of flowers, donations in his memory may be made to the church. Condolences and memories may be shared at mcclurefamilyfuneral.com.

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U. S. NAVY NEWS

teammate,” said Rear Adm. H. W. Howard, commander, U.S. Naval Special Warfare Command.

“Like her fellow operators, she demonstrated the character, cognitive and leadership attributes required to join our force.”

Following graduation, the newly-minted SWCCs will report to either a Special Boat Team or follow-on training. The continuum of qualification and training over the course of an NSW operator’s career includes continuously advancing skills in core and additional competencies.

SWCC are experts in covert insertion and extraction, utilizing a unique combination of capabilities with weapons, navigation, radio communication, first aid, engineering, parachuting and special operations tactics.

Naval Special Warfare Center, located on Naval Amphibious Base Coronado, provides initial assessment and selection and subsequent advanced training to the Sailors who make up the Navy’s SEAL and Special Boat communities. These communities support the NSW mission, providing maritime special operations forces to conduct full-spectrum operations, unilaterally or with partners, to support national objectives. For more information on the NSW pipeline, visit <https://www.sealswcc.com/>.

Acting SECNAV Names Future Expeditionary Fast Transport Ship Point Loma 16 July 2021

Acting Secretary of the Navy Thomas W. Harker announced July 16 that a future Spearhead-class Expeditionary Fast Transport (EFP) ship will be named to honor the San Diego seaside community of Point Loma.

The future USNS Point Loma (T-EPF-15) will be the second naval vessel to bear this name, the first being a deep submergence support ship that was decommissioned in 1993. Currently, eight Navy vessels honor the state of, or a location in, California.

“It is my honor to recognize the enduring support of the community and residents of Point Loma, who for generations have provided the Navy and Marine Corps with critical support and infrastructure integral to the Department of the Navy’s mission,” said Harker. “So many Sailors and Marines have called this community home, and like I, a California native, have seen and felt the support from this community. The crew of the future USNS Point Loma will honor this time-honored relationship, and will continue to serve this community and the nation for generations to come.”

The name selection follows the naval tradition of honoring small American cities

or communities with ties to the Navy. The community of Point Loma has a long-standing naval presence, beginning in 1901 with the establishment of the Naval Coaling Station, La Playa, which later became Naval Supply Center San Diego, Point Loma Annex in 1943. The Naval Training Center San Diego in Point Loma served as a basic training facility for over seven decades, and the Fort Rosecrans National Cemetery is the site of a monument for Sailors killed in a boiler explosion on board USS *Bennington* (Gunboat No. 4) in 1905.

Currently, Naval Base Point Loma comprises six installations and provides support to 70 U.S. Pacific Fleet afloat and shore based tenant commands headquartered on the base.

The future T-EPF-15 is the last of the 15 EPFs awarded to the Navy, with the first delivered in 2012. The Navy has accepted delivery of 10 EPFs with USNS Burlington (T-EPF 10) being the most recent delivery in November 2018. Austal USA in Mobile, Alabama, was awarded the contract to build T-EPF-15 in February 2021.

EPFs are commercial-based catamarans designed to be highly capable and affordable, allowing flexibility to the fleet with their ability to access harsh ports with minimal external assistance. EPFs maintain a variety of roles including humanitarian assistance, maritime security and disaster relief, among others. The vessel is designed to operate in shallow-draft ports and waterways, and includes a flight deck for helicopter operations and an off-load ramp that allow vehicles to drive off the ship. The future T-EPF-15 will also include an expeditionary medical capability.

Along with announcing the ship’s name, Harker also recognized the future USNS Point Loma’s sponsor, Beth Asher, who in her role as the ship’s sponsor will represent a lifelong relationship with the ship and crew.

Navy to Christen First John Lewis-Class Oiler 16 July 2021

The Navy will christen its first-in-class John Lewis-class replenishment oiler, the future USNS John Lewis (T-AO 205), during a 9 a.m. PDT ceremony Saturday, July 17, in San Diego, California.

Speaker of the House of Representatives, Congresswoman Nancy Pelosi, will deliver the ceremonial principal address. Remarks will also be provided by Mr. James Geurts, performing the duties of Under Secretary of the Navy; Vice Adm. Ross Myers, commander, Fleet Cyber Command and commander, U.S. Tenth Fleet; Rear Adm. Michael Wettlaufer, commander,



On Friday, June 18, the USS Gerald R. Ford (CVN 78) successfully completed the first scheduled explosive event as part of Full Ship Shock Trials (FSST).

Military Sealift Command; and Mr. Marcus Tyner, nephew of the ship’s namesake. In a time-honored Navy tradition, the ship’s sponsor, Ms. Alfre Woodard Spencer, will christen the ship by breaking a bottle of sparkling wine across the bow.

“Tomorrow we christen the first John Lewis-class replenishment oiler,” said acting Secretary of the Navy Thomas Harker. “Leaders like Representative Lewis taught us that diversity of backgrounds and experiences help contribute to the strength of our nation. There is no doubt that the future Sailors aboard this ship will be galvanized by Lewis’ legacy.”

The future USNS John Lewis is the first ship in its class and will be operated by the Navy’s Military Sealift Command. The ship is named in honor of the late politician and civil rights leader. John Lewis-class oilers will be named for other prominent civil

rights leaders and activists.

The John Lewis-class 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 at sea. These ships are part of the Navy’s Combat Logistics Force.

In June 2016, the Navy awarded a \$3.2 billion contract to General Dynamics NASSCO in San Diego for the design and construction of the first six ships of the Future Fleet Replenishment Ship, the John Lewis-class (T-AO 205), with construction commencing in September 2018. The Navy plans to procure 20 ships of the new class. Lewis passed July 17, 2020; the christening marks the one-year anniversary of his death.



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Straight On!

By Sheila Dassatt

The fishing season has started full tilt and the meetings are also very important right now, so I am happy to have this opportunity to share with everyone. I feel that the meetings have been very necessary and being in the middle of lobstering, we have a front row seat with how everything is going. On a positive, the Stonington Lobsterboat Races were held on my birthday this year! I was very fortunate to have my family here over the weekend. Glenn and Cathy stayed over the weekend and my daughter, Christy, Murray and daughter Hanna were also joining us. We enjoyed the race and did a lot of eating! Had a picnic and just plain had a good time. I am telling you this because it has all been what we have needed after the long year of pandemic. These gatherings are just what we have all needed to get back on track.

I feel it is my gift to have this space to share, but also feel it is a responsibility to stay in touch with everyone that is involved with the fishing industry, whether it is fishing, lobster or bait dealing, boat builders and suppliers. This year, we made the move back to Stonington, where all of my roots are and I am so happy to be here. I have always had a piece of myself here, even when I lived in Belfast.

What I am driving at, is when we are do-

ing our best to take care of our environment and take care and protect our livelihoods, you need to understand the whole scenario. Jon brought me a letter that was sent to the Maine Coastal News addressed to me. He said that I had “fan mail.” That was a very nice gesture until I opened it. By the way, thank you, anyway, Jon, you gave me a reason for this article!

This came from a person that was very opinionated, but did not leave a return address or signed their name at the end of the letter. Imagine that! Due to this, it probably doesn’t warrant a reply, but I believe in an open dialog. Basically, without retyping the entire letter, it stated that according to the windmills, that I had “illogical conclusions” And are apparently against windmills without scientific evidence notwithstanding. Basically the fishing industry is to blame for a lot of our shortages, cod, boat building supplies, over fishing and so on...

I have been part of the windmill discussions ever since the onset of this whole endeavor, with the Governor’s Energy Office and the Board that has been part of the informational meetings. These meetings are very informative with our own scientists showing the diagrams and charts of how these windmills are designed, especially under the water. This is why there is one approved research site for these prototypes. We also

had a webinar that was with the Department of Marine Resources and the Department of Inland Fisheries and Wildlife, that also has concerns about these prototypes. A lot of time and study has gone into the effects of the underwater life and the birds and above water life. This is not just a whim, these are real concerns with real scientists doing the studies.

I am involved because I care about the livelihoods of our industry. My husband and I and our entire family are also living it. When a person lives on the coast, especially on an island, there is not a lot of industry going on, we are totally dependent on the fishing industry. There are no shopping malls, Dunkin Donuts (inside joke) or fast food stores. There is also no industry such as window factories, potato processing or even sardine factories any longer. We are totally dependent on our way of life. This is one big reason why we might be “a little concerned.” This has been the only way of life for generations, not just something new and brought here for the fun of it, like a new lobster roll stand. Don’t take me wrong, they are a nice addition to the needs of “fast food” and they taste much better than the cheap hamburgers that aren’t so cheap any more.

Right now, there is a big division of folks out there, you have the ones that are “saving the environment, saving whales, and doing all that they can to save the environment due to global warming.” The only thing that they don’t understand, is that the fishermen are very aware of these same issues and do all that we can to do our part. The fishing generations have always been “stewards of the sea” which goes back to our fathers, grandfathers and so on back. Maine started the conservation of the lobster population, which is why we have the V-notch for female egg bearing lobsters and the lobster gauge that limit’s the size of the lobsters that we can take. It is all in the name of conservation, so we can enjoy and still have the resource for our next generations to come.

So whoever you are, thank you for writing your letter, picking our industry apart, it gave me the incentive to write my reply and get a lot of this out in the open. I don’t expect to have everyone agree with me, we all have our reasons, but I will always speak up for our livelihoods and our industry, wouldn’t you?

NORBERT LEMIEUX

Continued from Page 5.

hp Cat that they’d crank all they could get out of it,” added Norbert. “He beat me in Stonington. Then we came to Jonesport and they said the Coast Guard cutter is going to run in your race. Vin says ‘Climb up on that Coast Guard cutter’s wake’ so I did and I beat him. They got all upset, they said, ‘That is not fair.’ I says, ‘Who went under the bridge first?’ Well, you have got to race him again so I raced him again and he beat me by a boat length. Between that race and the Winter Harbor race every day I wasn’t fishing I had my boat on the beach, painted it, sanded it, got it as smooth as I could. Took my original prop, put another inch of pitch in it and I had that little Volvo turned to 3200 rpms.”

When the Young Brothers started racing Norbert was building their race engines. He said, “The Young Brothers said ‘If we can make a boat that will go faster than the competition, basically this boat is more fuel efficient. If you can get to your fishing grounds half an hour or an hour sooner you

can cut your speed back on your engine and go to hauling instead of still being in cruising. That was a big part of their reason for building faster boats. We had a good time, of course my 33’ with my diesel I didn’t have to do as much to the motor but gee, we built two big block Chevys for her. The first one, I think we had \$2500 in that engine, of course I didn’t charge anything for any labor. I had it bored and we had it 12¾:1 pressure compression pistons, had a high torque cam in it, but we were using stock heads and stock crank. Glenn Holland was big competition for us back then. Of course he had some good motors. The best motor he had was a 426 Chrysler Hemi and they built that I think at a speed shop in Bangor and that sucker flat out had horsepower.”

“They were going to let us race in Winter Harbor with nitrous oxide,” continued Norbert, “and we knew that Glenn Holland was putting it on his boat. I got the whole kit lined up and they said you have got to use this special Holly fuel pump, but she isn’t getting enough gasoline so we yanked that off and we put the original fuel pump. So here we are in Winter Harbor and we are racing Glenn Holland in the grand finale and Glenn he gave her the boost right off and we didn’t. Our boat was pretty smart on take off and Glenn started gaining on us and Vin turns around and says, ‘give her the boost.’ I crawled up because the boat is going so fast and I popped the hatch off and I pulled the top of the switch and hit the button and it was just like I put her in passing gear. We were really going and then all of the sudden she starts slowing down and I said, ‘There, we melted the friggin pistons.’ Vin said, ‘Look back there’ and white smoke was pouring out of both stacks on Glenn Holland’s boat. He had blown his head gaskets.”

Norbert had a good record building race engines for the Young Brothers. He said, “Celia, told me, look Nob. This isn’t fun anymore, let’s go camping with the kids so that is what we did and I got out of racing. The Young Brothers then got involved with Richard Weaver and he built their race engines after that.

Nick is basically running the boat shop, but Norbert still does the shaft installations and the metal fabrication needed and during the summer and fall you will find him off-shore fishing and enjoying life.



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Commercial Fishing News

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

From the Director -

It's hard to believe that we're at the end of July already! Where does the time go, especially when we are in the middle of the lobster season. I hope that everyone is having a safe and successful season so far. We have been very busy just setting the gear and trying to get a haul schedule organized. The pandemic is still over our heads, but people and places are out and about much more than last year at this time, which is good to see.

One thing that I am so relieved about is the fact that we are not wearing masks on the boat! Can you imagine what it would be like on some of those hot summer days? Yesterday was one of those hot days, which was hard to breathe, even without the mask.

DELA has been busy through it all. To begin with, we are also part of the Governor's Energy Team, but not as promoters of the Wind mills, but representing the fishing industry with communications to the talking table. This is a very important job for us,

because they need to know how we all feel about our concerns for our livelihoods. We are very glad that at this point, we have the moratorium within the three-mile line in the State of Maine banning the expansion of the windmills for now. We have ten years to figure these issues out, and this is the team that we are part of. Thank you Representative Billy Bob Faulkingham for your work in the Legislature to get this show on the road! LD 101 was the beginning of the work to get the attention of our fishing industry and legislators, and the support was overwhelming. We are there!

DELA has had a lot of reach out lately for support to promote the industry. We have a group in Camp Ellis (Saco), Maine, that feels that with the Rockland Lobster Festival being cancelled two years in a row, that they have decided to put on a last minute event. Richard Coffron contacted me about this, just asking for promotion, which we are happy to do. He told me that all profits

will be donated to Downeast Lobstermen's Association and Maine Lobstermen's Association. They will have beach activities, music, lobsters, hot dogs and much more. Please join and help spread the word!

We have been contacted by Amy Dowley with University of Maine, Machias, asking for our help to promote a safety study for the fishing industry. They have a short survey for a research project to learn about the work-related health problems that harvesters face and their barriers to accessing healthcare. This study is part of a project funded by the University of Maine System and the Maine Shellfish Restoration and Resilience Project. Our knowledge and experience would be valuable to this study. Their appreciation for participation gives us a \$10 Visa gift card when the survey is submitted. The gift card will be mailed directly to the address that you provide.

Last Wednesday, we met with Randy Nichols and Mike Begin of Decade Products. This was a working meeting, with a discussion of the fishermen's needs and the needs of the lobster dealers. They carry plastic storage units for shipping lobsters without damage and also larger units for carrying bait. These are prototypes for our input to design. We have one unit that can be used for bait for can be transformed into a smaller lobster holding tank for an extra or for smaller boats. They are very impressive and much more economical than some of the other units that we have been using. They are very open to suggestions for improvement of

these products. Randy Nichols is the local representative for the Decade Products. His email contact is: randynbis@gmail.com. If you are a lobster or bait dealer, send him a message and he will be happy to share with you.

We have been contacted by Shannon Mullen, a writer that wants to do an article with National Public Radio about the next generation of lobstermen, who would like to work with us. Please contact me if you are interested in talking with her about out next generation. This is one of our big concerns with the direction that our industry is going. Let's get involved! I have seen two boats already this year with the name, "Lost Generation."

We are getting our address change slowly but surely to our Stonington location. Again, if you don't have it, it is P. O. Box 702 and my contact is 207 322-1924. Please have patience with me, it has been quite an undertaking to get everything changed, but we're getting there. We are so glad that we made the move and thank everyone that has helped us along the way. The best way to be involved with the industry is to be right in the middle of it. We have great communications with our fishermen and can hear everyone's concerns. I have found our next generation to be wonderful young men and ladies. Thank you to all! I will also announce the date of our next meeting. Stay tuned.

See you around and stay safe, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

United States and Canada Discuss On-going Efforts to Reduce North Atlantic Right Whale Mortalities, Serious Injuries June 17, 2021

A message from Acting NOAA Fisheries Assistant Administrator Paul Doremus, who recently participated in a meeting with Canadian officials focused on the conservation and management efforts for the endangered North Atlantic right whale.

In support of our shared interest in protecting and recovering North Atlantic right whales, we held our first biannual meeting of 2021 with officials from NOAA Fisheries and Oceans Canada and Transport Canada last Thursday. Fisheries’ Deputy Assistant Administrator for Regulatory Programs, Sam Rauch, and our Regional Administrator for the Greater Atlantic Regional Fisheries Office, Mike Pentony, joined me for this virtual meeting.

Clearly, it is crucial for both countries to take and sustain additional efforts to reduce right whale mortalities and serious injuries. Protecting and conserving these critically endangered whales is especially important given the rapid decline in the population in recent years. There is evidence of a continued high rate of mortality and an ongoing Unusual Mortality Event. And while we had at least 18 North Atlantic right whale calves born this year, a recent scientific paper highlighted the strong link between natural and human-induced factors—such as entanglement—and smaller North Atlantic right whales.

As in previous meetings on this topic, both sides agreed to share innovative techniques and solutions that foster healthy fisheries, reduce the risk of entanglements, and create whale-safe maritime practices. Both countries gave updates on current and future risk reduction measures, including vessel strike reduction efforts. We also continued our discussions of the measures both countries can take throughout the species’ range to further reduce risks.

It is essential that both the United

States and Canada implement sustainable, long-term measures to turn the population trajectory of right whales upward and recover this species. As a newcomer to these discussions, I was pleased with Canada’s willingness to share information and seek common ground. It’s important to continue these bilateral efforts to help achieve our shared goals of conserving and restoring this species. As we have said before, the United States, especially the commercial fishing industry, cannot carry the full burden of these efforts. It has to be a shared responsibility. Our partners and stakeholders continue to look to the U.S. and Canadian governments to save this critically endangered species, and this is one of the ways we can deliver.

Paul Doremus, Acting Assistant Administrator, NOAA Fisheries

2021 Spring Gulf of Maine Cooperative Bottom Longline Survey Concludes July 13, 2021

Over the course of three weeks in April and May, two vessels sampled 45 stations in the central Gulf of Maine.

The Gulf of Maine Cooperative Bottom Longline Survey has been conducted from two commercial fishing boats each spring and fall since 2014 by the science center’s Cooperative Research Branch. At each station environmental conditions are collected by sensors and a baited longline (1 nautical mile in length) is set and retrieved. Scientists then remove catch from the line and weigh, measure, and collect biological samples from the fish that come onboard.

Spiny dogfish, cusk, and haddock were the largest components of the catch, consistent with what has been seen in earlier surveys. Other species commonly caught included thorny skate, Atlantic cod, barn-door skate, white hake, and red hake. This season we also caught 17 Atlantic wolffish and seven Atlantic halibut. Both species are considered “data-poor” in terms of stock assessments. Staff also observed multiple instances of porbeagle sharks eating fish off

the line.

Survey Operations Hooks on Camera

This spring, each boat was again outfitted with electronic monitoring video cameras mounted at strategic points. Reviewing the footage from these cameras will allow fisheries biologist Lindsey Nelson to evaluate the disposition of the hooks at haul back—fish captured, bait remaining, or empty hook. Her study will investigate how best to evaluate the availability of hooks, how that availability affects variation in catches of certain species, and how this may differ among bottom types or sampling regions.

New Equipment

In the fall 2020 survey we introduced a new tablet-based data collection system designed to ease input and improve data quality. This spring, a new version of the application incorporated bug fixes and integrated a new model of motion-compensated digital scales. The new scales, used to weigh all of the fish that come onboard, communicate with the tablet through Bluetooth and represent a significant update to the instruments deployed on this project.

Survey Data Use

The Gulf of Maine Bottom Longline Survey stations are located in areas of rough bottom, places where fish typically hide and are hard to sample with trawl gear. A number of commercially important fish species—including cusk, wolffish, and Acadian redfish among others—prefer these habitats. To keep these fisheries sustainable, managers need accurate stock assessments, which require the data this survey provides.

During the ongoing haddock research assessment track, data from this survey were included and evaluated in several model runs. Last fall, reviewers at the Atlantic wolffish management track assessment recommended that assessment scientists explore using the bottom-longline survey index in the model in the next research track assessment for that species.

2021 Coastal Survey Catches Nearly 2,500 Atlantic Sharks

July 13, 2021

Every two to three years, scientists capture and tag sharks along the southeast Atlantic coast to collect a variety of data. This year’s survey captured nearly 2,500

from 11 different shark species.

Sandbar sharks were the most common shark caught during the 2021 Large Coastal Shark Bottom Longline Survey. This survey of large and small coastal sharks was conducted from April 12 to May 28 by scientists from the Northeast Fisheries Science Center’s Apex Predators Program.

The survey is conducted in U.S. waters from Florida to the mid-Atlantic area every two to three years to provide relative abundance indices of coastal shark populations. Working from the contracted commercial longline vessel F/V *Eagle Eye II*, scientists from the center’s Narragansett Laboratory in Rhode Island and vessel crew caught 2,462 sharks of 11 species. The vessel left Port Royal, South Carolina to begin the survey just south of Fort Pierce, Florida. The survey ended at the North Carolina–Virginia border.

“We had a lot of weather delays this year, but we were still able to complete the majority of stations we cover each survey,” said Cami McCandless, who along with Lisa Natanson were the two scientists on board for the survey. Both are from the center’s Apex Predators Program based at the Narragansett Laboratory. Natanson has been the chief scientist on this survey since its inception in 1996. She retired in 2020 but returned this year to help lead the survey one last time before handing over the reins.

“The survey was designed to sample coastal sharks just prior to their northward migration along the coast,” Natanson said. “The 47-day survey consistently occurs in early to mid-April and ends at the Memorial Day weekend. Since the inception of the survey, there has been an increase in weather days. This has resulted in a decrease in the number of stations although the geographic extent of the survey has remained the same over the years.”

Sandbar Sharks Dominate Catch

Sandbar sharks accounted for 70 percent of the shark catch and were mostly larger juveniles and adults. Other species included: Dusky sharks, mostly juveniles, 10 percent; Tiger sharks, 6 percent; Scalloped hammerheads, 5 percent; Atlantic blacktip, Atlantic sharpnose, spinner, bull, and sand tiger sharks were the remaining 9 percent; Two great hammerheads; Two white sharks.

The results represent a change in species composition from the last survey,



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conducted in 2018. During that survey, sandbar sharks were still the primary species followed by dusky sharks, but blacktip sharks were third in abundance, followed by Atlantic sharpnose, tiger, and scalloped hammerhead sharks.

“This is not the first time changes in species composition have been observed with these data. In the first five surveys, blacktip sharks were rarely observed, but since the 2009 survey, they have been in the top five species caught. Additionally, this is the first year scalloped hammerheads have been in the top five species caught,” Natanson said.

More Than 2,000 Sharks Tagged

NOAA Fisheries Cooperative Shark Tagging Program tags were attached to 2,132 sharks representing 10 species before they were released. 202 animals, a subset of the original 2,132, were also injected with oxytetracycline for age validation studies. A 9-foot female white shark was also tagged with a 10-year archival tag provided by Greg Skomal of the Massachusetts Division of Marine Fisheries for a shark study he is leading.

In addition, 10 sharks previously tagged with Cooperative Shark Tagging Program tags were caught, along with two fish, a sandbar shark, and a cobia, each with a Virginia Institute of Marine Science tag. One of the recaptured sharks on the recent survey was a sandbar shark tagged years ago by McCandless during the Cooperative Atlantic States Shark Pupping and Nursery (COASTSPAN) survey in Delaware Bay.

“This was a female sandbar tagged as a 1-year-old during our July survey and was recaptured 15 years later this April off Georgia,” McCandless said. “I hope to see

her again in Delaware Bay, maybe when she comes back to give birth to her own pups. She is within the size and age range for mature females, but we saw no clear indication that she was pregnant this year.”

Life History Data Gathered

Although the goal of the survey is to capture, tag, and release animals, sometimes sharks die during capture. These animals are sampled for other studies. During the survey, sharks representing eight species were brought on board and sampled for age and growth, reproductive, and food habits studies. Reproductive information was obtained from 59 sharks, backbones were removed for age and growth research from 75 sharks, and stomachs were examined from 18 sharks. Morphometric data—detailing size and shape—were also collected on all undamaged sharks brought on board.

More Surveys Ahead

McCandless leads the COASTSPAN program and will be leaving this month, along with other center colleagues, to survey the sharks of Delaware Bay. This is the second of three consecutive monthly surveys to monitor the summer pupping and nursery season in the bay.

The Apex Predators Program also manages the Cooperative Shark Tagging Program, which started in 1962. It is the longest running shark tagging program in the world and NOAA Fisheries’ oldest citizen science program.



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Boat And Ship Yard News



Just launched from Boricua Custom Boats in Steuben was this Osmond 44, finished out as a commercial fishing vessel for Dean Barrett of Sullivan.

Editor's Notes -

Getting a boat launched on the date promised is always a challenge, but it has been extremely difficult over the year. This is due to the fact that you cannot get some of the materials or items easily. Most times when you call for an item you are told it will be several months before you can have it. Boatbuilders have struggled, but overall they have persevered and the boats are just a few weeks behind schedule.

Another issue has been the cost of materials and items, which has sky-rocketed

with the demand from the public during the pandemic. Some of the prices have started to fall, but most feel they will never drop all the way back to where they were before the pandemic hit. Cost will be a factor for the pleasure boaters, but the commercial fishermen will have to grin and bare it or do it themselves, which many do anyway.

Couple all this with how busy yards and builders are during the summer months and you better pray that you do not need to have a major project done between now and September. Some yards might be able to squeeze



This boat was recently sold and was readied for the water at John Williams Boat Company in Hall's Quarry. The hull is a Newman 36 finished off by Jim Rockefeller of Camden.

a project in, but remember you can always get bumped if a commercial fisherman needs an immediate repair. That is their livelihood and the way it should be. So, I, like you, just hope really hard that everything stays working.

**Boricua Custom Boats
Steuben**

Just before the fourth of July they launched the 44-foot GRIN-N-BARRETT for Dean Barrett of Sullivan, which made an appearance at the Moosabec Lobster Boat

Races on 3 July. She was an Osmond 47 cut down to 44 feet with an 18-foot 2-inch beam all done by her hull builder H & H Marine of Steuben. This was the first one that they have done this to. She is powered with a 1,000-hp MAN, which allows her to cruise at 27 knots. Down below she has four bunks and a hydraulic locker.

Now in the shop is a Mussel Ridge 46, which is being finished off as a sportfisherman for a customer from Texas. Most of everything under the platform has been completed and now they are installing several

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This is a model of the cruiser USS OLYMPIA under development at BlueJacket Shipcrafters in Searsport. She was made famous as Admiral Dewey's flagship in 1898.

items (compressors, water chest for the live well, chill plate, water heater, etc.) before they put down the platform. They are also working down below and inside the house. The house was a project as they lengthened it to 17-feet 2-inches and strengthened, since it will have a mast and a 30-foot green stick. This took about a week to do.

Moises Ortiz said that he has not installed some of these items before so he is paying special attention to make sure that everything will work properly.

When asked when she will be done, he said, 'yesterday.' He is hoping for an end of

summer launch and that depends on getting everything he needs in a timely fashion.

In the next bay, they have a boat from Winter Harbor, which is in for just paint. Moises said that she should be done in a few of days and then he is going to focus only on the Mussel Ridge 46.

Outside there is a Calvin Beal 44, which needs to be finished. He has also talked with someone that needs a new top on a Young Brothers, this owner's son is hoping to have him finish off a Libby and another person

Continued on Page 18.

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Boat And Ship Yard News



The Robert Rich cruiser being rebuilt at Hylan & Brown in Brooklin. Her owner no longer can use her so she is for sale. It is hope she can be launched this fall.



The newest patrol boat for the Maine Marine Patrol, ENDEAVOR, [Calvin Beal 42; 800-hp MAN] was finished off by Farrin's Boat Shop of Walpole and launched mid-July.

Continued from Page 15.

is looking to have him finish off a Mussel Ridge 49 as a pleasure boat.

Buxton Boats Sunset

When I asked Peter Buxton, owner of Buxton Boats, how rebuilding SACHEM was going he said, “Repairing an old boat is like building a new one with the old boat in the way.”

SACHEM, a former wooden lobster boat built in 1933, is back in the shop. Peter replaced the keel last fall and in the spring he replaced the stern post, horn timber and spliced new ends on the frames he had to cut to remove the keel. With the new ends in place he fashioned a little floor timber that fit over the old frame and its new end and screwed them both together. Peter is now working on the engine beds, which need to be stiffened up. This boat had a Chrysler slant six and this will be replaced with a 4-cylinder Yanmar with about the same horsepower. There is an issue though, this engine is wider than the one she is replacing

and that means it will be a little harder to get to the front of the engine to work on it. When he added the new keel he made her a little deeper so she can swing a bigger propeller if needed. He then said that he is going to replank her bottom since she is iron fastened. The planking is good, but one knows that it is only a matter of time before there is a problem with the iron fastenings. When asked if the planking was original, Peter said, he did not think so. He said back in the early ‘60s she was laying on her side in a field, before being saved. He also said she had a lot of work done since then. He is hoping to have her finished and in the water next spring.

This winter he will be working on a Mackinen built lobster boat for a customer from Brooklin. She needs repairs made to the platform. The boat is in pretty good shape otherwise and the gas engine looks like new. Peter also was contacted by the owner of the oyster sloop and he felt that he is ready to do the next phase on her.

Farrin’s Boat Shop Walpole

Just moved out of the shop and ready

for the water is the newest patrol boat for the Maine Marine Patrol, named ENDEAVOR. She, a Calvin Beal 42 hull and top, arrived at the shop the end of last summer. A major modification was made to the top as they raised it 8-inches so they could get the engine under the deck and headroom in the cabin. For accommodations she has a queen-sized berth forward, water tank, wet locker, head and small galley with refrigerator, microwave, sink with cold water only. The engine is an 800-hp MAN with a ZF 500-1A 2:1 gear to a 2½-inch and a ZF 33 x 39-inch left hand four blade propeller. She went over mid-July and at sea trials everything was working fine and she attained a cruising speed of 25 knots.

In the forward bay at the shop is a Wayne Beal 36 being finished out as a yacht for a customer from the West Coast. With the State boat complete and gone the whole crew will now work on getting this one finished up and out the door, hopefully by the end of September. She is about 75 percent complete and most of the work comprises wood trim, systems and cosmetics.

Next could be a Mussel Ridge 46 sport-

fisherman heading to California; a Mussel Ridge 42 sportfisherman for Cape May, New Jersey and they have a couple of repowers on the schedule. One of the repowers is on a Holland 38, which they finished about 17 years ago. She is presently powered with a QSM 11 Cummins, but is switching to a 700-hp Scania.

Hylan & Brown Brooklin

The owner of the Robert Rich built boat being totally rebuilt suffered a medical issue and unfortunately will not be able to use the boat so she is now for sale. Fortunately, the project is still going forward. The trunk cabin and house are on and they are working on the interior. Down below they are putting in the berths, head and shower and the master cabin. The owner planned on putting a high-tech solar system with lithium ion batteries in and this is still the plan. They are hoping to have her far enough along that she can go over this fall for sea trials.

Besides the big rebuild, they finished

Continued on Page 24.



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WILD WILD WEST Sets New Diesel Record - 61.6 mph



KIMBERLY ANN [Calvin Beal 42; 750-hp FPT], TERRIE J. [South Shore 42; 750-hp FPT] and MISS MADELYN [Osmond 42; 700-hp Scania] nearing the finish in Diesel Class M(B).



The top three boats nearing the finish in the World's Fastest Working Lobster Boat Race: first, MARIA'S NIGHTMARE, second, JANICE ELAINE and third LA BELLA VITA.

Continued from Page 1.

40 and 45 mph it was anyone's guess who would be the first to the finish line. As they worked their way up the course it was RIGHT STUFF sneaking up the right side for the win.

Four boats went to the line for the Fastest Lobster Boat and the winner was FOOLISH PLEASURE with JANICE ELAINE.

Five boats were on the line for the final race of the day, Bass Harbor's Fastest Lobster Boat. It was MISS BETH III sliding over for the win with STEPPIN' UP, Travis Lunt of Bass Harbor getting second.

BEALSISLAND-JONESPORT—Anticipation was building for the Moosabec Reach Lobster Boat Races off of Jonesport and Beals Island. However, one always worries about fog being a problem at this event. The State had been experiencing hot and humid days, which brings in the fog, but that broke mid-week and we were expecting overcast skies with much cooler temperatures.

Sign-ups were steady before the race and when they were done we had 102 boats entered. Much of the anticipation centred around Shawn Alley's LITTLE GIRL. She had received an engine transplant at Wayne Beal's Boat Shop in Jonesport and had made a couple of runs on the Reach.

Now came the nightmare, the Work Boat Classes as there was 25 racers in three classes: Class A 4; Class B 8 and Class C 13. The first over in Class A was Teggan MacLaughlin of Addison followed by Noah Tobias Carver in DAWN TREADER. Class B has been dominated by Ralph Davis' ALPEX having won this class since 2002 and today was no different. In a real close finish in Class C and winning by just mere feet was Marcus Fenton's BANDIT with second going to Caleb Norton's WHITE LIGHTIN'.

Next up was the Gasoline Classes and one of the most anticipated races of the day was going to be between LITTLE GIRL and FOOLISH PLEASURE. There were no entrants in Class A and just one in each of the other classes so they were run down together. As they made their way to the finish

it was close, but LITTLE GIRL had a slight lead and crossed first for the win in Class E, followed by FOOLISH PLEASURE, winner of Class D; BLACK DIAMOND, Class C.

The 15 Diesel Class followed. Eight

boats came to the line in Diesel Class A and in a great battle Jacob Kirby's BARE BOTTOM slipped over the finish line just ahead of Anson Kelley's MISTY MAE I. Three boats were signed up for Class B, but just two were on the line and the win went

to Chad Libby's MYRTE BELLE of Beals Island. The dominate and early favorite for Class C would be Roy Fagonde's LAST DESIGN, however as they neared the finish line

Continued on Page 23.

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FINAL RESULTS: Bass Harbor, Moosabec, Stonington & Friendship Lobster Boat Races



In Diesel Class M(A) JUST BECAUSE, Charles Smith of Beals Island battles OLD SCHOOL, Chris Pope of Swan’s Island for first.



In Diesel Class M(B) KIMBERLY ANN, Eric Beal of Milbridge gets first with second going to ALEXSA ROSE, Matt Sheppard of Stonington.

BASS HARBOR LOBSTER BOAT RACES

27 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: *No Entrants*. **RACE 2 - Class B:** Inboards, outboards, or outdrives31-90hp: 1) *Seven*, Troy Alley (34 mph). **RACE 3 - Class C:** Inboards, outboards or outdrives 91hp and over. *No Entrants*.

GAS POWERED WORK BOATS 24 FEET AND UNDER

RACE 4- Gasoline Class A: 4 & 6 cylinder 24 feet and over: *No entrants*. **RACE 5-Gasoline Class B:** V8, Up to 375 cid, 24 feet and over. 1) *Defiance*, Patrick Hanley (16 mph). **RACE 6-Gasoline Class C:** V8, 376 to 525 cid, 24 feet and over: 1) *Black Diamond*, Lindsay Durkee. **RACE7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman (39 mph). **RACE 8-Gasoline Class E:** Over 525 cid, 28 feet and over, Turbos/superchargers: *No entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND UP

RACE 9- Diesel Class A- up to 235 hp, 24-31 feet: *No entrants*. **RACE 10- Diesel Class B- up to 235 hp, 32 feet and over:** 1) *Miss Kari Lynn*, Everett Beers (21 mph); 2) *Rich Returns*, Wayne Rich; 3) *Never Enough*, Daniel Closson; and DNS) *Sun Dancer*,

Brian Gordius. **RACE 11- Diesel Class C- 236 to 335 hp, 24 to 33 feet:** 1) *Venom*, Steven Osgood (37 mph). **RACE 12- Diesel Class D- 236-335 hp, 34 feet and over:** *No entrants*. **RACE 13- Diesel Class E- 336 to 435 hp, 24-33 feet:** 1) *Audrey May*, Randy Durkee (32 mph); 2) *Myra Grace*, Erin Hardy; and 3) *Holemjen*, Alan Gordius. **RACE 14- Diesel Class F- 336-435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (33 mph); 2) *Justin Colby II*, Colby Lee; 3) *Rich Endeavor*, Colyn Rich; and DNS) *Miss Beth III*, George Lawson. **RACE 15- Diesel Class G- 436 to 550 hp, 28-35 feet:** 1) *Right Stuff*, Dana Beal (34 mph). **RACE 16- Diesel Class H- 436 to 550 hp, 36 feet and over:** 1) *Mylanda M.*, Willie Coombs; and 2) *First Team*, Travis Otis. **RACE 17- Diesel Class I- 551 to 700 hp, 28-35 feet:** *No entrants*. **RACE 18- Diesel Class J- 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (41 mph); and 2) *WTF*, Roger Kennedy. **RACE 19- Diesel Class K- 701 to 900 hp, 28 feet and over:** 1) *Janice Elaine*, David Myrick (43 mph). **RACE 20- Diesel Class L- 901 hp and over, 28 feet and over:** *No entrants*. **RACE 21- Diesel Class M(A) - 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (23 mph); 2) *Tenacious*, Steve Carter; 3) *Drew & Henry*, Chris Goodwin; and 4) *Sea Urchin*, Alan Knowlton. **RACE 22- Diesel Class M(B) - 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard (35 mph); 2) *AMP*, Roman Jordan; 3) *Kimberly Ann*, Eric Beal; DNS) *Mister E.*, Nick Hadlock; and DNS) *Miss Behanvin’ Again*, Jason Gordius. **RACE 23- Diesel Class N - 40 feet and over, 751hp and over:** 1) *Michaela Khloe*, Chris Beyers; 2) *Carpe Diem*, Ethan Whitaker; 3) *Amanda N.*, Kevin Tozier; and DNS) *Turn the Paige*, Parker Murphy. **RACE 24. Class O. Non-working boats, any length, any horsepower:** *No entrants*.

RACE 25- Mitchell Cove Boats: 1) *Miss Beth III*, George Lawson (22 mph); and 2) *Holemjen*, Alan Gordius.

RACE 26- Wooden boat, up to 35 feet 11 inches: *No entrants*. **RACE 27- Wooden boat, 36 feet and over:** 1) *Rich Returns*, Wayne Rich.

RACE 28- Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman; and 2) *Black Diamond*, Lindsay Durkee.

RACE 29 - Diesel Free for All: 1) *Right Stuff*, Dana Beal (44 mph); 2) *Janice Elaine*, David Myrick; 3) *Gold Digger*, Heather Thompson; 4) *Alexsa Rose*, Matt Shepard; 5) *Michaela Khloe*, Chris Beyers; and 6) *Amanda N.*, Kevin Tozier.

RACE 30- Fastest Lobster Boat: 1) *Foolish Pleasure*, Mark Freeman; 2) *Janice Elaine*, David Myrick; 3) *Gold Digger*, Heather Thompson; and 4) *Alexsa Rose*, Matt Shepard.

RACE 31- Bass Harbor’s Fastest Lobster boat: 1) *Miss Beth III*, George Lawson; 2) *Steppin’ Up*, Travis Lunt; 3) *Miss Kari Lynn*, Everett Beers; 4) *Rich Endeavor*, Colyn Rich; and 5) *Rich Returns*, Wayne Rich.

MOOSABEC REACH LOBSTER BOAT RACES

3 July 2021

RECREATIONAL BOAT

Recreational boats: 1) *Egad*, Kraig Church; and 2) *Miss Joy*, Colon Alley.

WORK BOATS UNDER 24 FEET.

Race 1. Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) ---, Teggan MacLaughlin; 2) *Dawn Treader*, Noah Tobias Carver; *Not Given a position:* *Miles Stone*, Bradley Kelley and *Fog Cutter*, Walter Holbrook. **Race 2. Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Alpex*, Ralph Davis; 2) *Corson Light*, Aiden Rittenhouse; 3) *Persistence*, Evan Merchant; *Not Given a position:* 19 KRW, Devon Beal; *Big Enough*, Dennis McComack; *Chasin Crustaceans*, Damon Beal; *Jamma*, Kyle Chandler; and *Mini Me*, Jet Joy. **Race 3. Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Bandit*, Marcus Fenton; 2) *White Lightning*, Caleb Norton; *Not Given a position:* *Daddy Didn’t Buy It*, Nathaniel Robertson; *East Sider*, Sterling Beal; *Helpful Henry*, Ian Alley; *Hurricane Reagan*, Jim Robinson; *Jack’s Jewell*, Daniel Gray ; *McKenzie Star*, McKenzi Mills; *Madison Ann*, Nick Graham; *Noble Ladies*, Eli Peabody; *Phoney Fisherman*, Sheldon E. Alley; *Serenity*, Caroline Carver; and *The Boy*, Ned Merchant, Jr.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4. Class A, Four and Six Cylinder, 24 feet and over: *No entrants*. **Race 5. Class B, V8, Up to 375 cid, 24 feet and over:** 1) *Jo Marie*, Lindon Rockwell. **Race 6. Class C, V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee. **Race 7. - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman. **Race 8. - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/ Turbos:** 1) *Little Girl*, Shawn Alley.

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9. Class A, Up to 235 hp, 24 to 31 feet: 1) *Bare Bottom*, Jacob Kirby; 2) *Misty Mae I*, Anson Kelley; 3) *Money Shot*, Mitch White; 4) *Jumpin’s*, Jeremy Tyler; 5) *Head Strong*, Tucker Rocks; 6) *Justin n’ Case*, Charlie Smith, Jr.; 7) *Kelsey Lauren*, Marcus Fen-

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FINAL RESULTS: Bass Harbor, Moosabec, Stonington & Friendship Lobster Boat Races



In the Diesel Free-for-All MARIA’S NIGHTMARE II, Jeremy Beal of Jonesport, BLUE EYED GIRL, Andrew Taylor of Southport, and WILD WILD WEST Cameron Crawford.



As FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker] Mark Freeman of York, neared the finish line he hit the throttle and got a little air.

ton and 8) *Miss Khristi*, Joseph M. McDonald. **Race 10. Class B, Up to 235 hp, 32 feet and over:** 1) *Myrtle Belle*, Chad Libby; 2) *All Nine & A Sailor*, Earle Faulkingham; and DNF) *Papa’s Boy*, Kenneth Frisbee, Jr. **Race 11. Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Family Alliance*, Richard Alley; and 2) *Last Design*, Roy Fagonde. **Race 12. Class D, 236 to 335 hp, 34 feet and over:** 1) *Sylvia Jean*, Glenn Libby; 1) *Wrecking Crew*, Ivan Libby; 3) *Kinsley-Mae Rose*, Jeremy Chandler; and 4) *Rachel & Loretta*, Clifton Emerson. **Race 13. Class E, 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer; 2) *Audrey May*, Randy Durkee; 3) *Morgan Elaine*, Allan Leighton; 4) *Nataya & Bransen*, Ned Merchant, Jr.; and 5) *Barely Afloat*, Danny Beal, Sr. **Race 14. Class F, 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley; 2) *Sunshine Chalet*, Brian Strout; 3) *Calypso*, Alonzo Alley; and 4) *Haley Marie*, Braden Alley. **Race 15. Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Miss Mariena*, Wayne Beal (42.2 mph); 2) *Right Stuff*, Dana Beal; and 3) *Another Dirls*, Steve Carver. **Race 16. Class H, 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal; 2) *Melynda M.*, Willie Coombs; 3) *Risky Business*, Kyle Look; and 4) *Alivia Ann*, Aaron Beal. **Race 17. Class I, 551 to 700 hp, 28 to 35 feet: No Entrants.** **Race 18. Class J, 551 to 700 hp, 36 feet over:** 1) *Gold Digger*, Heather Thompson (38 mph); 2) *WTF*, Roger Kennedy; and 3) *Easy Money*, Nathan Thompson. **Race 19. Class K, 701 to 900 hp, 28 feet and over:** 1) *Maria’s Nightmare II*, Jeremy Beal; 2) *Janice Elaine*, David Myrick; and 3) *La Bella Vita*, Jeff Eaton. **Race 20. Class L, 901 hp and over, 28 feet and over: No entrants.** **Race 21. Class M(A), 40 feet and over, up to 500hp:** 1) *Miss Tonia*, Milton Merchant (27 mph); 2) *Feelin’ Nauti*, Patrick Kelley; 3) *Bukie & Tukie*, Mitchell Beal; 4) *Just Because*, Brain Smith; 5) *Nancy Anne*, Sonny Beal; 6) *Mearl Maid*, Charles Smith; 7)

Seacoast Rambler, Wade Faulkingham; 8) *Miss Behavin*, Joe McDonald; and 9) *Butterfly Kisses*, Mark Carver. **Race 22. Class M(B), 40 feet and over, 501 to 750 hp: Heat I 1) Kimberly Ann, Eric Beal (34 mph); 2) *Alexsa Rose*, Matt Shepard; 3) *Sea Monster*, Isaiah Pinkham; 4) *Lord Byron*, Matt Lester; and 5) *Tamie Lynn*, Mitchell White. Heat II 1) *Miss***

Continued on Page 22.

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FINAL RESULTS: Bass Harbor, Moosabec, Stonington & Friendship Lobster Boat Races



The winner of the John's Bay Boat Co. Race and Wooden Boat B was RESOLUTE [46' John's Bay Boat, 800-hp Caterpillar], Ryan Larrabee of Stonington.

Madelyn, Jason Chipman (35.5 mph); 2) *Terrie J.*, Todd Pinkham; 3) *Devocean*, Jordan Drouin; 4) *Joy Frances*, Logan Alley; 5) *U. S. C. G. 47274*; 6) *Miss Shaylee*, Luke Crowley; and 7) *Amanda May*, Alan Crowley. Final 1) *Kimberly Ann*, Eric Beal (39 mph); 2) *Miss Madelyn*, Jason Chipman; 3) *Terrie J.*, Todd Pinkham; 4) *Alexsa Rose*, Matt Shepard; 5) *Sea Monster*, Isaiah Pinkham; and 6) *Devocean*, Jordan Drouin. **Race 23. Class N, 40 feet and over, 750 hp and over:** Heat I 1) *She's All Wet*, Kenneth Gieger (34.8 mph); 2) *Hannah Louise*, Robert Alley Jr.; 3) *Size Matters*, Dixon Smith; 4) *Maxed Out*, Spencer Thompson; 5) *Isla & Grayson*, Travis Perry; and 6) *Amanda Ann*, Kevin Tozier. Heat II 1) *Pier Pressure*, Jason West (39.6 mph); 2) *Night Moves II*, Aaron Beal; 3) *DDT II*, Ira Kelley; 4) *Weather Oar Knot*, Shane Farris; and 5) *Grin & Barrett*, Dean Barrett. Finals: 1) *Pier Pressure*, Jason West (39.3 mph); 2) *She's All Wet*, Kenneth Gieger; 3) *Hannah Louise*, Robert Alley Jr.; 4) *Size Matters*, Dixon Smith; 5) *Night Moves II*, Aaron Beal; and 6) *DDT II*, Ira Kelley. **Race 24. Class O. Non-working boats, any length, any horsepower: No entrants**

Race 25. Wooden Boat Race A (Any hp, up to 35 feet 11 inches): 1) *Little Girl*, Shawn Alley (44.6 mph). **Race 26. Wooden Boat Race B (Any hp, 36 feet and over):** *No Entrants.*

Race 27. Gasoline Free-for-All: 1) *Foolish Pleasure*, Mark Freeman (43 mph); and 2) *Little Girl*, Shawn Alley.

Race 28. Diesel Free-for-All: 1) *Janice Elaine*, David Myrick (39.2 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Gold Digger*, Heather Thompson; 4) *Aiden Mariner*, Winfred Alley; and 5) *Miss Tonia*, Milton Merchant.

Race 29. World's Fastest Working Lobster Boat: 1) *Maria's Nightmare II*, Jeremy Beal; 2) *Janice Elaine*, David Myrick
3) *La Bella Vita*, Jeff Eaton; 4) *Gold Digger*, Heather Thompson; and 5) *Kimberly Ann*,



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One of the closest races of the day was between LA BELLA VITA, Jeff Eaton from Deer Isle and BLUE EYED GIRL, Andrew Taylor of Southport Island, both in Diesel Class K.

Eric Beal.

Race 30. World's Fastest Recreational Lobster Boat: 1) *Foolish Pleasure*, Mark Freeman (38.7 mph).

STONINGTON LOBSTER BOAT RACES

11 July 2021

WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 16 years and younger: 1) ---, Jason Larrabee and 2) *Sleepless Nights*, Eric Robbins. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Seven*, Troy Alley; 2) *J-Bird*, David Ames and 3) ---, Tim Caldwell. **Race 3 – CLASS C Inboards, outboards or outdrives, 90-hp and over:** 1) *Only Advice*, Edgar Robbins (31 mph); 2) *Used & Abused*, Jared Murphy; 3) *Priorities*, Richard Quinn; No Position given: *Genesis*, Michael Ross, Jr. and *Gidget*, Chris Chase.

Race 4—Johns Bay Boat Co. Race: 1) *Resolute*, Ryan Larrabee (25 mph); 2) *Emma & Andrew*, Ben Weed; 3) *Khristy Michelle*, John R. Williams and 4) *Sari Ann*, Vance Bunker.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** *No entrants*. **Race 7 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Lindsay Durkee. **Race 8 – Gasoline Class D – V-8, 376 and over, 28 feet and over.** 1) *Foolish Pleasure*, Mark Freeman (45 mph). **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** 1) *Little Girl*, Shawn Alley.

Race 10 - Wooden Boat Race (Any hp, up to 35'11"): 1) *Little Girl*, Shawn Alley (50 mph); 2) *Early Bird*, Foy Brown and 3) *Cindy Jen*, Jon Johansen. **Race 11 - Wooden Boat Race (Any hp, 36' and over): 1) *Resolute*, Ryan Larrabee (22 mph); 2) *Khristy Michelle*, John R. Williams; and 3) *Emma & Andrew*, Ben Weed.**

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 12 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Black Thundah II*, Brandon Murphy. **Race 13 - Diesel Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Early Bird*, Foy Brown and 2) *Hello Darlin' II*, Cory McDonald. **Race 14 - Diesel Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Venom*, Stephen Osgood. **Race 15 - Diesel Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Wrecking Crew*, Ivan Libby (29 mph); 2) *Outnumber*, Dan Carter and 3) *Baba Buoy*, Bennett Gray. **Race 16 - Diesel Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Destiny*, Danny Eaton (36 mph); 2) *Audey May*, Randy Durkee; 3) *Glory Bound*, Ron Eaton; 4) *Dutchess*, Josh Duym and 5) *Kameron & Hope*, Shawn Carlson. **Race 17 - Diesel Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *Aiden Mariner*, Winfield Alley (38 mph); 2) *Calypso*, Royce Fifield; 3) *Wicked*, Justin Boyce; 4) *Money Bags*, Broddie Eaton; 5) *Southern Comfort*, Avery Waterman; 6) *Jo-Becca II*, Russell Bray; and 7) *Rich Endeavour*, Colyn Rich. **Race 18 - Diesel Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (36 mph) and 2) *Mistress*, Ryan Marves. **Race 19 - Diesel Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Miss Norma*, Dean Beal (38 mph); 2) *Melynda M.*, Willie Coombs; 3) *All In*, Jeremy Tyler; 4) *Judith Ann*, Rusty Candage; 5) *First Team*, Travis Otis; 6) *Dreadnaught*, Brian Billings and DNS) *Margaret Ann*, Jeremiah MacDonald. **Race 20 - Diesel Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Showdown*, Jacob Brown (40 mph) and 2) *Misty*, Chris Smith. **Race 21 - Diesel Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Gold Digger*, Heather Thompson (42 mph); 2) *Whiskey-Tango-Foxtrot*, Roger Kennedy; 3) *Patricia Lynn*, Ben Sparhawk; 4) *Sleepless Nights*, Eric Robbins; and 5) *Molly Ryan*, David Haskell. **Race 22 - Diesel Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *Blue Eyed Girl*, Andrew Taylor (51 mph); 2) *Maria's Nightmare II*, Jeremy Beal; 3) *Janice Elaine*, David Myrick and 4) *La Bella Vita*, Jeff Eaton. **Race 23 - Diesel Class L, 901 hp and over, 28 feet to 39 feet 11 inches: No entrants.** **Race 24 - Diesel Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (27 mph); 2) *Just Because*, Charles Smith; 3) *Sea Urchin*, Allan Knowlton; 4) *Tied Together*, Mike Ross; 5) *Farrah Marie*, Travis Faulkingham and 6) *Priorities*, Shawn Haskell. **Race 25 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal; 2) *Alexsa Rose*, Matt Sheppard; 3) *Noah & Lily*, Eric Harjula and 4) *Catch 22*, Johnson Boyce. **Race 26 - Diesel Class N, 40 feet and over, 750 hp and over:** 1) *She's All Wet*, Ken Geiger; 2) *Size Matters*, Dixon Smith; 3) *Sunday Money*, Murray Thompson; 4) *Michaela Khleo*, Chris Byers; 5) *Hooligan*, Deven Haskell; 6) *Decadence*, Ryan Haskell and 7) *Faye Renae*, Ben Hardy. **Race 27. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (61.3 mph).

Race 28 – Deer Isle-Stonington Exhibition: 1) *La Bella Vita*, Jeff Eaton; 2) *Alexsa Rose*, Matt Sheppard; and 3) *Hello Darlin' II*, Cory McDonald.

Race 29 – Scania Exhibition Race: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *Gold Digger*, Heather Thompson and 3) *Misty*, Chris Smith.

WILD WILD WEST Sets New Diesel Record - 61.6 mph

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the win went to Richard Alley’s FAMILY ALLIANCE. Class D was another real close finish with the win going to SYLVIA JEAN, Glenn Libby and WRECKING CREW, Ivan Libby slipping over in second. Class E has been dominated by Dan Sawyer’s HIGH VOLTAGE and today was no different with second going to AUDREY MAY. The boat to beat in Class F is AIDEN MARINER and no one would get by him today. Second went to Brian Strout’s SUNSHINE CHALET. Three boats were on the line for Class G and this won by Wayne Beal’s MISS MARIENA with second going to RIGHT STUFF. Four boats were on the line for Class H and the win went to MISS NORMA. Next up was Class J and no one was surprised as GOLD DIG-

GER lead the way to the finish line. Another anticipated race was in Class K between two identical boats, JANICE ELAINE and LA BELLA VITA, Jeff Eaton, Deer Isle. The win went to Jeremy Beal’s MARIA’S NIGHTMARE II, followed over by JANICE ELAINE and right behind her was LA BELLA VITA. Class M(A) had nine boats come to the line and as they approached the finish line the top boats were still close. The win went to MISS TONIA, Milton Merchant immediately followed by FEELI’ NAUTI, Patrick Kelley in second. There were 12 boats in Class M(B) and there were split up into two heats with the usual suspects taking the top three spots in each heat. In the finals the win went to KIMBERLY ANN. Eleven boats were on the line for Class N and this class was split into two heats with the top

three boats going to the finals. In the finals the winner was PIER PRESSURE.

Next up was the Wooden Boat Classes and there was just one boat entered, LITTLE GIRL and she ran down the course by herself. She instantly turned around after crossing the finish line and headed back down for the Gasoline Free-for-All and a rematch with FOOLISH PLEASURE. They were the only two boats on the line and again all eyes were on them as they both screamed for the finish line. It was close and LITTLE GIRL looked like she had the lead as she neared the finish line, but then she slowed and FOOLISH PLEASURE slipped by for the win. LITTLE GIRL was still moving and there was nothing obviously wrong, until they crossed the finish line and stopped. At that point Shawn walked aft and lifted the blower belt that was shredded and was laying on the deck.

Who would win the honours of being the top diesel boat? As the five entrants headed for the finish line it was JANICE ELAINE followed by LA BELLA VITA and GOLD DIGGER.

In the World’s Fastest Working Lobster Boat the winner was MARIA’S NIGHTMARE II followed over by JANICE ELAINE and LA BELLA VITA.

In the final race of the day World’s Fastest Recreational Lobster Boat FOOLISH PLEASURE was the only boat on the line and he raced up the course by himself.

STONINGTON – When I arrived at Billings Diesel & Marine last Sunday it was obvious that this was a great day for a lobster boat race. There was bright sunshine, no wind and cool, but we all knew the temperature would certainly climb and a slight breeze would build out of the sou’west.

There were seven boats tied to the dock, which had stayed the night. Sign-ups started just before 0800 and before 1000 everyone (75) was signed up and in the computer and we were good to go.

The first three races of the day were the Work Boat Classes. There were two in Class A and this was won by Jason Larrabee. In Class B the winner was Troy Alley’s SEVEN. Five boats were on the line for Class C and the winner was ONLY ADVICE, Edgar Robbins.

The next race was the John’s Bay Boat Race and there were four on the line. First over the line was RESOLUTE, Ryan Larrabee of Stonington. He was followed by Ben Wood’s EMMA & ANDREW; John Williams’ KHRISTY MICHELLE and Vance Bunker’s SARI ANN.

There were four boats in the five Gasoline, all in different classes: Class A CINDY JEN, Jon Johansen of Winterport; Class B no entrants; Class C BLACK DIAMOND, Lindsay Durkee of Islesboro; Class D Mark Freeman’s FOOLISH PLEASURE and Class E LITTLE GIRL, Shawn Alley. Since they were all in separate classes they were sent down together, each getting the win in their respective classes.

The Wooden Boat Races were up next and the easy winner of Wooden Boat A was LITTLE GIRL, who was followed over by Foy Brown’s EARLY BIRD from North Haven. Three boats came to the line for Wooden Boat B (over 36’), which was won by RESOLUTE.

There was only one Diesel Class that had no entrants and that was Class L. There was only one boat, BLACK THUNDAH II, Brandon Murphy of Stonington, in Class A and Class C, VENOM, so they ran down with the two entrants in Class B. The winner of Class B was EARLY BIRD followed over by HELLO DARLIN’ II, Cory McDonald of Stonington. Ivan Libby sailed down from

Beals Island with WRECKING CREW and took the top spot in Diesel Class D with second going to OUTNUMBERED, Dan Carter of Blue Hill. Five boats were on the line for Diesel Class E and it was DESTINY, Danny Eaton, showing the way to the finish line with a speed of 36 mph. No one was surprised to see AIDEN MARINER take the victory in Diesel Class F. Second went to CALYPSO, Royce Fifield. The winner of Diesel Class G was RIGHT STUFF. Six boats came to the line for Class H and MISS NORMA outpaced MELYNDA M. for a one-two finish. We all know that MISTY, Chris Smith of Richmond has been a dominate boat in Class I, but the unknown entrant was Jacob Brown’s SHOWDOWN from North Haven. As they came up the course it was SHOWDOWN leading the way. No one was surprised to see GOLD DIGGER leading the other four entrants up the course in Class J. Another highly anticipated race was between BLUE EYED GIRL and MARIA’S NIGHTMARE II in Diesel Class K and today the winner was BLUE EYED GIRL. There were six boats on the line for Diesel Class M(A) and it was OLD SCHOOL getting the win. There were four boats on the line for Diesel Class M(B) and the win went to KIMBERLY ANN. The winner of Class N was SHE’S ALL WET. WILD WILD WEST made her first appearance of the day in Class O and flew down the course setting a new Diesel record with a speed of 61.3 mph.

Just FOOLISH PLEASURE and LITTLE GIRL came to the line for the Gasoline Free-for-All, which was won by LITTLE GIRL.

In the Diesel Free-for-All there were nine boats entered so they were broken up into two heats. In the finals WILD WILD WEST got the win and set the Diesel speed record again, this time at 61.6 mph.

The top spot in the Andrew Gove Memorial Cup Race was a close battle between BLUE EYED GIRL and MARIA’S NIGHTMARE II with the win going to BLUE EYED GIRL.

The final race of the day was the Fastest Lobster Boat Race and as the competitors streaked up the course many were wondering where LITTLE GIRL and WILD WILD WEST were. There was a little confusion and they were overlooked at the starting area. BLUE EYED GIRL grabbed the win, followed by LA BELLA VITA and GOLD DIGGER.

After the races were over there was a drawing for \$1,000, which went to Eric Beal of KIMBERLY ANN. Now I am not sure how far out the Thoroughfare he had gotten, but I bet it did not take him long to turn around and come back to claim his prize!

FRIENDSHIP – When arrived at the Town Dock in Friendship I wondered where everyone was. Was a little rain going to stop them from coming? The forecast had been for rain and raining it was, sometimes light and sometimes heavy.

Sign-ups were slow, but steady and when all was said and done 30 boats had come to race. The low number meant that there were a lot of classes that would be combined and this would speed up the races.

Just after 1000 hrs. the finish line float was in place and we were ready go and so was the rain, which was now really coming down. First up was the three Work Boat Classes, which had a total of nine entrants signed in. In Work Boat Class A there was just one entrant, JENILY, Jennifer and Emily Noyes from Harpswell, and they came down the course by themselves. There were four

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FINAL RESULTS:

Race 30 - Gasoline Free for All: 1) *Little Girl*, Shawn Alley and 2) *Foolish Pleasure*, Mark Freeman.

Race 31 - Diesel Free for All: Heat I: 1) *La Bella Vita*, Jeff Eaton; 2) *Gold Digger*, Heather Thompson; 3) *Alexsa Rose*, Matt Sheppard; 4) *Sunday Money*, Murray Thompson and 5) *Black Thundah II*, Brandon Murphy. Heat II: 1) *Wild Wild West*, Cameron Crawford (61.5 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *Maria’s Nightmare II*, Jeremy Beal and 4) *Kimberly Ann*, Eric Beal. Finals: 1) *Wild Wild West*, Cameron Crawford (61.6 mph); 2) *Blue Eyed Girl*, Andrew Taylor and 3) *Maria’s Nightmare II*, Jeremy Beal.

Race 32 - Andrew Gove Memorial Cup – Fastest Working Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *Maria’s Nightmare II*, Jeremy Beal and 3) *La Bella Vita*, Jeff Eaton.

Race 33 - Fastest Lobster Boat Afloat: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton and 3) *Gold Digger*, Heather Thompson

FRIENDSHIP LOBSTER BOAT RACES

18 July 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. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin’ Too*, Jacob Noyes; 2) *Zippin*, David Noyes; 3) *Rocky Seas*, Austin Wilshire; and 4) ---, Isaac Simmons. **Race 3 – CLASS C, Inboards, outboards or outdrives, 91 hp and up:** 1) *Delusional*, Ron Pottle; 2) *Casco Miss*, Dave Johnson; 3) ---, Myron Wotton; 4) *Melody Marie*, Chris Achorn and DNS) *White Lightning*, Caleb Norton.

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. **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No entrants.** **Race 6 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Lindsay Durkee; and 2) *Roar*, Jim Lee. **Race 7 - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman. **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: No entrants. **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 34 feet:** 1) *Venom*, Steven Osgood. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over: No entrants.** **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over: No entrants.** **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Split Second*, David Osgood and 2) *Heather’s Boys*, Isaac Simmons. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over: No entrants.** **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner. **Race 18 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Hey Baby*, Carl Gross; and 2) *Monica Elaine*, Steven Genthner. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor and 2) *La Bella Vita*, Jeff Eaton. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over: No entrants.** **Race 21 - Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope; 2) *Instigator*, Scott Carter and 3) *Sea Urchin*, Alan Knowlton. **Race 22 - Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard and 2) *Low Budget II*, Michael Jameson. **Race 23 - Diesel Class N – 40 feet and over; 751 hp and over:** 1) *Taylor Nicole*, Frank Guptill. **Race 24. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 25 – Hyundai Race: No entrants.

Race 26 – Fastest Friendship Lobster Boat: 1) *Taylor Nicole*, Frank Guptill; 2) *Low Budget II*, Michael Jameson; 3) *Monica Elaine*, Steven Genthner and 4) *Heather’s Boys*, Isaac Simmons.

Race 27 - Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman; 2) *Black Diamond*, Lindsay Durkee; and 3) *Cindy Jen*, Jon Johansen.

Race 28 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton; 3) *Lil’ Lisa Marie*, Gary Genthner; 4) *Alexsa Rose*, Matt Shepard; and 5) *Hey Baby*, Carl Gross.

Race 29 – Wooden Boats, up to 35’ 11”: 1) *Roar*, Jim Lee and 2) *Cindy Jen*, Jon Johansen.

Race 30 – Wooden Boats, 36 feet and over: No entrants.

Race 31 - Fastest Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton; 3) *Foolish Pleasure*, Mark Freeman; 4) *Lil’ Lisa Marie*, Gary Genthner and 5) *Hey Baby*, Carl Gross.

WILD WILD WEST Sets New Diesel Record - 61.6 mph

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boats signed up in Class B and five in Class C and they were combined and sent down. The dominate boat in Work Boat Class C has been CASCO MISS, Dave Johnston of Peaks Island, but today DELUSIONAL, Ron Pottle of Brunswick would get the with CASCO MISS right behind him. Following them was the winner of Class B, which was ZIPPIN’ TOO, Jacob Noyes, followed by his father David’s ZIPPIN’ in second.

There were only four boats signed up for the five Gasoline Classes, with no one in Class B and Class E. The first over the line was FOOLISH PLEASURE the winner of Gasoline Class D. There were two entrants in Class C, which was easily won by BLACK DIAMOND. Third over the line was ROAR, Jim Lee of Tenant’s Harbor, who took second in Class C. Then we waited and waited, and waited some more for the fourth boat to finish and win Class A, CINDY JEN.

Next up was the Diesel Classes and there were no entrants in Class A, B, D, F, H, L and O. With just one entrant in Class C, Class E and two in Class G so they were run together. Streaking over the line first was the winner of Class C, VENOM. He was followed over by the winner of Class G, his

father, David in SPLIT SECOND. Next over was the winner of Class E, AUDREY MAY. There was a little confusion, but that dissipated quickly and HEATHER’S BOYS, Isaac Simmons of Friendship slipped over for a second place finish in Class G. There was one boat in Diesel Class I, LIL’ LISA MARIE, Gary Genthner of Round Pond so she joined the two racers in Diesel Class J. First over the line and winner of Class I was LIL’ LISA MARIE, Gary Genthner of Round Pond. Next came the winner of Class J, HEY BABY, Carl Gross of Vinalhaven. Second in Class J went to MONICA ELAINE, Steven Genthner of Friendship. One of the anticipated races was up next between BLUE EYED GIRL and LA BELLA VITA in Class K. BLUE EYED GIRL had gained separation and won by a boat length in a great finish. Three boats were registered in Class M(A). First over the line by a boat length was OLD SCHOOL. Second went to INSTIGATOR, Scott Carter of Waldoboro. There were two boats in Class M(B) and one in Class N and they were run up together. First over the line and winner of M(B) was ALEXSA ROSE. Second over the line was the winner of Class N, TAYLOR NICOLE, Frank Guptil of Friendship. Third over and second in Class M(B) was LOW BUDGET

II Michael Jameson of Friendship.

Next up was the Fastest Friendship Lobster Boat Race and there were four boats on the line. With the drop of the flag TAYLOR NICOLE jumped into the lead and showed the way to the finish line. Next over was LOW BUDGET II and then MONICA ELAINE.

There were only three boats on the line for the Gasoline Free-for-All and no one was surprised to see FOOLISH PLEASURE leave everyone in her wake.

There were five boats entered in the Diesel Free-for-All and it was all BLUE EYED GIRL, closely followed by LA BELLA VITA.

There were just two entrants in Wooden Boat A and this was won by ROAR with CINDY JEN second.

The last race of the day was Fastest Lobster Boat and any betting person had all their money on BLUE EYED GIRL. Now on the line was FOOLISH PLEASURE and many of us wondered where she would finish. With the dropped of the flag BLUE EYED GIRL took the lead followed by LA BELLA VITA with FOOLISH PLEASURE right on her side, but just did not have enough to get by settling for third.

With half the racing season in the books the racing has been good, but we want more.



Winner of Work Boat Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger) was JENILY, Jennifer and Emily Noyes from Harpswell.

Boat And Ship Yard News

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off a 15-foot pram and a Little Crab, both Doug Hylan designs, and a partially finished Haven 12½ for a customer who started the build.

Most of the spring was spent getting the storage fleet, about 35 wooden boats, ready for the water. This meant lots of paint and varnish, rigging, along with some repair work. They stored a number of the Castine Class sloops and they will be back this winter, with may be a couple more. Ellery Brown said towing them over in strings of four this spring was an adventure. They also have a new customer coming with a Folk Boat for storage this winter.

Once the rebuild is done they will start work on a 26-footer to Doug’s design, which will be completed for next season. They might need a little more work to fill out the schedule, but they are not worried as one or two of the storage boats might need more

work then expected.

**Sabre Yachts
Raymond**

Sabre Yachts has a long history of success with models between 40 and 45 feet, beginning in 1987 with the first Sabre 42 sailboat. Since then, Sabre has built more than 660 boats in this size range across fifteen different sail and power models. Now, they add the Sabre 43 Salon Express.

Designed as a replacement for the retired Sabre 42 Salon Express, the new Sabre 43 draws appreciably from the best points of her older sister while incorporating significant technological innovations and answering some of the frequently-noted needs of boats this size. Owners will appreciate her contemporary approach to Downeast proportions, with sweeping lines and fresh angles contained in a vessel that, nevertheless, remains recognizably a Sabre.

Highlights of this blank-sheet design

include a spacious salon with two banks of seating over six feet in length and a half-up galley that incorporates all the amenities of a modern kitchen without wasting precious storage volume. Below deck, a versatile hybrid lounge functions as guest berth, private retreat, or home office, depending on her owners’ needs. Her master stateroom is iconic Sabre, featuring an island berth and numerous storage compartments, all in warm American cherry. Finally, an adaptable utility room beneath the salon sole provides space for various supplemental storage and appliance solutions, including a side-by-side washer and dryer, wine cooler, or storage lockers.

Beneath her classic appearance, owners will discover the technology and features of a much larger yacht. The new 43 Salon Express will be the first full-network Sabre below 58-feet. As a result, owners can not only check critical functions and control any circuit on the boat from either the helm

MFDs or iPad mini but also control the “mode of operation” or “scene” - setting the lighting and circuit configuration of the boat with the simple touch of a button. Remote access to these components, as well as GPS monitoring, geofencing, trip logging, and NMEA 2000-based alarms, are available via cell phone through the included Sentinel Telematics feature.

The Sabre 43 Salon Express boasts expansive fixed-glazed windows, sloping deck rails, and a sleek new mast design, all of which contribute to her striking nouveau-vintage silhouette. Described as “the most social Sabre to date,” the arrangement of the Sabre 43 encourages connection through circular seating configurations in the cockpit, salon, and lower lounge. While she remains true to her Downeast heritage, this new model refuses to stint on modernization and innovation, marking a new generation of Sabre yacht design.

The first Sabre 43 Salon Express will be completed late in the Spring of 2022.

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Throughout the year, Rich and others will bring you tips, techniques, and various approaches to building a small wooden boat with your own hands, as well as other wood-working projects. Topics include reading and understanding boat plans, laying out and cutting a stem rabbet, steambending frames, spiling planks, wooden spar construction, scarph joints, interior joinerwork, building half models, and lots more.

Run times are approximately 30 to 60 minutes. Subscription fee is \$49.95 a year. Site: www.woodenboatschool.org. Telephone 800-273-7447. Email: wbsonline@woodenboat.com.

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

16 May
Page 8.

Commerce and Trade.

Captain Otis Ingraham of the steamer PENOBSCOT, will present a petition signed by numerous steamboat commanders, to the lighthouse authorities asking for a new mechanical fog bell at Port Point.

In the Bangor produce market jobbing prices are as follows: apples, \$7.00 to \$5.30 per bbl.; butter 18 to 20c.; yellow eye beans \$3.00; cheese, 11 to 12½c.; fowl, 15c; chickens, 14c; eggs, 13 c; potatoes, 90c per bushel, and hay, \$9 to \$10. per ton.

Lumber freights from the Penobscot are nominally \$3.00 to New York and \$2.75 to the Sound. The mills are however, quite generally shut down because of the high water and lumber is not moving forward freely yet. Ice freights to New York are \$1.25 to \$1.50 according to size of vessel.

Portland’s exports last week were valued at \$30,405.56. They consisted of 3161 shooks, 3000 pairs head, 1146 empties, 3790 box shooks, 106 baskets, 25 sheep, 476 lbs. poultry, 522 lbs. butter, 500 lbs. tripe, 1,259,689 feet lumber. The imports were 900 live lobsters, 240 hhds. Molasses, 92 casks of molasses, 83 bbls. molasses, 750 pounce molasses, 29 tierces molasses.

The barge INDEPENDENT, the largest coal vessel in the world, lately built at Bath, arrived at Portland Tuesday morning, from Norfolk with 4100 tons of coal consigned to Randall & McAllister. The barge was towed by the big tug B. W. MORSE of Bath. She was five days on the way, but four days was her actual running time, as she lay still one day out of the five.

Among recent charters are the following: schooner GRACE WEBSTER, Frankfort to New York, paving \$1.25 loaded and discharged; schooner ELLEN M. GOLDEN, Wiscasset to New York, ice \$1.25 free of wharfage; schooners ARIADINE, and EDWARD WAITE, Kenebec to New York, ice \$1.25; bark SKOBELEFF and schooner R. F. PETTIGREW, Kennebec to Philadelphia, ice, \$1.10; schooner HENRY CROSBY, Charleston, SC, to Portland, lumber, \$7.50; schooner A. W. ELLIS, Portland to New York, lumnber, \$2.75; schooner CHARLES L. MITCHELL, Kennebec to Baltimore, ice \$1; schooner JANE L. NEWTON, Portland to Greenport, LI, ice \$1.40; bark S. R. LYMAN, Philadelphis to Portland, coal \$1.05; schooner CALVIN F. BAKER, Bangor to Baltimore, ice \$1.10; schooner ANNA ELIZABETH, Sargentville to Boston, ice \$1.25; schooner SULLIVAN SAWIN, Bangor to Philadelphia, ice \$1.

The Fisheries.

The Piper Packing Company, at Rockport, have leased their factory to other parties, who are making preparations to can a large amount of lobsters this coming season.

The schooner HELEN F. TREDICL Captain Neonan, Kennebunkport, master, arrived in Kittery lower harbor Saturday last with a 65-foot whale in tow. The whale was found floating about 15 miles east of Thatcher’s Island, and had no mark to indicate as to the parties giving it its death wound. The blubber will be taken to Gloucester, MA, for trying out.

Advices from the Boston Fish Bureau give the receipts of mackerel last week as 100 bbls. salat and a few scattering fresh ones from the weirs. Salt mackerel very dull; fresh mackerel have sold at 25 cents each. No recent catches of mackerel reported. In all probability the schooner ALICE will remain at Cape Town until another season and ship her catch home. Georges codfish are quoted at \$4.75 to \$5 1/8 per qtl. Herring, medium scaled, 12 cents and lenghtwise 10 to 12 cents per box.

From the Shipping City.
Activity in Shipbuilding and Kindred Trades.—A banquet for Messrs. Hyde and Moses—Rents scarce and New Houses going up.—Some Handsome Vessels.

(Correspondence of The Journal.)

New machinery has commenced to arrive at the Bath Iron Works which will be used in the construction of the gun boats.

The joiners in our ship yards recently asked for 2.75 per day and only nine hours work for Saturdays. The builders agreed to give them 27½ cents an hour but not to pay them for an hours work which they do not do. As nearly all the contracts for vessels contain a clause relative to strikes it is not expected that the builders will give in. The Morses offered to accept the terms of the striking joiners but the men refused to go to work until the builders association acceded to their demands.

The keel for the four masted ship which the Sewalls are to build has been laid. It measures 288 feet in length.

The work of rebuilding the Schottlier block which was recently destroyed by fire has commenced. Many tenements are going up abut town and it is hoped that many more will be built as rents are very scarce.

Steamer STAR OF THE EAST is being overhauled and made ready for the summer work on the route from Bath to Boston.

Torrey’s Roller and Bushing Works employed 28 men at present.

Work is rushing at Jackson & Son’s Block shop. They have many orders ahead for vessels now on the stocks.

John McDonald will build the Burgess yacht for George Trotter of New York in the old Blaisdellll yard.

The harbor has been full of vessels lately, many after ice.

The miners for coal at Popham have got the drill down about 350 feet and are still hopeful.

Wreckers have been at work on the brig CHARLES DENNIS laden with coal which is ashore at the mouth of the river. She is a total loss.

William T. Donnell is to build a 1200 ton schooner this season.

The Morses will launch their 1600 ton four masted schooner next week. As soon as she is launched work will be commenced on the big coal barge they are to build. She will be 15 feet longer than the independent which

was launched last season.

Work on the public library building is about completed and it will be ready for occupancy about June 1.

John G. Morse of Winnegance commenced work on his schooner this week.

The Bath Board of Trade met Monday evening and the following letters were read. Bath, Me., April 9, 1890

Gen. T. W. Hyde and Galen C. Moses Esq.

Gentlemen: The Bath Board of Trade in common with all our people, feeling under the deepest obligation to yourselves for your effort, and the grave responsibilities which you have assumed to secure a new industry for our city, desire to tender you some recognition of their of their appreciation of your services. Therefore the Board of Trade has voted to tender you a banquet at the Bagadahoc House on such date as will suit your convenience.

Trusting that we hall receive at an early dt your acceptance of this invitation specifying a date that will convenience yourselves I remain yours very respectfully.

Eugene Greenleaf, Secretary.

Bath, Aprol 14, 1890.

Eugene Greenleaf , Secretary Bath Board of Trade?

Dear Sir: We are in receipt of your letter of the 9th, inst., with a tender of a banquet from the Bath Board of Trade.

We feel a deep appreciation of the marked honor intended for us by our fellow citizens. Were it possible to intensify our love for our native city, their kindness would do it. As the matter of deferring the banquet to a later time is left to us, we would suggest some date after launching of the gunboats.

At that time the merits of an enterprise undertaken in a business way and primarily for our private benefit, can be more closely shown. We believe the results will be most beneficial to Bath. The ships, the plant, and the army of workers will then be an object lesson to us all, and we hope at that time to have other things upon which to give and receive congratulations.

Please convey to the Board our warmest thanks for the honor they have done us.

Truly yours, Thos. W. Hyde, Galen C. Morse.

Moulton is building a boiler for the tug SEGUIN.

Work at the Marine Railway is crowded. Vessels are booked several weeks ahead. Steam yacht MAITLAND, which was built by Charles E. Harrington for Dr. Bray of Portland, has been towed to the “Forest City.”

Much repairing work is being done at the Bath Iron Works.

William Rogers is waiting for yellow pine with which to ceil their two three-masters at his yard.

The frames are going up on the big ship SHENENDOAH.

The Houghtons will soon begin work on their 2200 ton ship.

Gardiner G. Deering has got his schooner about ceiled.

The New England Company has five four-masted schooners on the stocks and one three-masted vessel about ceiled. The company has secured a contract to build a barkentine and hopes to bet one to build the steamer for the Maine Steamship Company

Continued on Page 26.

DONATE YOUR BOAT

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which will supply the place of the Winthrop which has [????].

Kelley, Spear & Co. have the frame for another schooner in their yard.

Schooner ANNA E. J. MORSE has been hauled off the marine railway and the CASSIE F. BRONSON has taken her place. The latter recently collided with the English steamer LE PANT, 25 miles south of Long Island and had her head gear carried away.

Thursday afternoon Kelley, Spear & Co. launched the handsome four-masted schooner CHARLES DAVENPORT. She measures 199.2 feet long, 41.8 feet wide and 20.8 feet deep. Her cabin is finely finished in quartered oak. She will hail from Bath and will be commanded by Captain S. S. Lavender of Provincetown, MA. She has a Hyde Windlass and hoister and is one to the best vessels ever built in this city. Her tonnage is 1234.87.

Saturday A. Sewall & Co. will launch the fine three-masted schooner ALOHA measuring 171.3 long, 35.1 feet wide and 13.5 feet deep. Her tonnage is 606.63. Her cabin is finely finished in quartered oak and the arrangements are made for convenience. A Hyde engine will be placed on the fore-castle deck.

Steam tugs CLARA, CLARITA and ADELIA with the steamer MAY FIELD of Belfast are booked for the Marine Railway.

The ruins of the old head house at the Bath Cordage Works recently destroyed by fire have been cleared away. Harry C. Webber

Railway and Steamship Notes.

M. H. Wardwell, of Bangor, has been elected General Manager of the Green Mountain Railway.

A. R. Warner, the steward of the steamer LEWISTON, had filled that position for eighteen years. During that time the Lewiston has changed ownership and she has been transferred from the Portland and Machias to the Boston & Bangor route. Notwithstanding all these changes Mr. Warner still remains with his favorite craft and presides over his important department as successfully as in years gone by.

One of the veterans in the steamship service in Maine waters is W. B. Eaton, who for eighteen years has run as clerk between Boston and Bangor. For eleven of this period, he was clerk of the Cambirdge and was with that steamer when she met her final mishap, but is now on the steamer LEWISTOWN. With the exception of Mr. Higgins of the Portland line he is probably the oldest steamboat clerk in point of continuous service that comes into Main waters.

The Boston & Bangor Steamship Company will inaugurate daily trips June 16th. The steamers PENOBSCOT, LEWISTON and KATAHDIN have undergone thorough renovation and will be in fine trim this season to give admirable service. Two of the steamers, the PENOBSCOT and LEWISTON, have new carpets throughout this season. The steamer ROCKLAND, will go on the route May 26th, making daily trips between Bangor and Rockland, an arrangement that has proved very popular for the past few years with the people of the river and bay towns. The steamer MT. DESERT during the winter has received a fine new boiler, built by Hodge of East Boston, and will now be able to easily maintain her will earned reputation for speed. Under the efficient management of General Manager Hill and with the aid of his capable assistants the Boston & Bangor Steamship Line may be depended upon to afford the best of accommodations for the large travel to be expected during the summer months.

23 May
Page 1.

W. A. Paine, of Skowhegan, has disposed of one-eighth of his interest in the oil cloch machine recently invented by him, for \$2,000.

The Columbia Falls Brick Co. have recently shipped three cargoes of brick and have three more cargoes nearly ready. They have purchased a tug boat in Providence, RI, which will ply upon the Pleasant River being chiefly employed in the business of the company.

The outlook for brickmaking on the Damariscotta River this season is very promising. Twenty-two yards are in operation. They will manufacture 11,000,000 bricks, employing 200 men, and consumm. Among 5000 cords of wood, and will require 180 schooners to transport the output to market.

The capacity of the Portland Company’s plant is being greatly increased by the addition of new machinery, the company being evidently determined to have one of the finest plants in New England. Among the new machinery, is a hydraulic riveter, for the boiler works, made by Bement, Mills & Co., of Philadelphia. It is the largest machine of its kind in New England, and there is only one equal to it in the United States. It has a gap 10 feet 4 inches deep, and closes its jaws with a power of 75 tons, and is capable of closing steel rivets up to 1¼ inches in diameter. A traveling crane 45 feet high is designed to raise and manipulate a boiler weighing 30 tons. It will drive from 8—to 1000 rivets per day, requiring two men and a boy at a total expense of \$4.16. A gang of riveters as the work is now done consists of three men and a boy who can drive from 80 to 90 rivets per day at an expense of \$6.79. A new set of rollers for boiler ion is also being built that will roll 1¼ steel with ease, and a new set of shears with jaws 43 inches long cutting 1 1/8 steel will soon be in position. A massive press for dishing heads of steel from 1 to 1½ inches in thickness is also under construction. The boiler shop is to be rebuilt ten feet wider, making it 70 x 230 in size with a traveling crane 30 feet wide and capacity of 30 tons running the entire length.

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From the Hub of the Universe.
Warmer Weather--An experience ion the Hay Field.—Trapping for mink.—A Thrilling Adventure with a Mink Trap.—Life on a harbor Steamtug.—The Editor of the Industrial Journal visits Boston.—How He was Impressed by Me.—Mr. P. H. Davis, F. R.. G. S., F. S. A., F. R. H. H., M. S. C. L., or London, England.—Meeting of the Frost Proof Car Company.—A violent Thunder-storm (Correspondence of The Journal.)
Hot?

Well I went over to Cambridgeport Wednesday forenoon. I walked and perspired like a farmer from way back pulling at a log of hard cider in haying time. Speaking of haying, the period in my life approached when I was big enough to mow. So my father fixed me up a rig, by sawing off an old scythe snathe and shifting the nibs to fit me. He cut and I fit it to my peculiar shape with great skill; the scythe was ground up, sharp enough to split a sunbeam, and with a gloomy sigh I shouldered my “sigh the” and away we started. I struck in to the great terror of the frogs who were basking in the dewy grass. Pretty soon a peculiar sensation was felt in my hands. The novelty of mowing gradually and gloomily wore away. I complained to my father that the scythe was not hung right. With his usual facilities for accommodating, he hung it over for me.

Again it was not right. It didn’s feel good. Ang again with a patience that was truly wonderful and sufficient to teach the heart of the most stoney nature he “hung” it for me. I shall never, never forget his patience through all this trying ordeal. But still the scythe did not hang right, and my fathere, now out of patience, told me to hang it to suit myself.”

I hung it up in an apple tree near by. I was suited.

When I was a boy down in Maine we used to take a good deal of pleasure trapping minks late in the fall. Now to set a trap to catch a mink requires some skill. A mink don’t tumble into an ordinary trap. We used to select a spot on the banks of the Turner brook, and drive down a circle of short stakes, leaving them about eight inches above the surface of the ground, so as to form a corral about eighteen inches or a foot in diameter, with an opening six inches wide on one side.

Then we would suspend the bait, sometimes a chicken’s head, or entrails, not quite at a live with the stakes. We then covered the top of the corral with boughs and small sticks, and fastened them down with stones. The trap, a little circular steel one, was then set in the centre of the corral, and ingeniously covered. Now the trap was ready for mink. All the mink had to do was to run his nose in and catch on to the bait, in which act he was quite liable to put his fore paw, one or more of them into the trap, in was pretty likely to wait until we called around. But sometimes no mink came, and when we got tired of waiting, we would take up the trap and set it somewhere else.

It was on one of these latter occasions that I had an adventure which even now I cannot recall without a thrill of horror. I had a trap in my hand. Its jaws were fastened open, and with the chain in my hand, the trap dangling at the other end. I was deliberating with my brother on a location for the trap. In the interest of the occasion I forgot about the trap. It was swinging at the end of the chain. It has slipped from my mind that there was a hungry steel trap with jaws wide open, gently swinging to and fro in dangerously close proximity to that portion of my lower wearing apparel presenting the greatest unbroken area. Like Poe’s “Pendulum,” nearer and nearer it came, until coming once but too near the step was tripped. The trap was sprung. A wail of pain and sorrow mingled with terror and surprise broke from me. The woods, the piney woods with the fir tree and the oak tree, where the squirrel his their acorns, also themselves, rang with my terrific wails. I clasped my hands behind me in agony. The squirrels dropped their nuts and stood with their mouths open and tails acurl, listening. Te partridges whirred away frightened. The running brook dropped into a walk and listened. My brother was rolling on the grass convulsed in hilarity and dead leaves. Meanwhile the trap held its own. With grim determination it held on and clung to me as I performed mazy waltzes. At last, oh it seemed ages, I succeeded in hiring my brother to quit crumpling the fallen autumn leaves and exert his influence upon the trap, he did, and I was soon released. The trap dropped down upon the ground still clinging with a grim grip upon a mouthful of woolen goods. Oh, it’s awful to be caught in a trap.

“Well, Captain, I suppose you are liable to bring up almost anywhere, except on dry land, before night.”

“Well, yes,” replied the Captain, “we may get an order to go to Marblehead or Salem, or we may get sent off down to Chatham “fore night.”

“Where are you going Captain, after you get through with this job?”

“Goin’ where the owners send----sarb’d

side with that line! Sleepin’ there forward?”

Having thus delivered himself to the deck hand forward, the Captain of the steam tug Samuel Little, resumed his answer to my query by saying that after the present job was done he should go wherever the owners of the tug sent him.

The above conversation took place one morning a few days ago, as I stood in the pilot house of the tug Samuel Little, coming up from Pier 2, South Boston, where the steamship Athens from the Mediterranean was discharging her cargo of fruit. Captain Moody of the “Little,” as the old weather-worn, sea-beaten tug is familiarly called for short, stood in the pilot house with a firm grip on the wheel, and directed the tug as she skimmed through the blue sparkling water and rounded up toward Long wharf. Captain Moody is one of these good natured old salts who, though not particularly sociable, when once started to talking will entertain with yarns the most curious person to his heart’s content. I have made, during the past three years, several tugboat voyages and have a large stock of tugboat lore on hand.

Between whiffs at his black “T D” the Captain, his head bobbing out and in through the window of the pilot house, directed the deck hands who were handling the lines as the tug steamed into the dock, giving vent to a deep bass “toot” as she smuggled up against the piles of the wharf. Another voyage of the many thousands that the Little has made, was finished, and here she would remain and rest her weary timbers while the captain smoked his pipe until ordered elsewhere.

To the casual observer, life on a tugboat would seem to be very monotonous and prosey., but this is not the case, for more variety—not one. One is likely to think, when he sees a tugboat logging along through the unruffled water of the harbor, lazily puffing with a steady “chew, chew,” clouds of steam from her exhaust pipe, that this is the extent of her sea-going experience. If this were really a fact it could hardly be sufficient to soil her fenders or chafe her guards. Leaving regular ocean going tugs such as the great “Steam King” which runs down to Baltimore and Philadelphia with large tows, out of the question, the ordinary harbor going tugs meet with some pretty rough experience, and as dull and gloomy, and unattractive as they look, , life on board of them is far from being tedious. A steam tug is a world by itself.

Let us see what life on board one of them is like. Everybody knows what a steam tug looks like, or at least, nearly everybody does. There is a house extending nearly the whole length of the deck. In this house, forward, is the cook’s galley, where the stalwart wielder of the frying pan, the grid-iron and the dish cloth prepares the meals for the men on the tug. It is a little peculiar, but a fact nevertheless, that I never looked into the cook’s galley without finding that functionary peeling potatoes. In the middle of the cook’s apartment stands a ship’s [????] with locks on the doors and a fence around the top to keep the [????] from sliding off when the seas do rear-end the waves o roll, and likewise, the tug boat. Around the galley hung pots, kettles, and pans, while arranged around above the kitchen the tin ware shines like burnished silver. Not the worst place in the world for a good dinner to originate in, even if the cook himself does smoke a back “T D” wile he prepares the meal. There you see the rolling pin, and the cake board, the flour barrel and the molasses jug, boxes of granulated sugar and canisters of spices, everything that would be seen in any well regulated kitchen. If you have any doubt as to the culinary skill of the gentleman with

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the long white apron, just take a look as his pies as they come hot from the oven; and if still in doubt, step back just a little further aft into the dining apartment where you may have the good fortune to find the table all set, covered with a snow white cloth, with plates and knives and forks laid on as carefully as your own mother or wife would do it.

If anyone looks here for salt horse and bomb proof sea biscuit, he will look in vain. That's not the kind of fare that tempts the appetites of the tugboat's men. Instead they live on the best of steak and other equally choice cuts, fish when they want it, pies, cake and home made bread; coffee that would tempt the most aristocratic Turk, and all the fruits and vegetables of the season.

Still further aft is this cabin with stuffed benches around the sides which can be turned down and used as bunks. Here the crew of the tug gathers when perchance they are off duty and the boat is tied up to some wharf, and spin yarns. Here they receive visitors, and here they sleep when the propeller under the stern is motionless and the fires in the furnace are glowing dimly; for there is no such thing as sleep for a tugboat man as long as the engine is working.

Up forward is the wheel house, where the man who holds the helm stands. There is a compass here for use outside in dark and stormy night; but when cruising or towing about the harbor it is not called into requisition.

The life of a tugboat's crew is much like that of any follower of the sea, on a small scale; but there is no life that is more varied or exciting. In summer the business of towing crafts of different kinds is far less disturbed by storms; and as a harbor tug seldom ventures "outside" except in favorable weather, there is nothing particularly interesting about it.

But in winter the conditions are entirely different.

"Yes," said the captain of a harbor tug to me as we were rounding the easterly end of Long Island, "we have some pretty rough experiences in the winter time. We have to be out in all kinds of weather, and sometimes a tugboat don't behave very prettily in a nasty sea, or when the combers are running. Then there two other things to be taken into consideration. The short days in winter compel us to be out at night, and there is floating ice—though of late years that has not troubled us so much.

But about the roughest night I ever saw was on a towing trip we made in the winter of 1887. We were lying at Long Wharf one afternoon, when we got an order to take a large schooner loaded with wood down to Nantucket. Such a long trip as that was, a little out of our line, but the weather had been bad for the past few days, and tugs were scarce. We steamed over opposite the Navy yard about 3 o'clock, made fast alongside the schooner and started out with her. Everything went well and as soon as we put out toward the "roads" or let go and took a line out ahead, towing the schooner astern. By seven or eight o'clock we were well out toward the end of Cape Cod, and while the sea was running pretty strongly it was not what could be really called rough; but as we turned the Cape the wind freshened up somewhat, and before the evening was far underway it began to look as if we should have a hard pull before we reached Nantucket. Our tug was all right and good for almost any sea, but with the schooner in tow we could not turn about and make for shelter in case the wind freshened up and we therefore felt a little shaky. The wind continued to blow and the sea became choppy and nasty. In addition to this it grew colder, until the spray which dashed over the tug would instantly

turn to ice. Well sir, in an hour's time the tug was incased in a coating of glare ice. You couldn't have stood on deck a minute, and none of her crew could without taking hold of something for support. The schooner had her main sail set to steady her, and against a heavy sea and a smart sou'easter she pulled pretty hard. But we went on with little trouble, though the tug trembled from stem to stern under the tremendous strain and from the vibrations of her screw. I had the wheel and was directing all my attention to steering when all of a sudden, cr-rack! And the tug fetched a lurch that sent me off my feet.

The line had parted. This was a bad fix to be in, for while we could easily have picked up our line in fair weather, (for the breaking of the line is not an unfrequent occurrence,) it is no small task to pick up a line with such a sea as there was on that night, besides the danger of crashing into the schooner. Will I signaled to the engineer to slow down, and to the schooner to lay to as best she could while we tried to make fast to her again. Splicing the line was entirely out of the question for it was coated with ice two inches thick and was as rigid as a rod of iron. We must cut it and take on a new line. Finally we managed, after several narrow escapes from being swamped, to get near enough to the schooner for her to throw us a line; after which, of course, it was but a short job to make fast and go on. There's noting particularly exciting about such an adventure I know, that is, to hear it told but it all looks different at sea when the mercury stands at zero, or below, and when the spray freezes the moment it touches you."

We frequently meet with unpleasant things in cruising about the harbor. For example, it is not the most lovely sight in the world to run across a bloated "floater," (you know what that is, a dead body.) floating in the water. We sometimes come across them in pretty bad condition, and of course always pick them up."

"Get rid of them? You bet we do as soon as we can, by turning them over to the harbor police."

"We meet with some amusing things as well. Sometimes while running down the harbor early in the morning we pass one of those "Down East, Johnny" schooners."

"Anything very funny about that?"

"Well, no, but it's sometimes rather interesting to see a plump Provincial maiden, the daughter of the skipper perhaps, or maybe the young wife of the mate, who has just 'got u,' and happens to be standing in the open door of the cabin engaged with the early stages of her morning toilet. These Down Easters' can show a pair of round arms and a couple of plum shoulders, now I tell you."

"Captains and pilots generally look upon the tug boat men about as you landsmen look upon hack and herdic driver—as a lot of free booters who had as soon run down anybody if they happen to get in their way. Now the fact is, tug boat men are the most careful seamen in the world, for they are, as a rule, men who have seen service either upon the high seas or coasting, or both. When we're tied to the side of a vessel a good many times our size, especially an ocean steamer, we've got to have plenty of room to swing. So we always look out for other steamers and whistle for the right of way. It's a great trick with some pilots to pretend not to hear us, and then to blow for the right of way themselves. It is not an easy thing to shear out of the way of a lone steamer when we have a large vessel dragging on us, but other craft think we want the earth, when we only want enough water to go along about our own business without sinking either ourselves or anybody else. I tell you that when

you leave the water front, and step aboard a harbor tug boat, your in another world as true as you live."

"Yes, continued the Captain, "it takes everything to make a world, and you come pretty near getting the earth if you follow tug boating."

I received a pleasant surprise on Monday last. I was sitting at my desk when I walked Mr. H. M. Blanding, Editor of the INDUSTRIAL JOURNAL. Mr. Blanding looked disappointed, or rather surprised when he looked upon me. Naturally one who had read my letters, (especially my copy,) would expect to see in me a gentleman just casting off the lines from the half century dock, with a mass of gray hair flowing down the back; with shoes split down the top with every other vest button missing. Instead of this, he beheld in me a person on the sunning side of thirty, of medium height, sandy complexion, with a pleasant expression and winning smile. Instead of long gray hair mine was cut in the latest style and my peach-blow mustache was attractively curled up at the ends. My shoes shone like the nigger's eye that blacked them. I wore a stand-up collar and a new twenty cent necktie, and on the whole I was intended to make quite an impression. But I didn't, I am afraid. However I enjoyed a pleasant chat with Mr. Blanding, afterwards offering him the freedom of the city, which he gladly accepted. My Boston address has a "wharf" attached to it, though it is situated at a considerable distance inland. It was water about there 50 years ago. Mr. Blanding couldn't see any excuse for calling that a wharf, and accordingly began trying the doors of the fish houses, lobster stores and warehouses down near the water's edged. Finally, however, he found me. I very much regretted that his stay was so short but was nevertheless glad to see the wielder of the editorial pen that contributes so much towards making the INDUSTRIAL JOURNAL the brightest paper of its kind in the United States. He spoke very kindly of my letters, though once I thought I detected a blue pencil protruding from his pocket; but I must have been mistaken.

Mr. P. H. Davis, F. R. G. S., F. R. H. S., M. S. C. I., editor-in-chief of the Fruit Trade Journal, The Confectioners' Union and the Cigar and Tobacco World, and general manager of The Trade Journal Company of London, Eng., was in Boston this week accompanied by Mrs. Davis; and I had the pleasure of becoming acquainted with Mr. Davis and his estimable lady. Mr. Davis is a New Yorker by birth, but having

been absent in England for many years, he has become wedded to Britain and British ideas, also to an estimable British lady. He prefers the English moderation to the flurry and bustle of most American cities, but he is no ordinary hustler himself. He is equal to about 1,500,000 thoroughbred Englishmen. Mr. Davis showed his good sense by coming over the Atlantic ferry on the steamship Nevada of the Guyon Line. The Nevada takes about as long to cross the Atlantic as it took our territory by that name to grow big enough to become a state—but there's nothing like a slow steamer if one cares to enjoy the trip over the pond.

Mr. J. P. Brown informs me that the Frost Proof Car Company held an important informal meeting last Thursday night. These are the cars so much employed by carrying "Murphys" from the Aroostook to Boston.

We had a violent thunder storm Wednesday evening. The lightning was very vivid and the thunder rolled heavily. The rain descended in torrents and the whole thing merged into a drizzling rain storm which reigns as I write.

ALLAN ERIC.


Boston, May 16th, 1890.

Page 5.

Daniel McDonald, proprietor of the American House, Eastport, was severely injured by an accident, and narrowly escaped losing his life according to the Sentinel. While sitting upon an upturned basket on his truck team, on the way to his field at North End, the horse started suddenly which threw him in between one of the real wheels and iron brace over the axle of the "jigger." The teamster stopped the horse at once, but not before Mr. McDonald had been badly bruised about the head and severely jammed on the left side of the chest, and his lower lip torn from the jaw on the inside to the depth of an inch or more. A physician was called in attendance.

The Hotel Pocahontas, Gerrish Island, Kittery Point, will, during this season, be under the management of Joseph T. Cunningham, whose experience of six years at the Isles of Shoals and Campobello will be sufficient guarantee that the hotel will be well conducted.





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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
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POWER/SAIL



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

SAIL



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
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
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
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
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