

# Maine Coastal News

Volume 34 Issue 9

September 2021

FREE

## Lobster Boat Race Season Nearing End - Just Two Left



Andrew Taylor's BLUE EYED GIRL and Mark Freeman's FOOLISH PLEASURE in the best finish yet this year.

POTT’S HARBOR, HARPSWELL – Just after drowning at the Friendship lobster boat races, the weather forecast was again for rain at the Harpswell races on 25 July. Amazingly the weathermen were right, but fortunately there was only a brief heavy shower.

Signups were constant and were still ongoing as we made our way out to the finish line boat.

When all was said and done there were 37 boats entered and that would mean we would be combining some of the races.

During the first three races, Work Boat, the race committee held their breath as the little boats had a wild time getting to the finish line upright. There was a good breeze out of the sou’west and that was causing a two three-foot chop. There was only one entrant in Class A (Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old), JENILY [Corson 14; 30-hp Johnson], Jennifer and Emily Noyes of Harpswell, fights their way through the chop with a speed of 15.3 mph. In Class B (Inboard, Outboard or Outdrive, 31 to 90 hp) there were five boats at the start and the early favorite was ZIPPIN’ TOO [Corson 15; 90-hp Nissan], Jacob Noyes as he has been the boat to beat. When the flag dropped they hit the throttle and it was obvious that they were having a problem keeping it in the corner. How far would they dare to push and with the wind on the nose could they keep it upright?

Andy Correa [Boston Whaler] had the lead, but right behind him was MISS DIANE III [Lund 18; 90-hp Honda], Griffin Fogerty of Newburyport, MA, ZIPPIN’ TOO and BAD POTATO, David Brewer. Then ZIPPIN’ TOO slowed, but the others kept in the throttle as much as they dared with Andy Correa crossing first; followed by BAD POTATO and then MISS DIANE. Following the race Andy showed that he had broken his seat in half bouncing over the waves. In Class C (Inboard, Outboard or Outdrive, 90 hp and over), these are bigger boats, but also a lot more horsepower and there were eight of them on the line. The dominate boat has been CASCO MISS [Eastern 22, 250-hp Honda], Dave Johnston of Peaks Island, but at Friendship he had been beaten by DELUSIONAL [Corson 18; 225-hp Evinrude], Ron Pottle of Brunswick. They were the leaders about half way up the course, but DELUSIONAL went dead in the water, but there were three others right on the stern of CASCO MISS. A Maritime Skiff 20, owner unknown, was first over with a speed of 46.3

mph, followed by CASCO MISS and then SLICE (The Scania Boat) [Mako 20; 200-hp Suzuki], Margaret Perrotta of Freeport. With those races done I breathed a sigh of relief!

Next came a little problem on the committee boat when she dragged her bow anchor. Fortunately, the drag that was holding the stern held and we were good to go, but with a little different view.

In Wooden Boat A (Any hp., up to 35 feet 11 inches) it was all CINDY JEN [34’ Clinton Beal, 1964; 292 Chevrolet], Jon Johansen of Winterport, as she was the only entrant. There were two boats, DELUSIONAL [38’ John’s Bay Boat, 600-hp Cummins], Allan Dugas and SAND DOLLARS III [41’ Johns Bay Boat; 700-hp Caterpillar], Scott Dugas, both of Yarmouth, on the line for Wooden Boat B (Any hp., 36 feet and over) and this was won by DELUSIONAL with a speed of 23.5 mph.

With just three boats, each in a different class, in the Gasoline Classes, so they were run down together. There were no entrants in Class B (V8, Up to 375 cid, 24

feet and over) and C (V8, 376 to 525 cid, 24 feet and over). CINDY JEN won Class A (Four and Six Cylinder, 24 feet and over); FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker], Mark Freeman of York Class D (V8, 376 cid and over, 24 feet and over (Non-working racer) and DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet], Mark Davis Class E (V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous).

Next up was the Diesel Classes and there were no entrants in Classes D (236 to 335 hp, 34 feet to 39 feet 11 inches), H (436 to 550 hp, 36 feet to 39 feet 11 inches), K (701 to 900 hp, 28 feet to 39 feet 11 inches), L (901 hp and over, 28 feet to 39 feet 11 inches) and O (Non-working boats, any length, any horsepower). In Class A (Up to 235 hp, 24 to 31 feet 11 inches) LYNN MARIE [Sisu 26; 235-hp Isuzu], Riley Johnson of Long Island, made his first appearance of the year and won. There was just one entrant in Class B (Up to 235 hp, 32 feet to 39 feet 11 inches), REWBEN [RP 35; 230-hp Cummins], Andrew Millar of Durham, so he was run down with the boats in Class C (236 to 335 hp, 24 to 33 feet 11 inches). The two boats in Class C, MISS ATTITUDE [Holland 32; 265-hp John Deere], Adam Kimball of Long Island

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](mailto: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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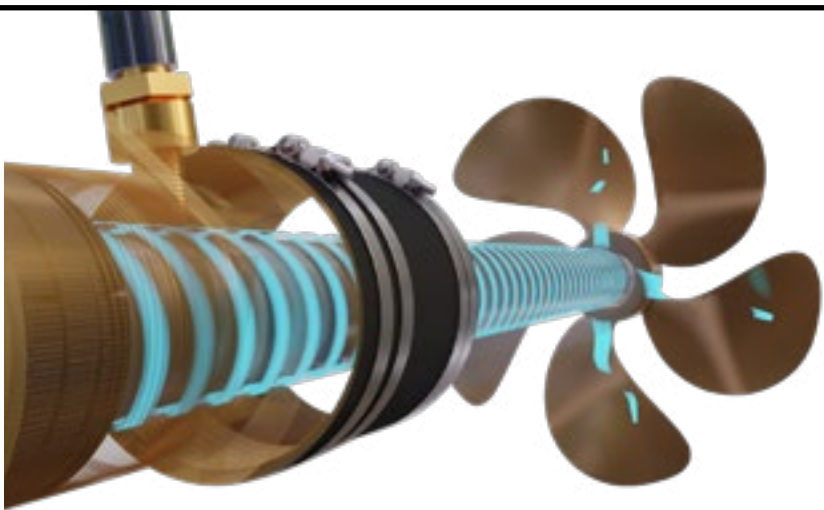
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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history. Distribution of *Maine Coastal News* is from Eastport to Marblehead, MA and is free on the newsstand. It also can be obtained by subscription. A year subscription, 12 issues, is \$20.00. A single copy is \$2.00, which covers the postage. Foreign rates for subscriptions are \$40.00 per year. The *Maine Coastal News* office is located at 966 North Main Street, Winterport, Maine. Comments or additional information write: *Maine Coastal News*, P.O. Box 710, Winterport, Maine 04496.

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**Advertising Deadlines:** The deadline for the October issue is September 10.  
The deadline for the November issue is October 8.

# Publisher's Note

There is no question that this has been a busy summer, especially compared to last. Fortunately for me, this should slow a bit after the Long Island and Portland lobster boat races on 21/22 August. I must say that I wish it was still June and I had time to use CINDY JEN more. I knew better than to launch a boat before she is ready, but did so minus the fuel tank. About three weeks later the tank was in, but now she did not want to go much above 1800 rpms without the engine sputtering. That was fixed with a new carburetor, but I still had the rails and guards to re-fasten and get painted. Finally, that was completed the end of July. With all the issues ironed out she has been running without issue. Travis Otis and I brought her up to Searsport after the Harpswell races and then I followed Travis in FIRST TEAM over to the Winter Harbor Races. I really want to cruise more around Penobscot Bay with what time remains this summer and fall and take photographs of the lobster boats in the area, especially while working.

For the first time the Maine Boatbuilder's Show was held in July, instead of March, as it had been since 1988. Another major change was moving it from the Portland Sports Complex to Portland Yacht Service on Portland's waterfront. With limited time to promote the show, attendance was down slightly and due to the heavy workload of the exhibitors this spring and summer there were a number that could not afford losing the time. Another problem for some exhibitors was product. A number of production boats were hard to get as well as outboards and inboard engines. However, anyone could see the huge potential of the show at this site. There is a lot of room in the two buildings used, a lot more room outside and there was dock space. There was also a huge

lot for parking on site that was free. The downside is that Portland is extremely expensive to stay in with room rates over \$500 per night. Hopefully a deal could be made with a nearby hotel giving those exhibiting or attending a special rate. One big plus for attendees is that it is close to southern New England and New York, where they could make the run up and back in a day, which some did this year. Those putting this show together have asked for suggestions and comments, but it is obvious that this could be a lot bigger next year. In talking with some of the exhibitors they agreed that with the potential. Boatbuilder Joe Lowell was there and said he might have gotten two major jobs out of it and I heard others sold boats and services or at least had potential customers. Hopefully, those that opted out this year realize that this could become much bigger and worth their effort to attend in the future.

Some know Alonzo Alley of Beals Island from his posts of lobster boats on Facebook, who I got to join the board of the Penobscot Marine Museum in Searsport this year. I knew it would be hard to get him to attend the meetings, but he could add so much in other ways. When his lobster boat had a hydraulic issue he traveled to Rockland for parts and on the way back we met at the Museum. We went through the commercial fishing exhibits and he offered a number of suggestions as to how we could make these exhibits better. He also knew where we might get some items for display. It was an interesting and very helpful two hours. I have a lot of ideas that I want to see happen to make this Museum a must-destination for anyone interested in the maritime industry. Right now we are waiting for a strategic plan to be completed and then decide, what we tackle first.

# MCN's Calendar of Waterfront Events

**On-going Exhibits**

Gone Fishing  
Penobscot Marine Museum  
Searsport  
[penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

Souvenirs of the Orient  
Penobscot Marine Museum  
Searsport  
[penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

Working the Bay: History, Economy and Recreation of the Penobscot Region  
Penobscot Marine Museum  
Searsport  
[penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

Hall of Ship Models  
Penobscot Marine Museum  
Searsport  
[penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

Shipwrecks & Salvage  
Maine Maritime Museum  
Bath  
[mainemaritimemuseum.org](http://mainemaritimemuseum.org)

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

“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum  
New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

Voyaging in the Wake of the Whalers  
Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

**AUGUST**

20-22 WoodenBoat Show  
Mystic Seaport  
Mystic, CT  
Info: Andrew Breece (207) 359-7751

21 Long Island Lobster Boat Races  
Ferry Dock  
Long Island  
Info: Lisa Kimball (207) 332-3968  
Amy Tierney (207) 317-1576

21 Handy Boat Regatta  
Handy Boat  
Falmouth

22 Portland Lobster Boat Races  
Portland  
Info: Katie Werner (207) 807-1832

**SEPTEMBER**

11 Around Islesboro Race

16-19 Newport International Boat Show  
Newport, RI

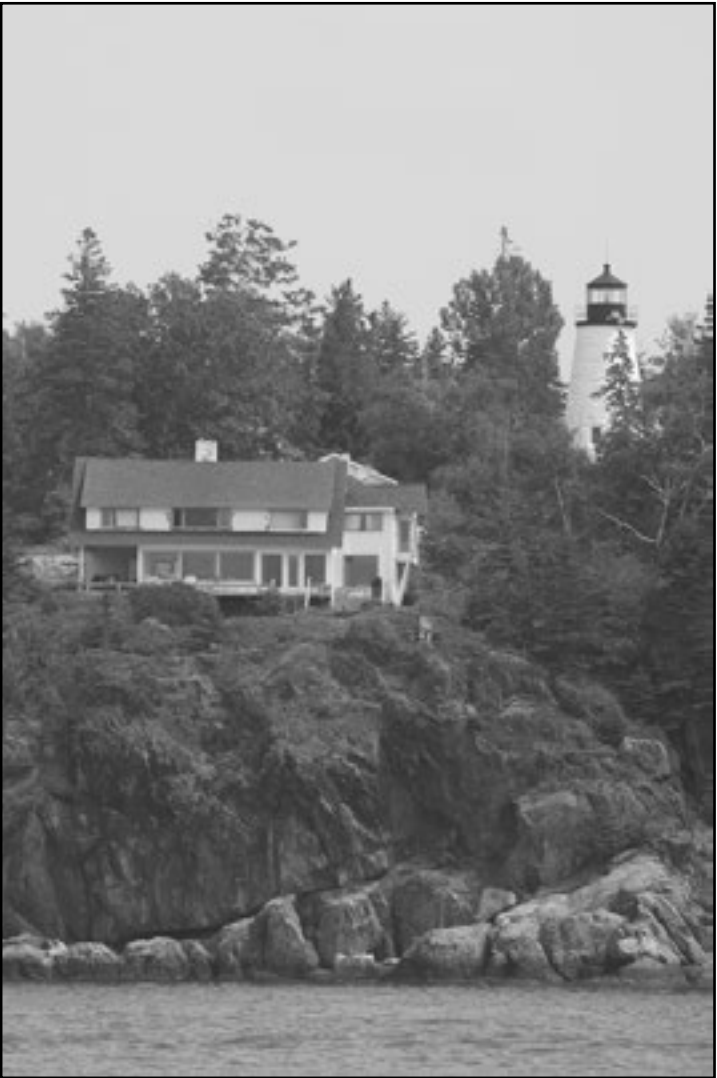
**OCTOBER**

1-3 The Maine Boat Show  
Thompsons Point  
Portland  
Info: [www.mainemarinetrades.com](http://www.mainemarinetrades.com)

16 Annual Meeting & Awards Banquet  
Robinson's Wharf  
Southport Island  
Info: Jon Johansen (207) 223-8846

**2022 MARCH**

3-5 Maine Fishermen's Forum  
Samoset Resort  
Rockport  
Info: [mainefishermensforum.org](http://mainefishermensforum.org)



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# ATLANTIC STATES MARINE FISHERIES COMMISSION SUMMER MEETING

## AMERICAN LOBSTER MANAGEMENT BOARD ASMFC American Lobster Board Initiates Draft Addendum XXIX

The Commission’s American Lobster Management Board initiated Draft Addendum XXIX to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Draft Addendum considers implementing electronic tracking requirements for federally-permitted vessels in the American lobster and Jonah crab fishery, with the goal of collecting high resolution spatial and temporal effort data.

“In my opinion, this is the single most important thing the American Lobster Board can do to ensure the viability of the American lobster fishery,” stated Board Chair Dan McKiernan from Massachusetts. “Through the proposed action, the Board seeks to significantly improve our understanding of stock status, identify areas where lobster fishing effort might present a risk to endangered North Atlantic right whales, and provide important information to help reduce spatial conflicts with other ocean uses, such as wind energy development and aquaculture.”

A number of challenges facing the fishery (e.g., rising water temperatures, protected species interactions, reduced recruitment) present a critical need for the collection of enhanced spatial and temporal data via electronic tracking devices in the offshore fishery. The stock assessment models that estimate exploitation and abundance for American lobster could be greatly improved with these data, as they would provide size composition data at a finer resolution than what is currently available. Additionally, the models used to assess the location of vertical lines in the fishery and their associated risk to endangered right whales could be substantially improved with vessel tracking data, which could impact federal risk reduction requirements for the fishery. Better understanding the footprint of the U.S. lobster fishery will also be vital to ocean planning efforts to minimize spatial conflicts with other ocean uses such as aquaculture, marine protected areas, and offshore energy development, as well as provide fishery managers tools to help maintain industry fishing grounds. Furthermore, vessel tracking could improve the efficiency and efficacy of offshore law enforcement efforts.

Draft Addendum XXIX will propose specifications for tracking devices to ensure the collected data meet both management and assessment needs. These specifications include data reporting rates, preferred technologies, and minimum standards for tracking devices. Implementation timelines, as well as budgetary and staff resource

needs will be further discussed as the Draft Addendum is developed. For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

### Meeting Summary

In addition to initiating a Draft Addendum to consider implementing electronic tracking requirements for federally-permitted vessels in the American lobster and Jonah crab fishery, the American Lobster Management Board (Board) considered a number of items: a progress report on the development of Draft Addendum XXVII on Gulf of Maine/Georges Bank resiliency, a Jonah Crab pre-assessment report and recommendations on initiating a stock assessment from the Jonah Crab Technical Committee (TC), and paths forward for developing a management strategy evaluation (MSE) for the lobster fishery.

Staff updated the Board on the development of the Draft Addendum XXVII, which aims to proactively increase biological resiliency of the Gulf of Maine/Georges Bank (GOM/GBK) stock. The Plan Development Team (PDT) provided draft management options and considerations for developing a trigger mechanism that would automatically implement management measures to improve the biological resiliency of the GOM/GBK stock if the trigger is reached. The TC also provided preliminary recommendations for defining management triggers based on indices of abundance and identified management measures most likely to increase stock resiliency, such as changes to minimum and maximum gauge sizes. The TC is currently developing an analysis to project the impacts of various gauge size changes on the stock and the fishery. The PDT will finalize the Draft Addendum based on the results of this analysis, and the Board will consider Draft Addendum XXVII for public comment in October 2021.

The Jonah Crab TC Chair presented a pre-assessment report to the Board, which provided the TC’s evaluation of available data sets, findings on potential approaches for a near-term stock assessment to provide management advice, and research recommendations to advance future stock assessments. To date, there is no range-wide stock assessment of Jonah crab, stock status is unknown, and there has been limited science-based advice available to support management of the fishery. Given the data available, a steady increase in landings as the fishery has developed, and persistent uncertainty about sustainability and market limitations, the TC recommends moving forward with a stock assessment. The TC believes conducting a near-term stock assessment would help answer questions about

the status and sustainability of the resource and provide more information with which to manage the fishery in a shorter timeframe. The Board agreed with this recommendation and approved the initiation a stock assessment for Jonah crab to be completed in 2023.

The Board also discussed proposed paths forward for the development of a management strategy evaluation (MSE) for the lobster fishery. In May, the TC recommended the Board pursue a two-phase MSE focused on the Gulf of Maine/Georges Bank (GOM/GBK) stock, with the goal of providing short-term management guidance while concurrently building the framework to expand the MSE to a spatially explicit approach. As the first steps in the MSE process, the TC recommended 1) forming a steering committee composed of Board and TC members, Commission staff, members of the Commission’s Committee on Economics and Social Sciences, industry stakeholders, and individuals with past experience in MSE, and 2) conducting a workshop to develop management goals and objectives. Though the Board expressed interest in pursuing an MSE, it postponed development of an MSE in order to prioritize ongoing work on other actions. Considering current workloads for Draft Addenda XXVII and XXIX, the Board again agreed to delay discussing next steps for MSE until its next meeting.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

### Motions

Move to initiate an addendum to implement electronic tracking for federally-permitted vessels in the lobster and Jonah crab fishery, with the goal of collecting high res-

olution spatial and temporal effort data. This tracking data shall be collected under the authority of the Atlantic Coastal Fisheries Cooperative Management Act. The PDT should use the Work Group report on vessel tracking as guidance when developing options and system characteristics. Motion made by Mr. Reid and seconded by Ms. Patterson. Motion approved by unanimous consent. Move to initiate a stock assessment for Jonah crab to be completed in 2023. Motion made by Mr. Kane and seconded by Mr. Borden. Motion approved by unanimous consent.

## Atlantic Large Whale Take Reduction Team Update

### Meeting Summary

NOAA Fisheries provided an overview of North Atlantic right whale mortalities and gear interactions by fishery and gear type along the Atlantic coast. It also updated the states on its efforts and those of the Atlantic Large Whale Take Reduction Team to develop recommendations to modify the Atlantic Large Whale Take Reduction Plan (ALWTRP) to reduce risk to North Atlantic right whales in a number of fisheries. There are two rulemakings in process. Phase I focuses on the Northeast American lobster and Jonah crab trap fisheries, and is in its final stages of rulemaking. Phase 2 focuses on a number of additional fisheries, including gillnets on a coastwide basis and Atlantic mixed species trap/pot fisheries, and is in the initial scoping phases. The video of this session, can be found here.

For more information, please contact Colleen Coogan with NOAA Fisheries at [colleen.coogan@noaa.gov](mailto:colleen.coogan@noaa.gov) or visit the

**Continued on Page 6.**

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# ATLANTIC STATES MARINE FISHERIES COMMISSION SUMMER MEETING

Continued from Page 5.

ALWTRP webpage at <https://www.fisheries.noaa.gov/new-england-mid-atlantic/marine-mammal-protection/atlantic-large-whale-take-reduction-plan>.

**Atlantic Striped Bass Management Board**  
States Achieve Required Coastwide Reductions in Atlantic Striped Bass Total Removals  
*Development of Draft Amendment 7 Continues; Board Initiates Addendum to Amendment 6*

The Commission’s Atlantic Striped Bass Management Board’s review of the performance of the 2020 fishery yielded positive news, with the states achieving Addendum VI’s goal of reducing total removals by 18% relative to 2017 levels. In fact, the states realized an estimated 28% reduction in total removals coastwide in numbers of fish from 2017 levels. Total removals include commercial harvest, commercial dead discards, recreational harvest, and recreational release mortality. Addendum VI was initiated in response to the 2018 benchmark assessment and aims to reduce total removals in order to end overfishing and reduce fishing mortality to the target level in 2020. The next stock assessment update for striped bass, scheduled to occur in 2022, will provide an update on the status of stock relative to the biological reference points.

The COVID-19 pandemic disrupted data collection for the Marine Recreational Information Program (MRIP) dockside sampling program, but MRIP was able to fill those data gaps using information from 2018 and 2019. While this does increase the uncertainty around the estimates of total recreational catch, there is still high confidence in those estimates and the estimates of the realized reductions.

After considering 2020 fishery performance, the Board provided guidance on a number of topics related to the development of Draft Amendment 7 (e.g., recreational release mortality, conservation equivalency, management triggers). Amendment 7 was initiated in August 2020 to update the management program to reflect current fishery needs and priorities as the status and fishery has changed considerably since implementation of Amendment 6 in 2003. The Amendment is intended to build upon Addendum VI’s action to end overfishing and initiate rebuilding. The Plan Development Team will continue to develop options for the Draft Amendment based on the guidance received from the Board.

Concurrent with the development of Draft Amendment 7, the Board initiated an addendum to Amendment 6 to consider allowing the voluntary transfer of commercial striped bass quota between states/jurisdictions that have commercial quota. This action is in response to a request from the State of Delaware to reconsider Delaware’s current commercial quota allocation.

Based on progress made on Draft Amendment 7 and Draft Addendum VII to Amendment 6, the Board’s next opportunity to meet and consider possible approval of both documents for public comment will be in October during the Commission’s Annual Meeting. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at [efranke@asmfc.org](mailto:efranke@asmfc.org) or 703.842.0740.

**Meeting Summary**  
The Atlantic Striped Bass Management Board met to review the draft Fishery Management Plan (FMP) Review and state compliance for fishing year 2020; review the juvenile abundance index (JAI) for the Albemarle Sound-Roanoke River (A-R) striped bass stock; provide guidance to the Plan De-

velopment Team (PDT) on the development of Draft Amendment 7; and consider options for addressing commercial quota allocation in a future management document.

The Board received a report from the Technical Committee (TC) on the JAI for the A-R striped bass stock in North Carolina. The A-R JAI showed recruitment failure for three consecutive years (2018, 2019, 2020), which tripped the recruitment-based management trigger established through Amendment 6 to the Atlantic Striped Bass FMP. The TC reviewed potential factors contributing to A-R recruitment declines and considered recommending action to the Board. The TC’s report noted recent management action by North Carolina to reduce the total allowable landings for the Albemarle Sound and Roanoke River management areas in response to the 2020 A-R stock assessment. The TC report also noted results from an analysis of river flow and young-of-year recruitment conducted by the North Carolina Division of Marine Fisheries. The low JAI values from 2017–2020 align with high flow rates observed during those years which exceeded the upper bound of flow that provides the greatest chance of successful striped bass spawns. Considering North Carolina’s recent management action to reduce striped bass total allowable landings and the ongoing monitoring and analysis of river flow impacts on recruitment, the TC recommended no action by the Board. Following the TC’s recommendation, the Board did not take any action in response to the recruitment-based management trigger that was tripped by the A-R JAI in 2020.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at [efranke@asmfc.org](mailto:efranke@asmfc.org) or 703.842.0740.

**Motions**  
Move to approve the FMP Review for the 2020 fishing year and state compliance reports. Motion made by Mr. Hasbrouck and seconded by Mr. Armstrong. Motion approved by unanimous consent.

Move to initiate an addendum to amendment 6 to allow voluntary transfers of commercial striped bass quota as outlined in the memo of July 26, 2021 to the Atlantic Striped Bass Management Board regarding these transfers Motion made by Mr. Clark and second by Mr. Geer. Motion passes (8 in favor, 7 opposed).

Move to approve Chris Dollar and Charles Green representing Maryland to the Striped Bass Advisory Panel.

Motion made by Mr. Luisi and seconded by Mr. Gary. Motion stands approved by unanimous consent.

**Executive Committee**  
**Meeting Summary**  
The Executive Committee (EC) met to discuss several issues, including the second round of CARES assistance, pending shark finning legislation, future meetings format, Recovering Americas Wildlife Act and Conservation Equivalency. The following action items resulted from the Committee’s discussions:

Mr. Beal provided a brief overview of the second round of CARES assistance, technically known as the Consolidated Appropriations Act of 2021, or “The ACT”. The Commission has received the Cooperative Agreement and half of the states have submitted Spend Plans. Mr. Beal reminded the Committee the funds must be obligated by 9/30/21, and Congress prefers the funds are disbursed by this date, but the funds will not revert if not spent by the states by 9/30/21. We have the flexibility and time to get these funds to fisheries participants who need them.

The Administrative Oversight Committee was unable to meet to discuss the Statement of Investment Policy Guidelines; but will meet before the Annual Meeting to discuss it. The Vice-Chair proposed this topic be moved to the EC agenda at Annual Meeting for action.

The EC received an update on federal shark conservation legislation introduced in the 117 Congress. The four bills discussed were: S. 1106 - Shark Fin Sales Elimination Act, Booker (D-NJ); H.R.2811 - Shark Fin Sales Elimination Act of 2021, Sablan (D-MP); S. 1372 - Sustainable Shark Fisheries and Trade Act of 2021, Rubio (R-FL); and H.R. 3360 - Sustainable Shark Fisheries and Trade Act of 2021, Webster (R-FL).

The Commission’s Legislative Committee has raised concerns about discarding legally harvested shark parts, as required by S. 1106 and H.R. 2811. The Legislative Committee will continue to monitor these bills and will react as needed.

Mr. Beal reported the staff will be looking into the possibility of a hybrid meeting for the 80<sup>th</sup> Annual Meeting in Long Branch, NJ October 18-21, 2021. The EC will continue to monitor the situation regarding the Delta variant of Covid-19 and keep the Commissioner apprised. Chair Keliher recommended travelers hold off on purchasing plane tickets at this time.

The EC approved sending a letter in support of the Recovering Americas Wildlife Act to the Senate. The EC discussed Conservation Equivalency (CE) with the thought it might be time to review its policy, based on the successes and failures of the current approach to CE. The policy was last revised in 2016 and much has changed in the interim. Chair Keliher will appoint a workgroup to develop a specific charge, which, after approval by the EC will be given to the Management & Science Committee for action.

For more information, please contact Laura Leach, Director of Finance and Administration, at [lleach@asmfc.org](mailto:lleach@asmfc.org) or 703.842.0740.

**Motions**  
No motions made.

**Summer Flounder, Scup And Black Sea Bass Management Board Concurrent With The Mid-Atlantic Fishery Management Council**  
New York’s Black Sea Bass Baseline Commercial Quota Increased to 8% under Addendum XXXIII

The Commission’s Summer Flounder, Scup and Black Sea Bass Management Board (Board) approved a 1% increase in New York’s black sea bass commercial allocation, bringing New York’s baseline share of the coastwide quota to 8%. This action modifies the state commercial quota allocations that had been previously approved through Addendum XXXIII to the Summer Flounder, Scup and Black Sea Bass Fishery Management Plan. The final 2022 state-by-state commercial shares can be found in the table on page 2.

Addendum XXXIII, approved in February 2021, addressed significant changes in the distribution of black sea bass that have occurred since the original allocations were implemented in 2003, while also accounting for the states’ historical harvest of black sea bass. Among other things, the Addendum changed Connecticut’s baseline allocation from 1% to 3% of the coastwide quota to address its disproportionately low allocation compared to the increased availability of black sea bass in state waters of Long Island Sound (LIS). The remaining state

Continued on Page 12.

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# Update: Kirsten Neuschafer's GGR 2022

It has been a busy last couple of months and Kirsten's media team has had to crack the whip to get Kirsten off the boat, out of the bilges and the boat shed, to put the tools down and just sit down for a moment in front of her laptop and provide a refit update, but they finally succeeded, and herewith June and July's newsletter in one: "A lot has happened since the last newsletter. One of the first and very prominent events of the last couple of months, that I would like to mention, is the incredible fundraising dinner that took place in Summerside at the Credit Union Place, and organized by Bill Martin.

It was an unforgettable evening! The amount of detail that went into the food, the decoration and the entertainment cannot be overstated! Much gratitude to Bill Martin, Glenna Lohnes and all the volunteers, who spent their time and effort making this such a special event! Chef Emily and her team did an amazing job with the food, and the musical entertainment, with Claire Gallant on the piano, Fred Martin, playing guitar and singing nautical songs – and even a tune by Lennie Gallant – was absolutely great! A very big thank you to everyone who attended, for their support and enthusiasm! It was another of many wonderful examples of the immense support and enthusiasm of the Prince Edward Islanders! The funds have already all gone into the ongoing refit of MINNEHAHA.

While we are on the topic of fundraising: We are still actively seeking corporate sponsors for the race. If you or your company are interested in learning more about the partnership opportunities available, please reach out directly at [kirstenggr@gmail.com](mailto:kirstenggr@gmail.com).

"In terms of the refit, we have made great progress. It would not be exaggerated to say that I am very particular in how I like things done, which often results in my redoing a lot of my own work, until I am happy with it, but also making tall demands on anyone else working on the boat, which would be Eddie. Fortunately, Eddie and I see eye to eye in 99% of everything, with Eddie being that 1% more particular than me. So, Eddie spent a lot of time and effort installing the external chainplates and their backing plates. It was no small task: some of the cabinetry in the interior needed to be removed, in order to access the area where the backing plates would be.

Then, as much of the Cape George 36 has been built with a second insulation layer of glass separated by foam, bits of the second layer had to be cut away, so that the backing plates would sit flush up against the hull, and not on the thinner insulation layer, compressing the foam. So, Eddie cut out what needed to be cut out of the insulation, and replaced it with a solid spacer of probably 10 or more layers of glass and epoxy. And only then was it ready for the backing plates. However, the backing plates, as well as chainplates still needed to be bent to fit the hull - and in the interior, the backing plates had to be given some angles, to accommodate the beam shelf.

Needless to say, all these steps amounted to a lot of work for Eddie – but he soldiered through all of the 10 chainplates – and the result is that the chainplates with their backing plates and in the entirety of their installation, are as rock-solid as one could ever wish for. In fact, it would not be surprising if one could

lift the boat by the chainplates, and that they would be able to carry the load (not that we intend trying that). Certainly, to hold the rig, they are very, very much more than adequate!

"Other than that, Eddie has machined the mounting brackets for the hydrovane self-steering unit, and it is strong and rugged! Initially we were intending to install 2 more winches in the cockpit, but in the end, we opted for a center winch, aft, and Eddie, genius that he is, combined the mounting bracket for the hydrovane, with a winch pedestal. Although at a first glance, and before it was mounted, it looked like a very bling and over-engineered toilet seat, mounted for its intended purpose, it becomes apparent that it is a masterpiece: a highly functional, technical, structural work of art!

"Another important topic of discussion between Eddie and me, has been the placement and mounting of the life-raft and solar panels. The life-raft is a Plastimo 4-man liferaft, model ISAF ref. 54561, which will be serviced again just before the race, and will have the extras added to it by Plastimo, to turn it into the Plastimo GGR model ref. 66516. It is a good, compact, hard-container life-raft – but, as always, deck space is limited, and the last thing anyone wants is a cluttered deck.

Eventually we came up with a plan of how to combine the life-raft mounting bracket with the solar panel mounting brackets, without the life-raft's release being impeded in any way by the solar panels. Eddie refined the idea and with the help of CNC machine operator, Brent Cousins, from Baltic Creek Woodworks, produced a mounting bracket. We are now just waiting to paint on the Kiwigrip non-skid onto the coach roof, before we get the liferaft and panels mounted.

"From the topic of the life-raft, to another topic pertaining to safety: bilge pumps! Bilge pumps are obviously incredibly important safety feature – and furthermore, the Golden Globe Race has its own requirements around these: firstly, there must be two places from which the bilges can be manually pumped out – one from inside the boat, and one from the cockpit. In addition to this, the cockpit lazarette must be water-tight, and needs to have a mechanism for emptying it, that does not allow it to empty into the boat's bilges. I was not willing to take any shortcuts with the bilge pumps, and therefore decided that the only manual pumps that I would settle for, would be Whale. Upon announcing this on a previous Facebook post, Whale very kindly reached out, and offered to supply us with the pumps we needed. They sent us some outstanding pumps: two very rugged pumps for the cockpit and inside pump, as well as a sink pump, with all the associated through-deck kits and service kits. A very big thank you, Whale!

It took a bit of thought and debating between Eddie and me, to determine where best to install the pumps, and also where to install a selector valve, that would allow you to select between pumping out the bilge or pumping out the lazarette. Of course, for Eddie there is no such thing as a tall order or a problem that does not have a practical solution - and the pumps have now been installed and tested. For those of you who would like to check out the specs, these are the pumps that have been installed

and associated service kits will be on board: Gusher Urchin Manual Pump, Gusher Titan Manual Pump and Gusher 10 Manual Bilge Pump.

"Another great moment recently, was the arrival of Alan Burland from Bermuda. Alan is not only our foremost advisor on the KGGR team, but thanks to his generosity and efforts, it became possible for me to come to Prince Edward Island, when the winter weather and boat problems had made any further passage on MINNEHAHA impossible - and thanks to whom I had the privilege of living at Green Island Getaways all throughout the winter and the spring! It has been great to catch up with Alan, and have him here at the refit, giving us a hand and good advice!

Alan is also the perfect host, and he very kindly and generously hosted a dinner at Green Island Getaways, to get together with everyone here on Prince Edward Island, who has been involved with the refit and with all who have been enthusiastic and supportive of the project! Thank you, Alan, for a lovely evening in a charming venue with outstanding food and unlimited flow of refreshments! What an honour!

"For the rest, we have been re-installing all sorts of deck fittings, stanchions, pushpit and pulpit, cabinetry on the interior, refining on plumbing, electrical, lighting etc., while awaiting the arrival of the new mast.

It was a momentous morning last Tuesday, when the mast finally arrived on Prince Edward Island from Gainesville, Florida, from US Spars. The crew at US Spars have worked together with Eddie and me, as well as naval architect Thomas Degremont from Langan Design Partners LLC, in optimizing this rig for the purposes of the Golden Globe Race – with the main focus on strength, stability and practicality. The mast arrived in perfect condition

after its long transit – meticulously packed, carefully shipped, and with all the details and pieces that go along with it – like the boom, two spinnaker poles, the standing rigging, nav lights, VHF antenna, windex, spinlocks etc.

We're thrilled with it, and very happy to have it here – and a very big thank you to Matthias Klemm, Michael Wukotich and the whole crew at US Spars, for all your effort and detail – it really has been a pleasure working with you on this, and I look very forward to sailing with the new rig!

Also a big thank you to Darren Cousins, who rounded up a whole lot of his enthusiastic crew from Baltic Creek Woodworks and Twin Shores to help with the offloading of the mast. It was a sight to behold: a dozen people all working perfectly in sync to get the mast off the flatbed truck and into the shed!

Thanks also goes to Gregory Dexter in Eastport, Maine and to Matthew Lacasse from Deep Cove Marine Services, who helped with the transfer of the mast from the US Spars truck to the flatbed truck of McConchies Trucking, who promptly and safely transported the mast for the last leg onto Prince Edward Island. Evidently, there was quite a bit of logistics involved, and many people and components were needed to make this happen, to all of whom I am very grateful!

"The work is ongoing – but the summer is also here in all its glory, and it is good for the body and mind to be spending some time outdoors and in the sun! I was very fortunate to be able to spend 3 weeks in one of the Park Model cottages at Twin Shores – which boasts a spectacular view of the bay, as well as the ocean off the north shore of PEI – and is located ideally to see the stunning sunsets that PEI has to offer! It was a real treat being so close to the

**Continued on Page 25.**

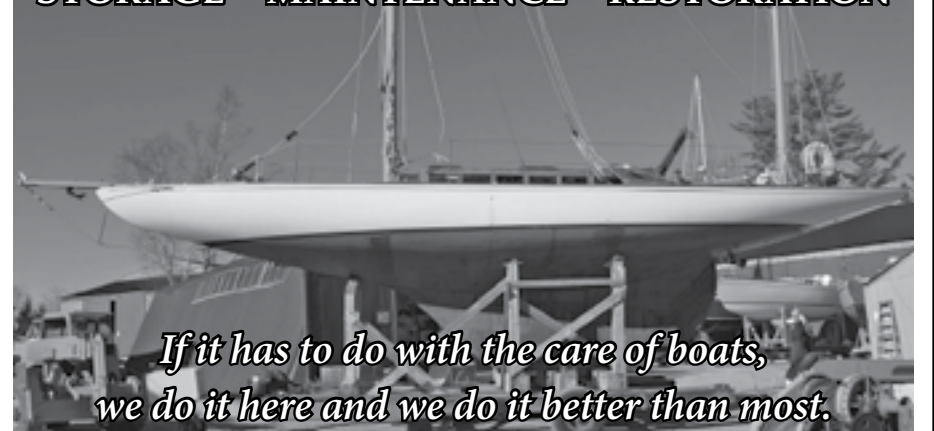
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# U. S. NAVY NEWS

## Navy Christens the First Ship in the T-AO Fleet Oiler Program

SAN DIEGO - Ship’s sponsor Alfie Woodard Spencer christens the future USNS John Lewis (T-AO 205) during a christening ceremony in San Diego for the Navy’s first John Lewis-class replenishment oiler. The 742-foot-long ship, named in honor of the late politician and civil rights leader, will join the Military Sealift Command as part of the Navy’s Combat Logistics Force. Named for prominent civil rights leaders and activists, John Lewis-class oilers will transfer fuel to U.S. Navy carrier strike group ships operating at sea, the oilers will feature the capacity to carry 157,000 barrels of oil, a significant dry cargo capacity, aviation capability and up to a speed of 20 knots.

Following Pelosi, the ship’s sponsor, Alfie Woodard Spencer spoke briefly about the ship’s namesake. John Lewis “lives in the unalterable truths he spoke to power,” said Spencer. “John Lewis lives in all those spaces where people reach out their hands to pull others up to the lives that they deserve. And now he lives in the name and the embodiment of this mighty sailing vessel and its mission of fortifying and sustaining those who have committed themselves to the service of our nation.”

Following her remarks, Spencer christened the ship with the traditional champagne bottle break alongside the hull.

“The christening ceremony takes on a very special meaning, for it marks the one-year anniversary, to the day, of John Lewis’ passing,” said Carver. “Just as its namesake, this majestic vessel will be instrumental in shaping the future of our Nation. The shipbuilders of NASSCO are proud to ensure Congressman John Lewis’ legacy will live on in this ship.”

Former Secretary of the Navy, Ray Ma-

bus, declared the John Lewis-class of oilers be named after leaders who fought for civil and human rights. The class and the first ship honors Congressman and American civil rights leader John Lewis.

In 2016, General Dynamics NASSCO was awarded the contract by the U.S. Navy for the detailed design and construction of the next generation of fleet oilers, the John Lewis-class (T-AO 205), previously known as the TAO(X). The contract calls for the design and construction of six 742-foot-long oilers with a full load displacement of 49,850 tons. Designed to transfer fuel to U.S. Navy carrier strike group ships operating at sea, the oilers have the capacity to carry 157,000 barrels of oil, a significant dry cargo capacity, aviation capability and up to a speed of 20 knots.

In addition to the christening of this ship, three ships in the T-AO class fleet oiler program for the U.S. Navy – the future USNS Harvey Milk (T-AO 206), the future USNS Earl Warren (T-AO 207), and the future USNS Robert F. Kennedy (T-AO 208) – are currently under construction. The second ship, the future USNS Harvey Milk (T-AO 206) is scheduled to launch later this year.

## Surface Force Commander Discusses State of the Force

From Mass Communication Specialist 2nd Class Lauren Deal

WASHINGTON - Vice Adm. Roy Kitchener, Commander, Naval Surface Forces, discussed the state of the surface force and his four priorities for the next year during a media roundtable at the Pentagon, July 22, 2021.

Moving forward, Kitchener’s four goals are to improve readiness of surface force ships, continue improving professional

development, ensure warfighting capability and lethality, and develop and maintain the toughness of surface warriors.

“We remain challenged with the number of missions and requirements that we have and the number of ships we apply those to,” said Kitchener.

To address this readiness challenge, Kitchener said his goal is to make more ships ready for tasking by finishing maintenance availabilities on time and focusing on Sailor self-sufficiency to increase a ship’s ability to finish planned and unplanned repairs.

Recent Surface Force Training and Readiness Manual revisions give commanding officers more opportunities for at-sea proficiency training, increasing the efficiency of the basic phase training cycle. Additionally, the accelerated certification of afloat team training capitalizes on at-sea time, allowing ships the opportunity to demonstrate their proficiency for evaluation while providing flexibility and more time to train at sea.

Kitchener also discussed the professional development of surface warriors. As a learning organization and one that fosters a culture of excellence, he is committed to instilling an ethos of lifelong learning across the force.

“As we develop our officers, we need a continuous program of assessment,” Kitchener said. He emphasized that this doesn’t just include tactics and maritime skills, but overall career development.

On the enlisted side, he pointed to the modernization of enlisted Surface Warfare training providing engineering, combat systems, navigation, and damage control training for surface enlisted ratings. An example is improvements to the Quartermaster (QM) rating which includes an eight-week “A” school and Voyage Management System (VMS) training course, a three-week journeyman-level course, and a robust, master-level, five-week assistant navigator course.

Kitchener then spoke about warfighting.

He wants to maintain, create, and continue to build a competitive mindset where commanding officers understand the mission and are able to take calculated risks. Kitchener also discussed proactive training and integration of new technologies such as unmanned systems.

Lastly, Kitchener talked about his focus on managing his people, which he considers to be the surface force’s most important resource.

He notes that managing mental health and fatigue is challenging because so much is asked of Sailors, and there is no easy solution. However, keeping Sailors mentally and

physically healthy contributes to readiness. He says his team is working hard to better balance personnel distribution.

Kitchener says these priorities are all important and interrelated and have his full attention as he enters his second year in the seat as SWO Boss.

“That all contributes to making ships ready for tasking,” said Kitchener.

## USS Independence (LCS 2) Decommissions After Distinguished Service

Commander, Littoral Combat Ship Squadron ONE

SAN DIEGO – The crew of USS Independence (LCS 2), the lead ship of the Independence-variant Littoral Combat Ship, recognized more than a decade of naval service during a decommissioning ceremony at Naval Base San Diego, July 29.

Due to public health and safety restrictions on large public events resulting from the novel coronavirus (COVID-19) pandemic, the ceremony was a private event celebrated alongside ship plankowners and former crew members.

During the ceremony, keynote speaker, Vice Adm. Roy Kitchener, Commander, Naval Surface Force, U.S. Pacific Fleet, wished the crew of Independence fair winds and following seas as they said farewell to their ship.

“The Independence crew shouldered a heavy responsibility. Since the ship’s introduction into the fleet we asked her to serve for a specific purpose; to test emerging equipment and concepts,” said Kitchener. “The crew accomplished that and so much more. Without their efforts and experiences, the ship class would not be where it is today with six ships deployed throughout the world. Those improvements, made largely in part due to this crew’s experience and input, will continue to carry the LCS class into the future.”

The commissioning Commanding Officer of USS Independence gold crew, Capt. Michael Riley said it was the Sailors who rose to the occasion that made Independence prosperous.

“What made Independence successful wasn’t the program managers, industry professionals or even her two captains. It was the officers, chiefs and Sailors of the blue and gold crews that made it operational. They shouldered the burden of shifting programmatic guidance, incomplete documentation or one-of-a-kind systems, and got it to sea,” said Riley. “They were honest in pointing out when system performances or operational processes failed to live up to their expectations. At the same time, they discovered hidden capabilities in the ship, repurposing equipment and systems to suit the situation.”

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# U. S. NAVY NEWS

Independence maintained a crew of nine officers and 41 enlisted Sailors. The ship was built in Mobile, Alabama by Austal USA and commissioned Jan. 16, 2010.

Independence is the sixth ship to carry the name, recognizing the cornerstone of our nation’s foundation for which so many Americans have fought and died. The first Independence was a 10-gun sloop that served during the American Revolution. The second Independence, the first ship of the line in the Navy, was launched in 1814 as a 74-gun ship, but later refitted to a 54-gun frigate. The third Independence served with the Naval Overseas Transportation Service (NOTS) following the end of World War I. The fourth Independence (CVL 22), a small aircraft carrier commissioned in 1943, earned eight battle stars during World War II. The fifth Independence (CV 62) was an aircraft carrier commissioned in 1959 and decommissioned in 1998.

Independence has been a test and training ship and was key in developing the operational concepts foundational to the current configuration and deployment of LCS today. The decommissioning of LCS 2 supports department-wide business process reform initiatives to free up time, resources, and manpower in support of increased lethality. The LCS remains a fast, agile, and networked surface combatant, designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin and is a steel monohull design constructed in the Fincantieri Marinette Marine Corporation’s shipyard in Marinette, Wisconsin. The Independence variant is an aluminum trimaran design originally built by an industry team led by General Dynamics Bath Iron Works for LCS 2 and LCS 4. Currently, Independence variant LCS are constructed by Austal USA in the company’s Mobile, Alabama shipyard.

LCS are outfitted with mission packages (made up of mission systems and support equipment) that deploy manned and unmanned vehicles and sensors in support of mine countermeasures, anti-submarine warfare or surface warfare missions.

After the decommissioning of Independence, 22 littoral combat ships remain in service to the fleet.

**Navy Christens future USS Hyman G. Rickover**  
Lt. Seth Koenig, Submarine Readiness Squadron 32  
GROTON, CT – The Navy’s newest Virgin-

ia-class attack submarine, future USS Hyman G. Rickover (SSN 795), was christened during a ceremony at General Dynamics’ Electric Boat shipyard facility in Groton, Connecticut, July 31.

“This submarine is a fitting tribute to Admiral Rickover, who truly transformed our Navy,” said Adm. James Caldwell, director, Naval Nuclear Propulsion Program, during his remarks at the celebration.

Caldwell credited Rickover – who served for 63 years in the Navy and is credited with spurring the service to adopt nuclear propulsion after World War II – with not only technological advances but cultural ones. He lauded Rickover’s legendary work ethic, frankness, attention to detail and commitment to excellence, which he said has since permeated throughout the Navy.

“It’s really great to see this ship come together, and to see so many people here to celebrate the christening of the Hyman G. Rickover and honor the Hyman G. Rickover legacy,” said Cmdr. Thomas Niebel, commanding officer of the newly christened submarine.

The Honorable James F. Geurts, performing the duties of Under Secretary of the Navy, told those in attendance that the construction of the future USS Hyman G. Rickover is a testament to the dedication of America’s shipbuilders and sailors.

“We did not close a shipyard, public or private, for one day during the pandemic,” Geurts said. “The sustained commitment to excellence displayed by this workforce shows in the construction of this boat and adheres to the culture of excellence promoted by Hyman G. Rickover.

“It’s not just a matter of having the world’s best ships,” he continued, “you have to have the world’s best sailors to maintain the world’s best Navy, and we have both.”

Darleen Greenert, the submarine’s sponsor, a Navy veteran, and wife of former Chief of Naval Operations Jonathan Greenert, highlighted the sacrifice of military families during her remarks, and remembered the late Eleonore Rickover, the namesake admiral’s wife.

“She set the bar [for ship sponsors],” Darleen Greenert said of Eleonore Rickover, who was the sponsor for a previous Los Angeles-class submarine to bear the Hyman G. Rickover name, SSN 709. “She loved her crew.”

The first Hyman G. Rickover was commissioned at Submarine Base, New London, in Groton, on July 21, 1984. SSN 709 and its crew deployed 12 times until its decommissioning in December 2007. Over the years, its decorations included the Atlantic Fleet Golden Anchor Award, Submarine Squadron Eight’s anti-submarine warfare white

“A” and engineering red “E” awards and the prestigious Sixth Fleet “Hook ‘Em” award for anti-submarine warfare excellence.

Greenert asked family members of the crew of the future USS Hyman G. Rickover to stand together when her daughter, Matron of Honor Sarah Greenert McNichol, broke the ceremonial bottle of sparkling wine across the bow.

Other speakers at the ceremony included Electric Boat President Kevin Graney, Newport News Shipbuilding President Jennifer Boykin, U.S. Rep. Joe Courtney, D-CT and U.S. Rep. Jim Langevin, D-RI.

Rickover will eventually join the fleet with a displacement of 7,835 tons, crew of 132, and a weapons payload of 12 vertical launch systems and four torpedo tubes.

Fast-attack submarines like Rickover are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities - sea control, power projection, forward presence, maritime security, and deterrence. The submarine is designed to excel in anti-submarine warfare; anti-ship warfare; strike warfare; special operations; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare – from open ocean anti-submarine warfare to intelligence, surveillance and reconnaissance, to projecting power ashore with Special Operation Forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

## Navy to Christen Littoral Combat Ship Nantucket

The Navy will christen its newest Freedom-variant littoral combat ship (LCS), the future USS Nantucket (LCS 27), during a 10 a.m. CDT ceremony Saturday, Aug. 7, in Marinette, Wisconsin.

The principal speaker will be Rep. Mike Gallagher, U.S. Representative for Wisconsin’s 8th District. In a time-honored

Navy tradition, the ship’s sponsor, Ms. Polly Spencer, will break a bottle of sparkling wine across the bow.

“The future USS Nantucket will be the third U.S. Navy ship commissioned to honor the maritime history and spirit of Nantucket,” said Acting Secretary of the Navy Thomas Harker. “I have no doubt the Sailors of USS Nantucket (LCS 27) will carry on the proud legacy from generations past in preserving sea lanes, countering instability, and maintaining our maritime superiority.”

LCS is a fast, agile, mission-focused platform designed to operate in near-shore environments, winning against 21st-century coastal threats. The platform is capable of supporting forward presence, maritime security, sea control, and deterrence.

The LCS class consists of two variants, the Freedom-variant and the Independence-variant, designed and built by two industry teams. The Freedom-variant team is led by Lockheed Martin in Marinette, Wisconsin (for the odd-numbered hulls). The Independence-variant team is led by Austal USA in Mobile, Alabama, (for LCS 6 and the subsequent even-numbered hulls).

The first Nantucket, a Passaic class coastal monitor, commissioned on Feb. 26, 1863. Assigned to the South Atlantic Blockading Squadron, Nantucket participated in the attack on Confederate forts in Charleston Harbor on April 7, 1863. Struck 51 times during the valiant yet unsuccessful assault on the vital Southern port, the single-turreted monitor was repaired at Port Royal and returned to Charleston to support Army operations on Morris Island. The second Nantucket, a wooden light ship built in 1907 for the Lighthouse Service, was transferred to the Navy by executive order on April 11, 1917. During World War I, the ship continued its duties of warning vessels away from Nantucket Shoals and aided in guarding nearby waters against U-boats.

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# No Reply

By Sheila Dassatt

If you read my article last month, it was titled “Straight On” which was in reply to a reader that apparently disagreed with a lot of my previous articles concerning whales and windmills. I am not going to devote too much time on this, but I would like to let you know that I haven’t heard a reply back nor do I have a name or return address...

I do appreciate the response of folks that virtually do care about the direction that our fishery is headed. We have been very busy this past week with folks that want to help our fishery any way that they can. You are all welcome to send along a guest letter to share how you feel about the issues that we are dealing with these days.

How many of you remember the song “In the Year 2525?” by Zager and Evans, around 1969? I know that that is a long shot for some, but if you are curious, Google it on YouTube and listen to it. It talks about all of the things that will be happening in the future and most of it is true now! Talks about people just taking a pill to get through the day and you can choose your child with a test tube, also whether it is a boy or a girl. That is just the tip of it. Basically, we are all going to be disagreeing with one another so much that we will be our own demise. It is a very interesting song and I have it in my collection of 45rpm records somewhere in

my house. Yes, I’m that dated!

Where am I going with this? Well, look at the people that invest a lot of money, \$3,750.00 to rent two billboards that will run for two weeks each in Massachusetts just to point their finger at the lobstermen. They are called Mainers Guarding Right Whales. The billboard asks if your lobster is whale safe and gives a Text safe number for you to check out. These billboards are along the highway that leads to Maine, so any tourists that are coming to enjoy a Maine lobster dinner will think twice about eating them.

If you are really curious, you might want to check it out and see what they have to say. It just seems that as long as there has been lobstering in the State of Maine, which we are known for, that this did not come from folks that are near and dear to us. Perhaps they should take this money that they invested to hurt us, and put it in a fund to help us out with all of the expenses that we have to make our gear whale safe. That would be much appreciated and it would make more sense for better relations. Help us out, instead of trying to break us for something that we are already working on, such as protecting the whales which we have for years now. This idea of ropeless gear is very expensive and at this point, would be very hard for our Marine Patrol to monitor such practice. Follow the money, I guess, someone will get rich with

promoting and selling it, won’t they? I hate to say it, but there is always an agenda with a lot of the alternatives that are pushed at us.

The windmill projects that are also being proposed is said to provide a lot of jobs. For who? I have to look at this long and hard and do the best that I can to not over think these things. This could be a big reason why people are starting to become angry and defensive. We do not want to be replaced with big business after generations of tradition and fishing along our rugged coastline. Fishermen have been here since the very beginning of time here, for generations.

I am just trying to make everyone aware of what we are up against with our future. We have been granted ten years to come up with answers for the whales and the windmills. Ten years is not a very long time when you think about it. It isn’t even the turnaround of a generation. So during this time, we really need to help each other to come up with solutions to the problems that we are facing. It would really help if a lot of people that like to protest would leave the anger somewhere

else and come on board and help us out. With the threat every day of the Covid virus and now another one, it doesn’t surprise me that people are living on the edge, it is very frustrating and a little scary. Maybe the folks that are against us might take a moment to go out on a boat and really see the danger that we face everyday and get to know us a little better. We’re really not a bad bunch of people. We all need to survive in this crazy world that we are living in right now, win, lose or draw.

Yes, we do need to protect endangered species, but we also need to protect ourselves in the process. Perhaps that song that I was talking about isn’t so far fetched after all. Personally, I would like to have our fishery strong and healthy for our next generation. I see the young fishermen and ladies every day and they are all fine young people who would like to keep their future going in a positive direction. It’s only fair, isn’t it?

Please join in to help protect our industry, now is the time!

## New Marine Patrol Officer for Downeast

AUGUSTA - Three new Marine Patrol Officers will soon begin serving in Downeast Maine. Kaelyn Kuni of Saco, Lexis Elston of Windham and Tim Beauchamp of York were sworn in by Commissioner Patrick Keliher on Thursday, July 29 at the Maine Department of Marine Resources’ Augusta headquarters.

Officers Kuni and Elston recently graduated from the Maine Criminal Justice Academy’s (MCJA) Basic Law Enforcement Training Program (BLETP) and are currently taking part in Marine Patrols nine-week Field Officer Training program before they begin their assigned patrols. Officer Kuni will serve in the Milbridge-Stauben patrol, and Officer Elston will serve in the Jonesport-Beals-Addison patrol.

Officer Beauchamp will complete the MCJAs Pre-Service Training Program in August and will begin serving in the Machias patrol after completing Field Officer training. He is scheduled to attend the 18-week BLEPT program in January.

Prior to joining the Marine Patrol, Officer Kuni served as a dispatcher for the City of Westbrook, a Security Officer for Securitas, USA, and a Park Ranger for the

State of Maine’s Eagle Island Historic Site. She has served as a Research Assistant at the University of Southern Maine (USM) Entomology Lab, and as an Assistant Head Lifeguard in Biddeford. She is pursuing a B.S. in Environmental Science from USM.

Officer Elston served as an Assistant Park Ranger for the Maine Department of Agriculture, Conservation and Forestry. Previously, she worked in Communications and Fisheries Education for the Stonington based non-profit Maine Center for Coastal Fisheries (MCCF). Officer Elston has also served as a multimedia assistant to the Portland-based non-profit sailing school, Sail Maine. Officer Elston holds an A.S. in Marine Science from Southern Maine Community College and is currently completing her B.A. degree in Marine Ecology from the University of Maine at Machias.

Officer Beauchamp served as a Security Officer for the Department of Navy at the Portsmouth Shipyard and as a Law Enforcement and Small Arms Instructor for the US Coast Guards Anti-Terrorism Unit in Boston, Massachusetts. He also served as a member of the US Coast Guard’s Tactical Law Enforcement Team in Miami, Florida and the Coast Guards Maritime Safety and Security Team in San Francisco. He is pursuing a B.S. in Computer Information Technology.

“ThesenewOfficerswilladdmuch-needed coverage in the busy downeast region,” said Colonel Jay Carroll. “Each one brings significant unique and relevant experience to the positions. They provide a depth of knowledge and background in resource issues and law enforcement which are vital in the work of a Maine Marine Patrol Officer.”

The Maine Marine Patrol is a bureau of the Maine Department of Marine Resources that provides law enforcement, search and rescue, public health, and maritime security on Maine’s coastal and tidal waters. More information can be found at <https://www.maine.gov/dmr/marine-patrol/index.html>



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## Commercial Fishing News

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

### From the Director -

We are in the midst of a heat wave at the moment, which always seems to hit about the last week of July and the first part of August. This can be very difficult when it comes to saving our bait and trying to stay cool on those open platforms of our boats. I know that we need to be out there and do the best that we can to withstand the elements.

We do understand that with the Covid Virus still in the wind, a lot of our summer gatherings that represent the lobster industry have still been cancelled. With the “W” issues that we have been dealing with, “Whales and Wind,” by not having these gatherings, it has made it very difficult to get our awareness out there as to how important our fishery is to the State of Maine and to our livelihoods. There have been a couple of efforts made by various groups that are trying to get the awareness out there. There was a Lobster Festival in Camp Ellis (Scarborough), Maine that tried to make up for not having the Rockland Lobster Festival, as well as the Jonesboro Grange. We want to thank each one for their efforts to bring awareness to our general public.

As an association, we have been very busy right along with the associations that are in connection with our fishing industry. We have had one meeting as members of the Fisheries Working Group, concerning the wind power with the Governor’s Energy Office. They need opinions and input from our fisheries and not necessarily meaning that we approve of the project, but to have better communications and understanding of the construction of the windmill research site. So far, Gov. Mills has signed the moratorium which bans the windmills within the State of Maine waters, with the exception of the research project that is in the planning phase at this time. We have a ten year planning process, which this is at least a start in the right direction. The one thing that we

cannot overlook is to say that we have plenty of time to figure it out, ten years.....it goes faster than we think. We are on it and have a full schedule of planning involved.

DELA has been working with the Division of Environmental and Biological Sciences, at the University of Maine, Machias, concerning their survey on harvester health. I took the survey myself and sent it in. It wasn’t bad at all and I found the questions to be dealing with a lot of the issues that we are contending with these days. If you take it, I feel the more honesty that we share, the better they can look at our health issues that crop up over a period of time, from continuous hauling. Certain parts of the body “take a beating after a while.” If you would prefer to speak to a researcher to answer the questions on the survey, please feel free to call (207)255-1214. They would be more than pleased to help us with this service.

I have been working with Shannon Mullen, who is a reporter that is working on a piece that is called “The Future of Lobstering as a Way of Life.” This is a very important project that she is working on, nationally, to reach out and get more awareness to the rest of the country. We are aware of our obstacles and threats every day, but to most of the people in the country, they are not aware of the importance of our traditions and livelihoods in the State of Maine or even the rest of the Atlantic States. We really need to make ourselves known to the folks that just think that we are here to ship lobster and seafood to places like restaurant franchises. We need their support and their voices!

We would also like to offer our sincere condolences to the family of Osmond Beal who passed away at the age of 90 on July 13, 2021. Osmond was an inspiration to all of us that can relate to his talent of Downeast boatbuilding. “The man is gone, but his work lives on.” Osmond built some beautiful boats. Rest in peace, Dear Friend.

If you have been following the Maine Lobsterboat Racing Association’s races this year, we thank everyone that participated in the races. This was the one thing that we could do for a little fun and enjoyment this year. At this point, I think there is only one or two races left for this year. Congratulations to all of the winners and participants.

At this point in time, I know that we are all busy fishing and trying to make a living, but we are talking about our next meeting. With Covid ramping up once again, sometimes it is simply a day at a time, but we

will do our best to try to plan something for the future. Perhaps a September or October meeting will work. We will stay in tune with what is happening in our area and be sure to take a poll as to what to do. October was our founding month, which was October of 1991 and our biggest membership drive. Let’s think about this and try to make plans. We also promote membership! We need as much support and help that we can! There are membership forms in this publication, please help and get involved.

Take care, Sheila



The fishing vessel 11TH HOUR heading into Stockton Springs Harbor.



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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES COMMISSION SUMMER MEETING

Continued from Page 6.

shares (with the exception of Maine and New Hampshire) were allocated using their adjusted historical allocations (to account for the Connecticut change) as well as a portion based on the most recent regional biomass distribution information from the stock assessment.

In March, New York appealed the allocation changes approved by the Board in February. The Commission’s appeal process provides states/jurisdictions the opportunity to appeal management decisions if a state/ jurisdiction finds a Board decision has not been consistent with language of an FMP, resulted in unforeseen circumstances or impacts, did not follow established processes, or was based on flawed technical information. Through its appeal, New York argued that its baseline quota should increase similarly to that of Connecticut as it too had experienced a significant disparity between allocation and the abundance/availability of black sea bass in LIS, which is shared by New York and Connecticut.

In May, the Interstate Fisheries Management Program Policy Board (Policy Board) considered the appeal and found it was justified based on New York’s arguments. This included data showing New York’s historical allocation was based largely on its ocean fishery. Since 2010, there has been an exponential increase of black sea bass in LIS. This increased availability has resulted in an expansion of New York’s commercial black sea bass landings from LIS from 24% (2004-2008) to 51% (2015-2019) of the state’s total landings.

The Policy Board remanded Section 3.1.1 of Addendum XXXIII (which only addresses baseline allocations) back to the Board for corrective action to address impacts to New York’s baseline allocation in a manner comparable to the consideration given to Connecticut. The Policy Board’s action specified the Board must increase New York’s baseline allocation by up to 2%,

while maintaining Connecticut’s baseline allocation of 3%. No other aspects of these allocations, and no other alternatives in the associated Addendum, may be revised by the Board.

Based on the Policy Board’s directive, the Board considered a number of motions with various increases in New York’s baseline quota and ultimately approved a 1% increase. As a joint partner in the management of black sea bass, the Mid-Atlantic Fishery Management Council also approved the same changes to New York’s commercial quota share. The Council will forward its revised recommendations, which include adding the state-by-state shares to the federal Fishery Management Plan, to NOAA Fisheries for final approval.

For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org or 703.842.0740.

Motions

Main Motion

Move to increase New York’s baseline allocation in a manner comparable to the consideration given Connecticut for the expansion of black sea bass into Long Island Sound. New York’s baseline allocation for Black Sea Bass will be increased by 2%. This action maintains Connecticut’s baseline allocation of 3% and maintains the percentage of quota redistributed according to regional biomass. The remaining states’ baseline quotas will be adjusted consistent with the allocation tables provided during this meeting.

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

Council: Motion made by Mr. DiLernia and seconded Mr. Farnham

Motion to Amend

Move to amend to change 2% to 1%

Board: Motion made by Mr. Cimino and seconded by Mr. Batsavage. Motion passes (6 in favor, 5 opposed, 1 abstentions).

Council: Motion made by Mr. Cimino and seconded by Mr. Batsavage. Motion passes (14 in favor, 4 opposed, 1 abstention)

Main Motion as Amended

Move to increase New York’s baseline allocation in a manner comparable to the consideration given Connecticut for the expansion of black sea bass into Long Island Sound. New York’s baseline allocation for Black Sea Bass will be increased by 1%. This action maintains Connecticut’s baseline allocation of 3% and maintains the percentage of quota redistributed according to regional biomass. The remaining states’ baseline quotas will be adjusted consistent with the allocation tables provided during this meeting.

Motion to Amend

Move to amend the New York baseline black sea bass allocation be increased by 1.75% Board: Motion made by Mr. Gilmore and seconded by Dr. McNamee. Motion fails (4 in favor, 6 opposed, 1 abstention, 1 null) Council: Motion made by Mr. Risi and seconded by Mr. Farnham. Motion fails (4 in favor, 14 opposed, 1 abstention)

Main Motion as Amended

Move to increase New York’s baseline allocation in a manner comparable to the consideration given Connecticut for the expansion of black sea bass into Long Island Sound. New York’s baseline allocation for Black Sea Bass will be increased by 1%. This action maintains Connecticut’s baseline allocation of 3% and maintains the percentage of quota redistributed according to regional biomass. The remaining states’ baseline quotas will be adjusted consistent with the allocation tables provided during this meeting.

Board: Motion passes (11 in favor, 1 abstention). Council: Motion passes (18 in favor, 1 opposed).

Move to rescind the main motion as adopted at the February 1, 2021 meeting.

Council Only: Motion made by Mr. DiLernia and seconded by Mr. Farnham. Motion passes by consent.

Move to submit the Black Sea Bass Commercial State Allocation Amendment to NMFS with the preferred alternatives as approved at the December 16, 2020 and February 1, 2021 meetings as amended by the action today.

Council Only: Motion made by Mr. Cimino and seconded by Ms. Davidson. Motion carries based on unanimous consent with one abstention by GARFO.

Atlantic Menhaden Management Board

ASMFC Atlantic Menhaden Board Initiates Addendum on Fishery Measures

The Commission’s Atlantic Menhaden Management Board initiated an addendum to Amendment 3 to consider changes to commercial allocations, the episodic event set aside (EESA) program, and the incidental catch and small-scale fisheries provision. This action responds to the recommendations of a Board work group charged with evaluating provisions of the current management program and providing strategies to refine those provisions.

Amendment 3 (2017) established commercial fishery allocations, allocating a baseline quota of 0.5% to each jurisdiction with the rest of the total allowable catch (TAC) allocated based on historic landings between 2009 and 2011. The work group report outlined landings have shifted in recent years, with some states landing significantly more quota (through transfers and other FMP provisions) than they are allocated due to changes in abundance of menhaden and availability of other bait fish. The Board action aims to align state quotas with recent landings and availability while maintaining access to the resource for all states, reduce dependence on quota transfers, and minimize regulatory discards.

The addendum will also propose changes to the EESA and incidental catch and small-scale fisheries provisions. Both provisions have been impacted by recent trends in landings, most notably in New England where states rely on the EESA to keep their commercial fishery open while working to secure quota transfers. The increasing abundance of menhaden in New England has also led to a rise of landings under the incidental catch and small-scale fisheries provision once commercial quotas have been met. The Board is interested in exploring options to promote accountability such as capping the total amount of landings under this category or to count these landings against the TAC. Management alternatives for the incidental catch and small-scale fisheries will also consider changes to the current eligibility of gear types under the provision. In addition to these topics, the Board indicated the management document should maintain flexibility to respond to management needs in the future.

The Board will consider the Draft Ad-

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dendum at the Annual Meeting in October and provide feedback, if needed, to further develop the document. For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootes-murdy@asmfc.org or 703.842.0740.

Meeting Summary

The Atlantic Menhaden Management Board met to review data needs for the potential development of a spatially-explicit model for menhaden, consider initiating an addendum based on the work group report on Amendment 3 provisions (for more details see press release), and discuss fish kills in a number of states this year.

In February, the Board tasked the Technical Committee (TC) and Ecological Reference Point Work Group (ERP WG) with providing more information on potential spatially-explicit modeling approaches for menhaden, a research recommendation identified in the 2019 benchmark assessment. Specifically, the Board requested information on what data would be needed, a timeline for development and implementation, and if the assessment could resolve questions regarding management of menhaden in the Chesapeake Bay. The TC and ERP WG discussed potential approaches for developing a spatially-explicit model that varied in range of spatial complexity, data needs, and timelines. The TC and ERP WG highlighted that pursuing any of the spatially-explicit approaches would likely extend the timeline to complete the next benchmark assessment, currently scheduled for 2025, though the length of additional time needed would depend on the management objectives and modeling approach.

After preliminary discussion, the Board will provide guidance on priorities for the next benchmark and potential spatial modeling efforts at the Annual Meeting in October.

The Board also received public comment on the number of menhaden mortality events that have occurred in multiple states this year. While menhaden mortality events can occur seasonally when schools of menhaden get stuck in waters with low oxygen levels, the Board shared the public's concerns given the frequency and distribution of the mortality events. New Jersey indicated that in evaluating samples from some of these events in its state waters, the cause was attributed to the presence of the bacteria *Vibrio anguillarum*. To better track and monitor these fish kills, the Board requested staff work with the U.S. Fish and Wildlife Service to provide a summary of menhaden mortality events over the last year at the Annual Meeting.

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

Motions

Move to initiate an addendum to consider changes to commercial allocation, the episodic events set aside, and the small-scale/incidental catch provision. The purpose of this action is to address the issues outlined in the Atlantic Menhaden work group memo and the PDT should use the strategies provided in the work group memo as a starting point.

Motion made by Ms. Ware and seconded by Mr. Hasbrouck. Motion approved by

Continued on Page 24.

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# Boat And Ship Yard News



The 1975 Albury Skiff being totally restored at Six River Marine in North Yarmouth.

### Downeast Custom Boats Yarmouth, ME

Joe Lowell, formerly of the Lowell Brothers, is now on his own and calls his boatbuilding company, Downeast Custom Boats. He said, “The whole idea behind the Downeast Custom Boats was to go back to wood boatbuilding and wood boat restoration and try to avoid as much big glass jobs as possible. The first job that I have is a restoration on the last boat that my Uncle Royal had designed and built (ROYAL, 1984). We have got her torn apart pretty

good. All the super structure is off for the most part. We are going to be doing the keel here very shortly and I’m waiting on the keel timber before we drop the keel out of the boat. I have refastened the floor timbers in place and right now I am replacing some of the butt blocks. She will be completely refastened by the time I am done. Doing it in stages around the keel so she is not too unsupported. As soon as the keel gets here, we will pull the old keel, put the new one back up in and then re-rib from the main bulkhead back and then go forward to the stem. Then



The 31-foot Frost GRASSHOPPER getting new topsides paint at Royal River Boat Yard in Yarmouth.

I will take a look at the ribs forward of the bulkhead and replace what are necessary. Most of the fastenings are very tender but she is still holding her shape really well. Then after that we will approach the cabin and the deck structures and what not.”

Joe is thinking that this project will be completed next spring. He added, “A lot depends on material availability and what help I can get and when I can get it.”

There is also another boat on order, a wooden lobster boat, for a fisherman from the Harpswell area. “It started off to be 44 feet but now he wants to go to 45 feet,” said Joe. “We are looking at 45 feet by possibly 14 feet 8 inches and we are still playing around with the depth and what he’s going to put in for an engine. He’s liking the 750 Deere and I think that would be a good compliment.”

Joe said that he has been designing the boat in his head, but just needs to put it on paper. However, he needs a few more details from the owner.

Joe attended the Maine Boatbuilder’s Show mid-July and said, “I have three strong prospects from the show and one of them is very strong. I’ve already heard back from one who wants to either do a restoration or a new build. He’s retired and he actually wanted to get his hands on ROYAL when he saw it in Maine Coastal News. He was hoping the owner would drop the ball and he could pick it up, but I think he is all set with going forward with something else.”

Joe has the 22 and 26 moulds for the

Sisu which he is going to build on a limited basis. “I have two of the 26s probably sold right now,” said Joe. “I also have a couple prospects on the 22s.” Joe added that he is looking to have someone else lay up the hulls with him finishing them out, lessening the fiberglass work.”

### Hewes & Co. Blue Hill

Like most marine businesses they are busy. Presently, they are getting ready to cut pieces for a new 47-foot hull that will be built at Brooklin Boat Yard. Gardner Pickering said, “I don’t know if it is a sail or power boat, I haven’t seen the drawings yet. It has been evenly split between power boats and sailboats down there. They just tell me to be ready and the files are going to show up any day.

They are also cutting a Bowler for Doug Hylan, which is one of Doug’s designs they offer as a kit. This is a nice little 26½-foot power boat and Hylan & Brown will be finishing it.

They are also making a number of Owl seats for Owl Furniture; and 200 toy boats for the Blue Hill Maritime Festival.

This past winter they did three decks: one for Redfern Boats, another for Wilbur Yachts and one for A. Pettegrow’s all on Mount Desert Island. The Redfern deck was for a new boat, while the other two were for restoration projects. They also did the seating for Linda Greenlaw’s refitted Wesmac; a mantel piece of a mountain in

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This is a base of a table cut out with a CNC Machine at Hewes & Co. in Blue Hill.

Montana and its ski slopes; parts of a table for French & Webb in Belfast; clock parts for Newman & Gray on Cranberry Isle; a little catamaran for model builder Reuben Brown at Rob Eddy Yacht Models in Camden, and a Corian countertop at Clark Island Boat in St. George and another for Samoset Boat Works in Boothbay.

“This was an interesting Brooklin project,” said Gardner, “we rough cut out the bulkheads, sent them to Brooklin Boat Yard, they veneered the mahogany on it and then sent them back to us and we finish cut them including all the bevels for the stringers. So that was a neat project. Last winter for Brooklin, we made a female cockpit mould attached to a male house mould so they

could build the whole thing in one shot and then lift it up and put it on the boat, worked great. They also were building the Smith 46 passenger ferry, and the welder wanted to get going on it so we made him a fake stem, in two pieces. That way he could use that to fabricate all his stem pieces and not bother the painters. This is the sort of thing we are doing more and more of is one off mock ups so that people can set things up.”

Hewes & Co. also is a general contractor on houses and right now they have three new homes and two renovations underway. They are in Castine, East Blue Hill and

Continued on Page 18.

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# Boat And Ship Yard News



The Western rigged draggers WILLIAM LYNN and MARIA JO-ANN up on the railway at Gloucester Marine Railway in Gloucester, MA.



This is an Arno Day built wooden boat in dire need of a rebuild sitting in Spruce Head. It has been wondered if people would donate to a fund dedicated to saving some old wooden boats.

Mount Desert Island.

With business booming they are getting a new 3-D cutter. Gardner explained, “One thing that it will do is let us build doors. This is a four-axis machine. What that means is I still can’t tilt the head, but there is an attachment that lets you cut at right angles. So, we can mill all the door parts and then bore all of the mortices and tenons on this machine so we can cut at a 90 degree angle sideways. That is the fourth access in a four axis machine rather than just up and down so that is going to let us do custom interior doors and the such.”

More and more boatbuilders realize that using Hewes & Co. can save them a lot of time. Gardner added, “This will come

as a real shock to you, boat builders never order anything in advance. I typically have nothing on the books three weeks from any day you ask, nothing, but we never run out of work. It walks through the door. Right now, I am not accepting any cabinetry work, those guys are booked, but I will take Corian jobs. I am always looking for CNC work though.”

They just hired a second machinist and CAD guy, who is also going to help out with marketing.

## Six River Marine North Yarmouth

The 1975 Albury skiff, which is being totally restored, is nearing completion. They made all the necessary repairs to the hull and

internal structure. Then they prepared the interior for paint and the seats. They sanded the interior and Yankee Marina of Yarmouth came and primed the interior several times and they sanded until they got an absolute smooth finish. When it was to their liking, they took it down to Yankee and they top coated it in their paint booth.

The windshield has been repaired and then epoxy coated and is now ready to be put back on the boat; the seats are going back in, the tanks are on order, they are ready to fiberglass the deck and then put the rails back on. Once this is completed, she will return to Yankee Marina where the rest of the boat will be painted.

This boat will be powered with a 200-hp Yamaha outboard, but that has yet to arrive.

While they were working on the Albury Skiff they also stripped all the varnish on a 26-foot powerboat and then painted her inside and out. They also had a MacKenzie Cuttyhunk in and they went through the power train trying to make her quieter and then did some painting. She was quieter and gained speed, but the owners will probably opt for some additional insulation to make her quieter still.

## Gloucester Marine Railway Gloucester, MA

Up on the railway they have two Western rigged draggers, WILLIAM LYNN and the MARIA JO-ANN. Both are in for basic

maintenance, paint and zincs. WILLIAM LYNN also had her forefoot replaced and MARIA JO-ANN was getting a new cutlass and intermediate bearing.

“We just recently did a wet exhaust for somebody on a Wesmac 42, which had three below deck lobster tanks with about 8½-inches of space between them,” said Don King, the yard manager. “The dry exhaust came off the riser came down with 8-inch exhaust, all kinds of compound angles and we had to jog sideways maintaining our downward pitch and we went into a 6 x 9 rectangular tube on edge that went down between the lobster tanks. This connected to a Soundown muffler and then out through the transom.”

Previous to this they had EXPLORER IV, a 55-foot fiberglass Canadian dragger, which needed work around her forefoot and then general maintenance. The forefoot repair was extensive. They made a splash mould and they worked in a confined area where they needed positive pressure respirators.

They also did four repowers and helped with another two. The ones they helped with needed some exhaust work done or some metal fabrication.

In August, they plan to do some maintenance in the yard. To do this they needed to move some boats, but finding someone that could build them some floats has been impossible. Another change was widening the door in the building so they can bring a 45-footer inside making it easier to do repowers and repairs. One they had in was HARD MERCHANDISE, which they gutted from the main bulkhead back. They added a new custom fuel tank and then told them that the engine they want to put in wasn’t going to do them any good. They explained that they did not have the aperture to swing a wheel big enough. To make it work they chopped the skeg off and dropped it down and installed a new shaft log. She now goes 20 knots, which is a lot better than the 8 she was going.”

The yard seems busier and this is attributed to the added work force, which allows them to turn the jobs out quicker. Don said, “I know quite a few people, but I have made a lot more acquaintances as well. It has been great. I really enjoy my job a lot. I like dealing with the people, I like solving the problems, I like the team spirit that we have in the yard.”





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First in Diesel Class M(A) (40 feet and over, up to 500 hp) was PULL N' PRAY [Wayne Beal 40; 500-hp Hyundai], Justin Papkee of Long Island.

Continued from Page 1.

and RUTHLESS [Mussel Ridge 28; 315-hp Yanmar], Bruce Hamlin of Falmouth, was a great battle up the course and at the line it was MISS ATTITUDE by less than a boat length. There were two boats in Class E (336 to 435 hp, 24 to 33 feet 11 inches) and it was AUDREY MAY [Holland 32; 425-hp Cummins], Randy Durkee of Islesboro getting the win over GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins], Jake Dugas of Yarmouth. Three boats were on the line for Class F (336 to 435 hp, 34 feet to 39 feet 11 inches) and they were combined. This was another great battle between KE II [Northern Bay 38; 405-hp Cummins] Scott Merryman of Harpswell and BLUE DOLPHIN II [Crowley 36; 402-hp Caterpillar] Cameron Murphy of Long Island in Diesel Class F (336 to 435 hp, 34 feet to 39 feet 11 inches), which was won by BLUE DOLPHIN II. Third went to SARAH MARIAH, Robert Johnson. The only entrant in Class G (436 to 550 hp, 28 to 35 feet 11 inches) was ENTRAPMENT [Crowley 33; 490-hp Cummins], Tom Cloutier of Harpswell so he ran down the course with the two racers, LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT] as did the only racer in Class J (551 to 700 hp, 36 feet to 39 feet 11 inches), DELUSIONAL. Gary Genthner of Round Pond, and MISTY [Crowley Beal 33; 650 hp Scania], Chris Smith of Richmond, in Class I (551 to 700 hp, 28 to 35 feet 11 inches). The winner of Class I was LIL' LISA MARIE. Next we combined Class M(A) (40 feet and over, up to 500 hp), which had just one entrant, PULL N' PRAY [Wayne Beal 40; 500-hp Hyundai], Justin Papkee of Long Island, with Class M(B), (40 feet and over, 501 to 750 hp) which had three boats on the line. It was a close race, but slipping by the others was Matt Sheppard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] of Stonington. Second went to TEMPTATION [Young Brothers 40; 730-hp MAN], Wayne Clemons of Harpswell followed by SAND DOLLARS III. We have not seen WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar], Andy Johnson of Harpswell,

much over the last several years, but he came out today and won Diesel Class N (40 feet and over, 751 hp and over). Second went to another boat that we have not seen for a number of years, which was Tom Clemons' 4 GIRLS [Wesmac 46, 1,000-hp Caterpillar]. Next up was the Gasoline Free-for-All, and FOOLISH PLEASURE decided not to race so the easy winner was DOWNEAST NIGHTMARE followed over by CINDY JEN.

Five boats were on the line for the Diesel Free-for-All and this was going to be a good race between WHISTLIN' DIXIE and ALEXSA ROSE, and it was WHISTLIN' DIXIE slipping by for the win. Third went to TEMPTATION.

The winner of the Slowest Boat and the Novi Class was PHOENIX [30' Stanley Greenwood; 130-hp GM], Jesse Mitchell of Harpswell.

Four boats came to the line for the final race of the day, Fastest Lobster Boat, which was going to be a rematch between WHISTLIN' DIXIE and ALEXSA ROSE, with DOWNEAST NIGHTMARE thrown into the mix. Even though she was 12 feet smaller DOWNEAST NIGHTMARE handled the wave well enough to stay out in front for the win with WHISTLIN' DIXIE second and ALEXSA ROSE third.

Despite the weather it was a great day of racing and had the weather been nice I am certain that the turn out would have been much better.

WINTER HARBOR – Our biggest worry

Continued on Page 23.



The big winner of the day at Harpswell was Mark Davis' DOWNEAST NIGHTMARE.

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# FINAL RESULTS: Harpswell, Winter Harbor and Pemaquid Lobster Boat Races



Gasoline Classes D and E were combined and here Shawn Alley’s LITTLE GIRL, Mark Freeman’s FOOLISH PLEASURE and Mark Davis’ DOWNEAST NIGHTMARE.



MICHAELA KHLOE, the start boat, drops the flag and Jeremy Beal’s MARIA’S NIGHT-MARE II and Jeff Eaton’s LA BELLA VITA are off in Diesel Class K.

**HARPSWELL LOBSTER BOAT RACES**  
**25 July 2021**  
**WORK BOATS UNDER 24 FEET.**  
**Race 1 - Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old:** 1) *Jenily*, Jennifer and Emily Noyes (15.3 mph). **Race 2 - Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) ---, Andy Correa; 2) *Big Potato*, David Brewer; 3) *Miss Diane*, Griffin Fogerty; 4) *Zippin’ Too*, Jacob Noyes and 5) *Zippin’*, David Noyes. **Race 3 - Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) Maritime Skiff 20 (46.3 mph); 2) *Casco Miss*, Dave Johnston; 3) *Slice*, Margaret Perrotta; **No position given:** ---, Seamus McCarthy; *Delusional*, Ron Pottle; *Kati Elaine*, Matt Clemons; *Lost Soul*, Tyler Hodgkins and *Malago*, Jim Koehling.  
**Race 4 - Wooden Boat Race A, Any hp., up to 35 feet 11 inches:** 1) *Cindy Jen*, Jon Johansen (16.6 mph). **Race 5 - Wooden Boat Race B, Any hp., 36 feet and over:** 1) *De-lusional*, Alan Dugas (23.5 mph) and 2) *Sand Dollars III*, Scott Dugas.  
**GAS POWERED WORK BOATS 24 FEET AND OVER.**  
**Race 6 - Class A, Four and Six Cylinder, 24 feet and over:** 1) *Cindy Jen*, Jon Johansen. **Race 7 - Class B, V8, Up to 375 cid, 24 feet and over:** **No entrants.** **Race 8 - Class**

**C, V8, 376 to 525 cid, 24 feet and over. No entrants.** **Race 9 - Class D, V8, 376 cid and over, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman. **Race 10 - Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous:** 1) *Downeast Nightmare*, Mark Davis.  
**DIESEL POWERED WORK BOATS 24 FEET AND OVER.**  
**Race 11 - Class A, Up to 235 hp, 24 to 31 feet 11 inches:** 1) *Lynn Marie*, Riley Johnson; and 2) ---, Tristan Cloutier. **Race 12 - Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Rewben*, Andrew Millar (16.5 mph). **Race 13 - Class C, 236 to 335 hp, 24 to 33 feet 11 inches:** 1) *Miss Attitude*, Adam Kimball and 2) *Ruthless*, Bruce Hamlin. **Race 14 - Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches: No entrants.** **Race 15 - Class E, 336 to 435 hp, 24 to 33 feet 11 inches:** 1) *Audrey May*, Randy Durkee and 2) *Guilty Pleasure*, Jake Dugas. **Race 16 - Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *Blue Dolphin II*, Cameron Murphy; 2) *K. E. II*, Scott Merryman; and 3) *Sarah Mariah*, Robert Johnson. **Race 17 - Class G, 436 to 550 hp, 28 to 35 feet 11 inches:** 1) *Entrap-ment*, Tom Cloutier. **Race 18 - Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches: No entrants.** **Race 19 - Class I, 551 to 700 hp, 28 to 35 feet 11 inches:** 1) *Lil’ Lisa Marie*, Gary Genthner; and 2) *Misty*, Chris Smith. **Race 20 - Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Delusional*, Alan Dugas. **Race 21 - Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches: No entrants.** **Race 22 - Class L, 901 hp and over, 28 feet to 39 feet 11 inches: No entrants.** **Race 23 - Class M (A), 40 feet and over, up to 500 hp:** 1) *Pull n Pray*, Justin Papkee. **Race 24 - Class M (B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard; 2) *Temptation*, Wayne Clemons; and 3) *Sand Dollars III*, Scott Dugas. **Race 25 - Class N, 40 feet and over, 751 hp and over:** 1) *Whistlin’ Dixie*, Andy Johnson; and 2) *Four Girls*, Tom Clemons. **Race 26 - Class O. Non-working boats, any length, any horsepower: No entrants.**  
**Race 27 - Gasoline Free-for-All:** 1) *Downeast Nightmare*, Mark Davis; and 2) *Cindy Jen*, Jon Johansen.  
**Race 28 - Diesel Free-for-All:** 1) *Whistlin’ Dixie*, Andy Johnson; 2) *Alexsa Rose*, Matt Shepard; 3) *Temptation*, Wayne Clemons; 4) *Delusional*, Alan Dugas; and 5) *Sand Dollars III*, Scott Dugas.  
**Race 29–Slowest Boat:** 1) *Phoenix*, Jesse Mitchell; 2) *Tidely-Idley*, Sam Coolidge; and 3) *Cindy Jen*, Jon Johansen.  
**Race 30–Novi Boats:** 1) *Phoenix*, Jesse Mitchell.  
**Race 31 - Fastest Lobster Boat:** 1) *Downeast Nightmare*, Mark Davis (39.7 mph); 2) *Whistlin’ Dixie*, Andy Johnson; 3) *Alexsa Rose*, Matt Shepard; and 4) *Temptation*, Wayne Clemons.

## Boothbay Maritime Photo Show

**Boothbay Harbor Opera House**  
**August 6 - September 30**  
**Reception August 19th, 5:00 to 7:00 PM**  
Boothbay’s rich fishing history will be on display in an exhibit of historic and contemporary photographs at the Boothbay Harbor Opera House from August 6th-September 30th. The exhibit is drawn from a research collection of fishing-related photographs from various organizations and community members and hosted in an online database.  
The Boothbay Regional Maritime Foundation (BRMF) was formed in 2018 to preserve working waterfront but also to educate the public on the region’s important maritime history. As part of this effort, the foundation has collaborated with the Boothbay Region Historical Society (BRHS) and the Penobscot Marine Museum (PMM) to build a research collection of photographs and make them available to the public.

The public is invited to a reception at the Boothbay Harbor Opera House upstairs gallery on August 19th from 5:00-7:00 PM. The Opera House Gallery is open Wednesday-Friday from 10-2, in addition to being open for ticket holders on the evenings of performances. The photo show is sponsored by a grant from the Maine Community Foundation.  
This is a community-sourced collection that relies on individuals and organizations from the Boothbay region for photos *as well as background information*. Photos and artifacts loaned for the project will be returned to their owners or may be donated to the Boothbay Region Historical Society or the Penobscot Marine Museum. Recent donations include 399 photos taken by Alden Stickney, a talented artist, avid photographer and scientist who worked at the Department of Marine Resources. The Stickney photos were donated by sons William Stickney and Christopher Stickney and include some amazing shots of local fishermen and fishing wharves.  
BRMF is excited about this opportunity to work with PMM, BRHS and the community to preserve and provide access to photos that are of vital importance to the region’s culture and identity. This is a unique opportunity for people to share their photos while still maintaining ownership of them and for the community to work together to create a digital photo archive reflective of our way of life. This is an ongoing project and your donations or loans are welcome. Your personal memories and reflections are also appreciated and can be added to the photo records.

Photos from the Historical Society collection have been digitized as well as hundreds of photos and negatives from the Department of Marine Resources, historical photos from the Boothbay Harbor Memorial Library and the Boothbay Register and many individuals.  
The Research Collection is an online archive of stunning photos that will give you a glimpse into the colorful maritime history of the Boothbay region. You will find photos of shrimping, herring and mackerel seining, porgy fishing, lobstering, Fishermen’s Festival, the Boothbay Harbor tuna tournament and more. There are photos of the fishing industries that long ago dominated the inner harbor and outlying areas and include canneries, smoke houses, cold storage facilities, sail makers’ lofts, boat shops, and fertilizer and fish oil factories. These photos document the lives and livelihoods of our parents, grandparents and great grandpar-ents.  
A selection of 38 photos will be sold by silent auction at the Boothbay Harbor Opera House exhibit. High resolution photo reprints will be framed in 16x20 frames, five will be reproduced as 30x40 prints on gator board. Photos will be on display starting August 6th through the month of September.

The Boothbay Region Maritime Foundation is a 501 (c) 3, nonprofit organization formed in 2018. Its mission is to preserve working waterfront and the maritime heritage of the Boothbay Region. Contact them at BRMaritimeFoundation@gmail.com. More information about their projects and programs is available at <https://www.boothbayregion-maritimefoundation.org/> The Penobscot Marine Museum is located in Searsport. Visit their online photo collections at <https://penobscot-marinemuseum.org/photography-collections/>

**WINTER HARBOR LOBSTER BOAT RACES**  
**14 August 2021**  
**WORK BOATS 24 FEET AND UNDER**  
**Race 1 – Class A, Inboard, Outboard or Outdrive, any hp, must have working hauler:** 1) *Bandit*, Marcus Fenton (38.7 mph); 2) *Little Miss Abbie*, Mark Piper; 3) *Mini Me*, Jett Joy; **No position given:** *Cool Daddy Down*, AJ; and *Meridian*, Willis Hutchins.  
**GAS POWERED WORK BOATS 24 FEET AND UP**  
**Race 2 – Gasoline Class A – 4 & 6 cylinder 24 feet and over:** 1) *Cindy Jen*, Jon Johansen. **Race 3 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No Entrants.** **Race 4 - Gasoline Class C, V8, 376 to 525 cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee (32.2 mph). **Race 5 - Gasoline Class D, 376 and over, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman. **Race 6 - Gasoline Class E - V-8, Over 525 cid, 28 feet and over, superchargers/Turbos:** 1) *Little Girl*, Shawn Alley (42.5 mph) and 2) *Downeast Nightmare*, Mark Davis.  
**DIESEL POWERED WORK BOATS 24 FEET AND UP**  
**Race 7 - Diesel Class A - Up to 235 hp, 24 to 31 feet:** 1) *Jeanine Marie*, Calvin Beal, Jr. (30.6 mph); 2) *Bare Bottom*, Jacob Kirby; 3) *Ethan R.* Tommy Young; **No position given:** *Jenny Sherin*, Myles Bierman; *Prince of Peace*, Brian Tredwell; *Repetitive*, Colin Piper; *Resilient*, Avery Scott; *Under Foot*, Kalee Knowles; and *Walrus*, B. Kennedy. **Race 8 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Mr. Lucky*, Kit Johnson (17.2 mph); 2) *Precious Gold*, Tanner Handy; 3) *High Maintenance*, Rachel Nelson; **No position given:** *Atlantic Viking*, Fred Backman; *Fundy Wanderer*, Galen Plummer; *Gerry Ann*, John Chipman, Sr.; *Jasmine Miley*, Jeremy Norton; *Jedi Marie*, Harrison Rossi; *Miss Alexa*, Al McKenzie; and *Theresa Ann*, John Chipman, Jr. **Race 9 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Tay Up*, Johnathan Renwick (20.2 mph); and 2) *Hard to Fathom*, Matt Bernier. **Race 10 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Ellen Louise*, Conner Rossi (24.3 mph); 2) *Bonnie’s Brats*, Roy Whalen; 3) *Knotty By Nature*, Andrew Mosher; **No position given:** *Deedle Dee Doop*, Chris Church and *Master Baiter*, Alex Craig. **Race 11 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Catherine Elizabeth*,



FINAL RESULTS: Harpswell, Winter Harbor and Pemaquid Lobster Boat Races



Ken Geiger's SHE'S ALL WET, Dixon Smith's SIZE MATTERS and Aaron Beal's NIGHT MOVES II racing for the finish line in Heat I of Diesel Class N.



Don Drisko's MERGANSER looked as though she was going to get bested by Riley Johnson's LYNN MARIE, but she kept gaining and slid by for the win.

Allan Johnson (35.2 mph); 2) *Audrey May*, Randy Durkee; 3) *High Voltage*, Daniel Sawyer; **No position given:** *Desparate Measurers*, John Rolfe; *Morgan Elaine*, Allen Leighton; *Navigator*, Michaela Byers; *Outcast*, Danny Deraps; and *Red Sky*, Jim McMillan. **Race 12 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (31.2 mph); 2) *Sunshine Chalet*, Brian Strout; **No position given:** *Flying High*, Brandon Johnson; *Crazy Water*, Bruce Damon; *Lil' Tater*, Isaiah Pinkham; *More Mis Chef*, Nate Snow; *Miss Cailin*, Blake Chase; *My Sher E.*, Scott Young; *Red Sky*, Jim McMillan; *Rich Endeavor*, Colyn Rich; and *Sea Oddity*, Herman Faulkingham. **Race 13 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (33.7 mph); 2) *Last Round*, Cody Hooper; 3) *Julie's Pride*, Codey Pettengill; and 4) *Predator*, Ted McGuire. **Race 14 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (37.2 mph); 2) *Melynda M.*, William Coombs; 3) *Risky Business*, Kyle Look; **No position given:** *Alivia Ann*, Cooper Bell; *Courtney Olivia*, Nicholas Holt; *First Team*, Travis Otis; *Jolico*, Jock Temple; *Madison Alexa*, Brian Kennedy; *Papa's Pride*, Oscar Beal; *Riptide*, Jason McMillan; *Swamp Rooster*, Sam Joy; and *Triple H*, Gary Strout. **Race 15 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Margaret E.*, Patrick Faulkingham (23 mph); and 2) *Aces & Eights*, Tom West. **Race 16 - Diesel Class J - 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (40.2 mph); 2) *WTF*, Roger Kennedy; 3) *Fifth Generation*, Mac Kelley; **No position given:** *Easy Money*, Nathan Thompson; *Lady Lexy*, Mike Faulkingham and *Rumours*, Scott Knowles. **Race 17 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Marie's Nightmare II*, Jeremy Beal (50.2 mph); 2) *Janice Elaine*, David Myrick; 3) *La Bella Vita*, Jeff Eaton; and 4) *Navigator*, Duncan Haass. **Race 18 -**

**Diesel Class L - 901 hp and over, 28 feet and over: No Entrants.** **Race 19 - Diesel Class M(A), 40 feet and over, up to 500hp:** 1) *Sea Monster*, Suki Pinkham (29.3 mph); 2) *Old School*, Chris Pope; 3) *Just Because*, Brian Smith; **No position given:** *Adventurer*, Raymond Timmons; *Gramp's Bird*, Patrick Faulkingham; *Elaine Sue*, Daniel Backman; *Esquire*, Brittany Dunbar; *Merle Maid*, Charles Smith; *Nancy Anne*, Sonny Beal; and *Purple Haze*,

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FINAL RESULTS: Harpswell, Winter Harbor and Pemaquid Lobster Boat Races



Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] stayed right with David Osgood’s SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo], but just could not get by.

Blake Alley. **Race 20 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** Heat I: 1) *Kimberly Ann*, Eric Beal (39.2 mph); 2) *Alexsa Rose*, Matt Shepard; 3) *Hannah Marie*, Roy Whalen; 4) *AMP*, Roman Jordan; 5) *Captain Cole*, Mike Faulkingham; ***No position given:*** *En Hoc*, Justin Dunbar; *Half Dozen*, Mike Bernier; and *Outnumbered*, Jenna Colby. Heat II: 1) *Terrie J.*, Todd Pinkham (34.3 mph); 2) *Miss Madeline*, Jason Chipman; 3) *51*, Billy Bob Faulkingham; ***No position given:*** *Ain’t Misbehaving*, Trevor Jessiman; *Corea Choice*, Ryan Bridges; *Lord Byron*, Matt Lester; *Miss Rebecca*, Joshua Trundy; *Outnumbered*, Jenna Colby; *Resurrection*, Phil Torrey; and *Tori Key*, Jason Knowles. Finals: 1) *Kimberly Ann*, Eric Beal (40.2 mph); 2) *Miss Madeline*, Jason Chipman; 3) *Alexsa Rose*, Matt Shepard; ***No position given:*** *51*, Billy Bob Faulkingham; *Hannah Marie*, Roy Whalen; and *Terrie J.*, Todd Pinkham. **Race 21 - Diesel Class N, 40 feet and over, 751hp and over:** Heat I: 1) *She’s All Wet*, Ken Gieger (37.4 mph); 2) *Size Matters*, Dixon Smith; 3) *44 Over*, Bill Haass; ***No position given:*** *Amanda Ann*, Kevin Tozier; *Grin & Barrett*, Dean Barrett; *Isla & Grayson*, Travis Perry; *Minigie M.*, Caleb Chipman; *Night Moves II*, Aaron Beal; and *Vicious Cycle*, Jeff Strout. Heat II: 1) *Pier Pressure*, Jason West (36.2 mph); 2) *Kayla Ann*, Joshua Beal; 3) *Michaela Khloe*, Chris Byers; ***No position given:*** *First Impression II*, James West; *Gavin & Dawson*, Michael Hunt; *Juggernaut*, Christopher Nelson; *Monica Tymen*, Chris Chipman; *Ocean Bounty*, Wayne Gray; and *Relentless*, Austin Schoppee. Finals: 1) *Pier Pressure*, Jason West (38.2 mph); 2) *She’s All Wet*, Ken Gieger; 3) *Size Matters*, Dixon Smith; ***No position given:*** *44 Over*, Bill Haass; *Kayla Ann*, Joshua Beal; *Michaela Khloe*, Chris Byers. **Race 22. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (53.4 mph). **Race 23 – Diesel Class P “Oh My God That’s a Big Boat, 44 feet and over”:** 1) *Size Matters*, Dixon Smith (33.8 mph); 2) *Isla & Grayson*, Travis Perry; 3) *Juggernaut*, Christopher Nelson; ***No position given:*** *Amanda Ann*, Kevin Tozier; and *Gavin & Dawson*, Michael Hunt.

Race 24 Wooden Boat Race A, Any hp., up to 35 feet 11 inches: 1) *Little Girl*, Shawn



KARAMEL [Crowley 34; 380-hp Hyundai], Josh Audet of Perkins Cove, came out to race after a major face lift last winter at Wayne Beal Boat Shop in Jonesport.

Alley; and 2) *Cindy Jen*, Jon Johansen. **Race 25 Wooden Boat Race B, Any hp., 36 feet and over: *No Entrants*.**

**Race 26 – Lady Skippers. Must have a lobster license:** 1) *Gold Digger*, Heather Thompson (40.3 mph); 2) *Navigator*, Michaela Byers; ***No position given:*** *Esquire*, Brittany Dunbar; *High Maintenance*, Rachel Nelson; *Kimberly Ann*, Jenna Beal; and *Outnumbered*, Jenna Colby.

**Race 27 - Gasoline Free for All:** 1) *Little Girl*, Shawn Alley (43.3 mph); 2) *Foolish Pleasure*, Mark Freeman; and 3) *Downeast Nightmare*, Mark Davis.

**Race 28 - Diesel Free for All:** 1) *Wild Wild West*, Cameron Crawford (61.2 mph); 2) *La Bella Vita*, Jeff Eaton; and 3) *Gold Digger*, Heather Thompson.

**Race 29 - Fastest Lobster Boat:** 1) *Wild Wild West*, Cameron Crawford (52 mph); 2) *Downeast Nightmare*, Mark Davis; and 3) *Little Girl*, Shawn Alley.

MERRITT BRACKETT LOBSTER BOAT RACE RESULTS  
15 August 2021

**Race 1 – Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-feet and under. Age 18 and under:** 1) *Jenily*, Jennifer & Emily Noyes; 2) *Little E.*, Ernest Poland; 3) *Dillon James*, Bryant Harvey; ***No position Given:*** *Andrew J.*, Bryant Harvey; *Bamboo*, Jason Bennett; and *Party Hard*, Caleb Young.

**Race 2- Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet:** 1) *Zippin’*, David Noyes; 2) ---, Larry Reed; 3) *White Lightning*, Nikolas Poland; ***No position Given:*** *Andrew J.*, Dan Carter; *Dillon James*, Dillon Harvey; *Dirty Deeds*, Spencer Gamage; *Killer Bs*, Jared McLain; *Little E.*, Caleb Reed; *Party Hard*, Ron Carter; and *Sadie May*, Cole Poland.

**Race 3 – Clamdiggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over:** 1) *Delusional*, Ron Pottle; 2) *Zippin’ Too*, Jacob Noyes; 3) *Shambles*, Derek Early; ***No position Given:*** ---, Blake Feltis; ---, Myron Wotton; *Casco Miss*, David Johnston; *Miss Avery*, Dillion Flint and *Trick or Treat*, Eben Lord.

**Race 4- Four and six cylinder gas, 24 feet and over: *No entrants*.**  
**Race 5 – Gas V-8 any cu. in. and under, 24-feet and over:** 1) *Hard to Fathom*, Gary Clifford.

**Race 6 Gas V8 Modified:** 1) *Foolish Pleasure*, Mark Freeman; and DNS) *Voop*, Jeremy Saxton.

**Race 7 – Diesel 175 hp and under, 24-feet and over:** 1) *Little R. & R.*, Gregory Carter.  
**Race 8 – Diesel 176 to 210-hp, 24-feet and over:** 1) *Margarita*, Kurt Hallowell; 2) *Halcyon*, Nathan Hanna; and 3) *Rusty Hook*, Cole Poland.

**Race 9 – Diesel 211 to 250-hp, 24-feet and over:** 1) *Merganser*, Don Drisko; 2) *Lynn Marie*, Riley Johnson; 3) *Outaline*, Hunter Prentice and 4) *Young Bug*, Max Moody.

**Race 10 – Diesel 251 to 350-hp, 24 and over:** 1) *Miss Attitude*, Adam Kimball; 2) *Matt & Pat*, Marina Feltis; and 3) *Liberty*, Tony Hooper.

**Race 11 – Diesel 351 to 450-hp, 28 to 39 feet 11 inch and under:** 1) *Karamel*, Josh Audet; 2) *Fugitive*, Dexter Benner; 3) *Kestrel*, Pete Nason; 4) *Loose Ends*, Tyler Cheney; 5) *Sheila & Ivy*, Bill McLean; 6) *Running Late*, Josh Harvey; and 7) *Twilight*, Douglas Blasius.

**Race 12 – Diesel 451 to 650-hp, 28 feet and over:** 1) *Lil’ Lisa Marie*, Gary Genthner; 2) *Split Second*, David Osgood; 3) *Misty*, Chris Smith; 4) *Thunderstruck*, Zach Geyer; 5) *Pretty Woman*, Nick Martinez; and 6) *Trudy Lee*, Skip Gamage.

**Race 13 – Diesel, 651 to 800-hp, 28 feet and over: *No entrants*.**  
**Race 14–Diesel 801-hp and over, 28 feet and over.** 1) *Blue Eyed Girl*, Andrew Taylor; and 2) *La Bella Vita*, Jeff Eaton.

**Race 15 –Diesel up to 650-hp, 40 feet and over:** 1) *5 Stars*, Chip Johnson; 2) *Lettie Elise*, Eben Wilson; and 3) *Twilight*, Douglas Blasius.

**Race 16 –Diesel 651 to 800 hp, 40 feet and over:** 1) *Alexsa Rose*, Matt Shepard; 2) *Temptation*, Wayne Clemons; 3) *Red Lady II*, Don Wotton; and 4) *Tory Lyn*, Adam Gamage.

**Race 17–Diesel 801-hp and over, 40 feet and over.** 1) *Salt Shaker*, Eugene Harrington; and 2) *4 Girls*, Tom Clemons.

**Race 18, Novi Boats:** 1) *Highlander*, Kyle Westhaver; 2) *Goin’ Deep*, Larry Reed and 3) *Halcyon*, Nathan Hanna.

**Race 19 – Wooden Boats, diesel or gas, 24-feet and over:** 1) *Merganser*, Don Drisko; 2) *Kestrel*, Pete Nason and 3) *Twilight*, Douglas Blasius.

**Race 20 – Gas Free-for-All, 24-feet and over:** 1) *Foolish Pleasure*, Mark Freeman; 2) *Voop*, Jeremy Saxton and 3) *Hard to Fathom*, Gary Clifford.

**Race 21 – Diesel Free-for-All, 24-feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton and 3) *Alexsa Rose*, Matt Shepard.

**Race 22 – Fastest Lobster Boat Afloat, Must place 1, 2 or 3 in races 17 or 18 to qualify:** 1) *Blue Eyed Girl*, Andrew Taylor; 2) *Foolish Pleasure*, Mark Freeman; 3) *La Bella Vita*, Jeff Eaton; 4) *Alexsa Rose*, Matt Shepard and 5) *Voop*, Jeremy Saxton.



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# Lobster Boat Race Season Nearing End - Just Two Left

anytime we run a race is the weather. Rain lessens the number of entrants, but the real killer is fog. We can run in rain, but fog stops us dead. The week previous to the Winter Harbor races was hot and humid and when I made a quick trip there three days before the races it was fogged in solid. We knew relief was coming, but would it come soon enough? Friday, the day before the race, was a great day in Searsport so at noon I jumped on board CINDY JEN and followed Travis Otis in FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] over to Winter Harbor, which was clear of fog. Now what would it be like in the morning?

Chris Byers likes to do it big so this year he offered a 400-hp FPT diesel engine and we knew this was going to get the racers to come out. The race committee signed up about 40 boats Friday night and on Saturday morning the sign-up line continued to form right up until 1000 hrs. and in the end, we had 129 racers entered. It took a while getting everything into the computer, but finally made it out onto the side of the course by 1100.

Chris realizes that you run the races in a timely fashion and as soon as he had the race list he had the outboard boats running up the course. For years Winter Harbor did not run outboard boats, but they brought them back two years ago. He did add the stipulation that you had to have a hauler and there was also just one class. The winner was BANDIT [Northern Bay 20; 300-hp Yamaha], owned by Marcus Fenton of Beals Island with a speed of 38.7 mph.

Next up was the Gasoline Classes and there were no entrants in Class B. There was just one entrant in Class A, CINDY JEN, with Ann Johansen at the helm, and she was sent up the course by herself. However, Classes C, D and E so they were combined. There was only one entrant in Class C, Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet] and one in Class D, FOOLISH PLEASURE so they automatically won their respective classes. Class E had two entrants with DOWNEAST NIGHTMARE and LITTLE GIRL [28' Calvin Beal Jr.; 466 Ford, Blower] Shawn Alley so the question was who would win? It was a good start, but LITTLE GIRL slowly worked her way into the lead and did not look back. She was followed over the line by FOOLISH PLEASURE and then DOWNEAST NIGHTMARE.

The Diesel Classes were next and the only Class with no entrants was L. There were nine boats on the line for Class A and it was no surprise to see Calvin Beal, Jr.'s JEANINE MARIE [Calvin Beal 30; 235-hp Cummins] jump right into the lead and get the win with a speed of 30.6 mph. Despite having an engine issue, Kit Johnson in MR. LUCKY [Duffy 35; 225-hp John Deere] won Class B, now he just needed to win the engine. There were just two entrants in Class C and this was won by Johnathan Renwick's TAY UP [BHM 32; 320-hp 3208 Caterpillar] with HARD TO FATHOM [RP 31; 355-hp John Deere], Matt Bernier second. Five boats were on the line for Class D, which was won by ELLEN LOUISE [RP 35; 300-hp John Deere], Conner Rossie with Roy Whalen's BONNIE'S BRATS [Osmond 35; 305-hp Cummins] second. Eight boats were on the line for Class E, with the pre-race favorite being Dan Swayer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar]. However, at the drop of the flag Allan Johnson's CATHERINE ELIZABETH [AJ-28; 350-hp Yanmar] jumped into the lead and never looked back. Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] took second followed by HIGH VOLTAGE. Eleven boats were entered in Class F and it was no surprise

to see Winfred Alley's AIDEN MARINER [Calvin Beal 34; 425-hp Cummins] get the win with a speed of 31.2 mph. Second went to Brian Strout's SUNSHINE CHALET [Mitchell Cove 35; 425-hp John Deere]. Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins] would easily win Class G with second going to Cody Hooper's LAST ROUND [RP-31. Isotta]. Twelve boats were on the line for Class H and the dominate boat has been, and was again today, MISS NORMA [Wayne Beal 36; 480-hp Cummins], Dean Beal with second going to MELYNDA M. [Wayne Beal 36; 500-hp FPT], Willie Coombs. Patrick Faulkingham's MARGARET E. [Young Brothers 30; 570-hp FPT] won Class I with second going to Tom West's ACES & EIGHTS [RP 35; 210-Cummins]. Diesel Class J has been dominated by Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] and no one was able to best her this day. Roger Kennedy's WHISKEY-TANGO-FOXTROT [Crowley Beal 33, 650-hp FPT] slide over in second. There were four boats on the line for Class K and the favorite had to be Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 800-hp Nanni]. They were close running down the course, but MARIA'S NIGHTMARE II gained separation followed by David Myrick's JANICE ELAINE [Northern Bay 38; 815-hp FPT] and Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT]. Ten boats were on the line for Class M(A) and the early favorite was Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins], and as they headed off he was right there, but Suki Pinkham's SEA MONSTER [Repeco 42; 455-hp Cummins] managed to just slide by for the win with OLD SCHOOL second. With 18 boats entered in Class M(B) this Class was broken into two heats with the top three boats going onto the finals. It is always close, and in the finals it was KIMBERLY ANN [Calvin Beal 42; 750-hp FPT], Eric Beal of Milbridge coming out on top. Next over was MISS MADELYN [Osmond 42; 700-hp Scania], Jason Chipman of Milbridge and in third was ALEXSAROSE [Morgan Bay 43; 750-hp John Deere], Matt Shepard of Stonington. Class N had 18 entrants so this class was split. In the finals PIER PRESSURE [Osmond 40; 815-hp FPT] Jason West, jumped into the lead. She was followed across the finish line by Ken Gieger's SHE'S ALL WET [Osmond 40; 800-hp Scania] and then SIZE MATTERS [Libby 45' 3"; 1,000-hp FPT], Dixon Smith of Beals Island. There was only one boat in Class O and it was what many had come to watch, WILD WILD WEST [West 28; 1,050-hp Isotta], Cameron Crawford of Lamoine, speed up the course, and she did it with a speed of 53.4 mph.

The Winter Harbor races adds another race, which is not sanctioned by the Association, called Class P "Oh My God That's a Big Boat, 44 feet and over." The winner was SIZE MATTERS, followed by Travis Perry's ISLA & GRAYSON [Wesmac 50; 900-hp Scania] and then Christopher Nelson's JUGGERNAUT [Wayne Beal 46; 1,000-hp MAN].

There were only two boats on the line for Wooden Boat A, CINDY JEN and LITTLE GIRL and there was no question who was going to win this one, yes, LITTLE GIRL. There were no entrants in Wooden Boat B.

Next up was the Lady Skipper's Race and to enter you must have a lobster license. The pre-race favourite was GOLDDIGGER and she led the way down the course with Michaela Byers' NAVIGATOR [Duffy 31; 315-hp Isuzu] getting second.

LITTLE GIRL won the Gasoline Free-for-All with FOOLISH PLEASURE second.

WILD WILD WEST won the Diesel Free for All with a speed of 61.2 mph. Second went to LA BELLA VITA.

In the final race of the day, Fastest Lobster Boat, no one was going to catch WILD WILD WEST, but second went to DOWNEAST NIGHTMARE with LITTLE GIRL third.

PEMAQUID – When I arrived at Pemaquid for the Merritt Brackett Lobster Boat Races the weather was absolutely perfect: bright sunshine, no humidity and a slight breeze out of the nor'west.

Sign ups were steady right up to 1000 and when done we had 64 racers entered. This is the only non-points race, but racers love coming here because they have different classes so they more than likely they will be racing someone they do not usually face-off against. Unfortunately, it is a long way (about 100 miles) to come from Winter Harbor for this event, but three did: ALEXSA ROSE, FOOLISH PLEASURE and LA BELLA VITA.

The first three races of the day are for outboard boats and for the first race, Outboards 25 hp and under, skiffs 16-feet and under, age 18 and under and there were six boats on the line. Storming up the course with a big lead was JENILY who crossed first followed by LITTLE E., Ernest Poland and third went to DILLON JAMES, Bryant Harvey. In Race 2 (Outboards up to 70 hp. Skiffs over 16-feet) no one was catching ZIPPIN'. Second went to Brent Fogg and third was Nikolas Poland's WHITE LIGHTNING [15'5"; 88-hp Evinrude]. In the third race, Inboards or outboards – 71-hp and over, Skiffs 16 feet and over, DELUSIONAL led all other competitors to the finish line, but who was getting second? CASCO MISS was battling it out with ZIPPIN' TOO, but then CASCO MISS slowed and turned. He unfortunately thought that the barge was the finish line, when he actually needed to go another 100 yards to finish the race.

There were no entrants in four and six cylinder gas, 24 feet and over and with just one entrant in V-8 any cu. in. and under, 24-feet and over, HARD TO FATHOM [Jason 28; 350-hp Styer], Gary Clifford he would run with the Gasoline Modified boats, which had two entrants FOOLISH PLEASURE and VOOP, Jeremy Saxton of Harpswell, but VOOP had not yet arrived. For those not familiar, VOOP [Duffy 30; 502 Chevrolet], Lewis Stewart of Cundy's Harbor, began racing in the late 1980s and was one the fast boats. I remember the first race I went to there were questions about how legal she was as she did not have a normal keel, she had one big open window, a spade rudder off the stern and steered from a center console. The last time I saw her race would have been in the 1990s when she appeared at the Moosabec Reach races to confront Benny Beal's STELLA ANN [28' Riley Beal; 502 Chevrolet]. They did race, but STELLA ANN developed an engine issue and did not finish the race. When the starting flag dropped FOOLISH PLEASURE stormed up the course with HARD TO FATHOM following.

Now came the Diesel Classes and first up was 175 hp and under, 24-feet and over, which had just one entrant LITTLE R & R [26'; 140-hp Yanmar], Gregory Carter so she came up with the second diesel race, 176 to 210-hp, 24-feet and over. The winner of the second diesel race was Kurt Hallowell's MARGARITA [South Shore 30; 186-hp Isuzu] with Nathan Hanna's HALCYON [32' Novi; 215-hp Isuzu] second. The next race (211 to 250-hp, 24-feet and over) had two fast boats Don Drisko's MERGANSER [33' Calvin Beal Jr.; 230-hp Yanmar] and Riley

Johnson's LYNN MARIE [Sisu 26; 235-hp Isuzu], and the winner was anyone's guess. As they came up the course, it was close, but as they neared the finish MERGANSER slipped into the lead and got the win by a boat length. In the next race (251 to 350-hp, 24 and over) MISS ATTITUDE [Holland 32; 265-hp John Deere], Adam Kimball of Long Island, but at the helm was former owner Marshall Farnham, showed the way to the finish with MATT & PAT [Stanley 36; 300-hp 3116 Caterpillar], Marina Feltis taking second with LIBERTY [35' E. Libby, Jr.; 300-hp Caterpillar] Tony Hooper getting third. For the first time this year KARAMEL [Crowley 34; 380-hp Hyundai], Josh Audet of Perkin's Cove showed for a race. He had his boat totally refurbished over the winter by Wayne Beal Boat Shop in Jonesport and was more than pleased with their work and how she now sailed. He would win the race, 351 to 450-hp, 28 to 39 feet 11 inch and under. Second went to FUGITIVE [Duffy 35; 375-hp John Deere], Dexter Benner followed by KESTREL [John's Bay 40; 400-hp Volvo], Pete Nason of Marshfield, MA. Another good battle came in the 451 to 650-hp, 28 feet and over race between LIL' LISA MARIE and David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo] and it was LIL' LISAMARIE getting the win. Third went to Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania]. Next up was 801-hp and over, 28 feet and over, which pitted BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania], Andrew Taylor of Southport and LA BELLA VITA and it was a great race with BLUE EYED GIRL getting the win by a boat length. Chip Johnson brought out his new boat 5 STARS [Calvin Beal 42; 650-hp Mack], which he launched last year and won 650-hp, 40 feet and over. Second went to LETTIE ELISE [Young Brothers 45; 650-hp Volvo], Eben Wilson of East Boothbay with TWILIGHT [John's Bay 42; 425-hp John Deere], Douglas Blasius of Friendship, third. In 651 to 800 hp, 40 feet and over Matt Shepard's ALEXSA ROSE took first with Wayne Clemons' TEMPTATION [Young Brothers 40; 730-hp MAN] second. The last diesel race had two entrants Eugene Harrington's SALT SHAKER [Mussel Ridge 42; 1,000-hp MAN] and Tom Clemons' 4 GIRLS [Wesmac 46, 1,000-hp Caterpillar] and winning by a boat length was SALT SHAKER.

First in the Novi Class was HIGHLANDER [32' Novi; 300-hp John Deere], Kyle Westhaver with second going to Larry Reed's GOIN' DEEP [North Shore 27; 300-hp John Deere].

MERGANSER showed the way to the finish line in the Wooden Boat Race with second going to KETREL.

VOOP came to the line for the Gasoline Free-for-All, but it was all FOOLISH PLEASURE with VOOP getting second.

In the Diesel Free-for-All BLUE EYED GIRL took first followed by LA BELLA VITA and ALEXSA ROSE.

What would racing be without a little controversy? The last race of the day was a real close finish between FOOLISH PLEASURE and BLUE EYED GIRL. As they neared the line it was obvious that BLUE EYED GIRL was just behind, but she was gaining and when she crossed she may be had the win by half a boat length. If you were not on the line you could not make the call as to who won, but there are a number who thinks they can. Someone had a video from the fort tower, but it was not a view on the line and it created a little issue. Fortunately, I had photographs to prove that the judges did not get it wrong.

Now it is onto Long Island and Portland for the last two races of the year!



# ATLANTIC STATES MARINE FISHERIES COMMISSION SUMMER MEETING

Continued from Page 13.

unanimous consent.

### Wind Energy Development Workshop Meeting Summary

Peter Burns and Andy Lipsky, representing NOAA Fisheries Greater Atlantic Regional Fisheries Office and Northeast Fisheries Science Center, respectively, provided updates on NOAA Fisheries’ role in the offshore wind development process, including data exchange, regulatory process, survey mitigation, and research on interactions of offshore wind on NOAA trust resources. The presentations from the Workshop can be found here.

For more information, please contact Peter Burns (GARFO) at Peter.Burns@noaa.gov or Andy Lipsky (NEFSC) at andrew.lipsky@noaa.gov.

### Atlantic Coastal Cooperative Statistics Program (Accsp) Coordinating Council Meeting Summary

The ACCSP Coordinating Council met to review funding projects and future projections, receive an update on progress by the Accountability subgroup, and discuss Atlantic Recreational Priorities. The Council was provided an overview of ACCSP proposals submitted for FY2022. Eight maintenance proposals and four new proposals were submitted in addition to the ACCSP Administrative proposal. All proposals will be ranked by the Operations and Advisors Committees in September and brought to the Council for action in October, 2021. A funding summary from 2018-2022 was presented, with projections of maintenance proposals for 2022-2025.

The Council was also provided an update on the Accountability small group. The group has defined accountability, inventoried current practices on data validation & quality control, and surveyed data managers and consumers on data gaps. The next step is to document best practices regarding data validation and data corrections. The Council discussed Atlantic Recreational Priorities and identified three additional suggestions for 2022-2026 including citizen science, in-season monitoring, and regional coordination for consistent use of MRIP data.

For more information, please contact Geoff White, ACCSP Director, at geoff.white@accsp.org.

### Motions

No motions were made.

### Interstate Fisheries Management Program (ISFMP) Policy Board

#### Meeting Summary

The ISFMP Policy Board (Policy Board) met to review a presentation on the Marine Recreational Information Program (MRIP) updates, received reports on the State Director’s Meeting and from the Executive Committee (see Executive Committee meeting summary earlier in this document), updates on the East Coast Scenario Planning Initiative and the Mid-Atlantic Fishery Management Council’s (MAFMC) Research Steering Committee to Evaluate Restarting the Research Set-Aside (RSA) Program, as well as reports from the Assessment Science Committee, Habitat and Artificial Reef Committees, and the Atlantic Coastal Fish Habitat Partnership (ACFHP).

### Reports from the Executive Committee and State Directors Meeting

Commission Chair Pat Keliher presented the Executive Committee Report (see Executive Committee meeting summary earlier in this document). The Chair also provided an overview of the State Directors Meeting, which occurred on August 2. Notably, the meeting began with the directors welcoming Janet Coit as NOAA’s Assistant Administrator for Fisheries. Chair Keliher expressed his excitement to have someone of Ms. Coit’s caliber and experience with East Coast fisheries issues (as past Director of Rhode Island) to be working with the states at the federal level. Her knowledge of the inner workings of state fisheries management combined with her understanding of the Commission’s process will make her a great partner for the states. Ms. Coit talked about some of her priorities for state/federal cooperation on the Atlantic coast, including issues associated with wind energy development, the East Coast Climate Change Scenario Planning Initiative, Atlantic large whale protections, and finding ways to minimize bycatch. Paul Doremus presented NOAA’s budget and priorities for FY 2021 and 2022, while ASMFC Executive Director Bob Beal discussed Commission funding priorities, which included the Atlantic Coastal Fisheries Cooperative Management Act, NEAMAP and SEAMAP, ACCSP/FINs, Interjurisdictional Fisheries Act, and Recreational Data Collection. Jen Anderson provided an update of on NOAA’s activities regarding the right whale conservation

framework, and Sam Rauch discussed NOAA’s efforts to increase diversity within the agency and on the regional management councils. State Directors discussed focusing on increasing diversity at the advisory panel and technical committee levels as a first step. Brian McManus from Florida talked about improvements to the fishery disaster process to decrease the time needed to distribute assistance in fishery disasters.

### MRIP: 2020 Catch Estimates

Richard Cody, NOAA Fisheries, provided an overview on 2020 recreational harvest estimates and other updates to MRIP. While the COVID-19 pandemic disrupted the Access Point Angler Intercept Survey (APAIS), its overall impact on recreational fishing data collection was lower than first expected, with NOAA Fisheries being able to fill gaps in 2020 catch data with data collected in 2018 and 2019. These imputed data — also known as proxy or replacement data — match the time, place, and fishing mode combinations that would have been sampled had the APAIS continued uninterrupted. Imputed data were combined with observed data to produce catch estimates using MRIP’s standard estimation methodology. To ensure imputed data weren’t over-represented against observed data, the original sample weights for the 2018 and 2019 catch records were down-weighted.

NOAA Fisheries’ recently released a Recreational Fishing Survey and Data Standards guide. These standards were established to promote data quality, consistency, and comparability across the recreational fishing surveys administered and funded through MRIP, thereby, facilitating the shared use of the statistics these surveys produce. The standards set clear criteria for what NOAA Fisheries considers sound recreational fishing survey management practices, and their establishment removes ambiguities about whether a practice should be considered a recommendation or a requirement. While these standards were established in 2020, several are already in use. The implementation of the remaining standards will be phased-in. Once the standards are fully implemented, previously published data will be updated. If those data do not meet the standards, they will not be provided as part of the agency’s marine recreational fisheries statistics

### East Coast Scenario Planning Initiative

Staff presented an update on the progress of the East Coast Scenario Planning

Initiative the Commission has been working on with the 3 Atlantic Coast Councils and NOAA Fisheries. The Initiative is a way of exploring how fisheries management might have to evolve over the next couple of decades as climate change becomes a bigger issue. No one knows exactly how climate change will play out, and the precise effects that it will have, so the Initiative partners are using scenario planning to explore what might happen and how management agencies might adapt to those potential changes. The Initiative is a structured, engaging way to bring a wide variety of stakeholders together with different perspectives to discuss complex issues. Staff announced the date of three workshops in late August/early September to introduce scenario planning and gather general input on important environmental drivers. Anyone interested in this topic is encouraged to attend a webinar and can find information on how to join here. Additionally, planning partners will also be conducting outreach on those upcoming workshops.

### MAFMC RSA Program

Adam Nowalsky discussed the MAFMC’s effort to explore possibly re-instituting the RSA. MAFMC is hosting a series of 4 workshops (3 webinars and 1 in-person meeting) to explore the possible redevelopment of the RSA program. The goal of these workshops is to develop recommendations regarding whether and how the RSA program should be redeveloped. Each webinar will target a separate topic related to RSA (research, funding, and enforcement). The Scientific and Statistical Committee (SSC) Economic Working Group will work collaboratively with the Council’s Research Steering Committee to provide economic input specific to each webinar topic, as well as develop meeting reports and briefing materials for the in-person workshop in the fall. The first webinar was held in July and focused on identifying how research goals will be prioritized, projects will be screened, and results will be communicated to the Council and stakeholders. The Council’s SSC Economic Working Group also gave a report on these topics.

### Changes to ASMFC Stock Assessment Schedule

Staff presented the Assessment Science Committee’s recommended revisions to the Commission’s stock assessment schedule, which were approved by the Policy Board. The update of the Ecological Reference Point (ERP) assessment in 2022 was removed to be consistent with the ERP Work Group’s recommendation to only update the single-species assessment before the next benchmark. The striped bass assessment update was shifted from 2021 to 2022 to allow time for management changes to take effect and to avoid challenges that could result from having a 2020 terminal year for the assessment. In addition, the 2023 assessment update was shifted to 2024 to maintain the two-year assessment update schedule. A benchmark assessment for black drum was scheduled for 2022 per the Black Drum Technical Committee’s recommendation. The assessment schedule was revised to indicate that the 2023 river herring assessment will be a benchmark assessment. The expected completion date for the Spanish mackerel assessment shifted from 2021 to 2022.

### Reports from ACFHP, Habitat Committee & Artificial Reef Committee

Dr. Lisa Havel provided updates on the ACFHP, Habitat Committee (HC), and Artificial Reef Committee. The ACFHP Steering Committee met virtually June 29-30, 2021. It discussed the National Fish Habitat Conservation through Partnerships Act enactment,



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# ATLANTIC STATES MARINE FISHERIES COMMISSION SUMMER MEETING

received updates on current on-the-ground projects and the fundraising development strategy, approved the 2021 Melissa Laser Fish Habitat Conservation Award recipient, and welcomed Restore America’s Estuaries as the newest ACFHP partner. For FY2021 National Fish Habitat Action Plan – US Fish and Wildlife Service (USFWS) funding, m will be provided for operational support and 3 on-the-ground projects: Living with Water – USS Battleship North Carolina Habitat Restoration (Wilmington, NC), Armstrong Dam Removal (Braintree, MA), and Ecological Restoration of 39 Salt Marsh Acres at Great Meadows Marsh (Stratford, CT).

ACFHP is also a partner in the Bill Burton Pier outreach project, led by Coastal Conservation Association of Maryland and funded by NOAA Recreational Fisheries. ACFHP also endorsed 4 projects recently, two of which are on-the-ground: Carysfort Estuarine and Rockland Hammock Restoration (Key Largo, FL), and Cape Sable Coastal Wetland Restoration (Everglades, FL).

The HC met virtually June 24, 2021 and discussed the status and next steps for the documents they are currently working on: Acoustic Impacts to Fisheries, Fish Habitats of Concern, and the 2021 issue of *Habitat Hotline Atlantic*. The Committee also discussed developing a comment letter on the proposed elimination of dredge windows in the U.S. Army Corps of Engineers Savannah District, which the Policy Board unanimously agreed to send. The HC has also welcomed new members: Alexa Fournier (NY), David Dippold (PA), and Randy Owen (VA).

Dr. Havel also presented on the Artificial Reef Committee’s newly published update to the 1988 publication *Profiles of State Artificial Reef Programs and Projects*. The update highlights accomplishments of Atlantic state artificial reef programs over the past 30+ years.

### ASMFC Appeals Process

Lastly, under other business, the Chair of the Summer Flounder, Scup and Black Sea Bass Board (Board) raised a process issue under the Commission’s appeals process that arose during the Board’s discussions of New York’s appeal of Addendum XXXIII. The Policy Board agreed to have a review of the appeals process, with the Executive Committee reviewing any suggested changes to the process before coming back to the Policy Board for final consideration.

For more information, please contact Toni Kerns, ISFMP Director, at tkerns@asmfc.org or 703.842.0740.

### Motions

No motions were made.

### Business Session

ASMFC Approves Amendment 2 to the Bluefish FMP to Adjust Allocation and Establish a Rebuilding Plan

The Atlantic States Marine Fisheries Commission approved the Amendment 2 to the Interstate Fishery Management Plan (FMP) for Bluefish: *Allocation and Rebuilding Program*. The Amendment updates the FMP goals and objectives, initiates a rebuilding plan, establishes new allocations between the commercial and recreational sectors, implements new commercial allocations to the states, revises the process for quota transfers between sectors, and revises how the management plan accounts for management uncertainty.

The Commission’s Bluefish Management Board and the Mid-Atlantic Fishery Management Council (Council), who jointly manage bluefish, initiated the Amendment in December 2017 to consider revisions to the commercial and recreational fisheries allocations and the state-specific commercial

allocations. In 2019, an operational stock assessment for bluefish indicated the stock was overfished, and the Board and Council subsequently incorporated the rebuilding plan in the Amendment.

Given the stock’s overfished condition, the Amendment establishes a 7-year rebuilding plan to be achieved through a constant fishing mortality approach. Rebuilding progress will be analyzed through management track stock assessments every two years. The 2021 management track assessment will be used to inform specifications for the 2022-2023 fishing years. The Amendment also revises sector allocations, increasing the recreational allocation from 83% to 86% of the acceptable biological catch and decreasing the commercial allocation from 17% to 14%. Catch data from 1981-2018 were used as the basis for sector allocations since this time series captures the cyclical nature of the fishery, while providing each sector with sufficient access to the resource considering historical usage.

The Amendment revises state-by-state commercial allocations to better reflect the current distribution of the stock and the needs of the states’ commercial fisheries. The Amendment allocates a baseline quota of 0.1% to each state, and then allocates the rest of the commercial quota based on landings data from 2009 to 2018 (see Table 1 below). Recognizing that several states will be losing quota during a time when the coastwide commercial quota is already at an historic low, the Amendment phases-in the allocation changes over 7 years in order to reduce short-term economic impacts to the affected commercial fishing industries. State allocations will be reviewed by the Commission and Council within 5 years.

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

Finally, the Amendment modified the management uncertainty tool within the FMP to a sector-specific approach. It allows the Commission and Council to apply a buffer to either sector, in the form of a quota reduction, to account for management uncertainty during specifications. While this tool has not been used often, the modified approach allows managers to better target

areas of uncertainty within one sector without reducing the quota or harvest limit in the other sector.

Given the joint nature of the Amendment and the federal process that requires the Council’s Amendment to undergo federal review and rulemaking, the implementation date for the Commission plan will be set once NOAA Fisheries approves the Council’s Amendment. The Amendment is expected to go into effect for the 2022 fishing year.

For more information, please contact Dustin Colson Leaning, Fishery Manage-

ment Plan Coordinator, at dleaning@asmfc.org or 703.842.0740.

### Motions

Move on behalf of the Bluefish Management Board the approval of the Bluefish Allocation and Rebuilding Amendment to the Bluefish Interstate Fishery Management Plan 2. The effective date of the FMP modifications would be consistent with the effective date published in the final rule in the Federal Register.

Motion by Mr Batsavage. Motion passes without objection.

## Update: Kirsten

### Continued from Page 7.

ocean, and it got me back into swimming and running and keeping fit, in between working on the boat. I hope to still go to the beach there as much as possible, and whenever I have a moment to spare!

This past Sunday was the ideal opportunity again to be on, in and near the water at Twin Shores – this time together with Alan, Arleigh Hudson and her two kids, Elias and Reggie. All 5 of us (with the little people, Elias and Reggie only accounting for two thirds of the ballast of one of us adults), piled onto Alan’s trimaran Hobie, and went out for a leisurely sail in light airs – we spent a couple of hours out there, sailing, swimming, and trying out the super-cool pedal rig on this cool Hobie! On a previous occasion Alan entrusted his Hobie to me, and in breezier conditions it became apparent just how fast this rig can move, and just how much fun it is to sail!”

“And lastly, some people have been

curious as to what became of the old, and indeed, very beautiful wooden (Sitka Spruce) mast, that was MINNEHAHA’s original mast from 1988: It was restored by Baltic Creek Woodworks, and just last Friday we erected it at Twin Shores as a flag-post! I could not have wished for a better and more meaningful place to leave behind this mast – on Prince Edward Island – a place that has offered me so much kindness, generosity and support – and at Twin Shores, a place I have grown very fond of, and which has been an access to a beautiful beach and a place where I can truly re-energize myself! It is really an honour to see the mast there, flying the Canadian flag, together with the Prince Edward Island and Twin Shores flag!

“As always, much gratitude for being on this incredible journey, with all the amazing people who continue to support and assist me on my way to the start-line, ...Kirsten

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

23 May  
Page 3

**Icebergs.**  
**Greenland their headquarters.—Codfish**  
**and Seals Follow the Icefields.—Peculiar**  
**Facts About Ice.**

The public are indebted to Ensign Rodman of the U. S. Navy for some very interesting information concerning the formation and movements of those great icebergs which are at once the voyager’s admiration and terror. Ensign Rodman has recently returned from a trip into the ice-making regions of Labrador and Newfoundland on a special mission in behalf of the U. S. Hydrographic office for the purpose of obtaining information that might lead to more accurate knowledge in relation to these dangerous obstacles to navigation.

Greenland is the great factory for the formation of icebergs, and the most of those that make an annual appearance in the northern waters are from this region. It is a large island, entirely covered by ice that flows down to the sea, and breaking off, forms bergs and fields. Each glacier produces from ten to twenty bergs a year, an annual output of ice that has been estimated at 250,000,000,000 of cubic feet, or, calculating at the rate of 5 pounds a day for every man, woman and child in the United States, enough to supply this country for at least a hundred years. But only a small proportion of the year’s production of bergs ever reach the trans-Atlantic steamer lines, for many are melted and more are broken up before they get into navigable waters. Off the Grand Banks the bergs are the most plentiful during the spring months. There is a great difference in the rates at which bergs travel. One may reach the southern waters the same year in which it is produced, while another may be several years going the same distance.

The ice fields are a great obstacle to the progress of the bergs, smashing them up and causing their disintegration. The ice of the bergs is very brittle and sometimes a sharp blow of an axe will shatter a berg, and they are often demolished by the concussion of the report of a cannon. They break up with loud reports that can be heard for some distance. Water often melts in crevices of the bergs, and then by some change of temperature freezes again, and then it often happens that by reason of the expansion and contraction due to the change in the condition of the water the ice is split, and thus bergs are frequently destroyed. They melt away as they get into the warmer water of the south, and are ground against the fields for several years. They quite often have long, spars projecting under the surface of the water, that are very dangerous to ships, for they are invisible and may pierce the sides of a vessel. Bergs are, as a rule, nicely balanced and are quite apt to tumble over if they are disturbed.

The cod follow the ice down and fed under it, while the seal, the sort that is hunted for its leather and not for its fur, makes the ice its breeding ground. This furnishes a lively industry to many fishermen of the north, who go out in fleets as soon as the ice begins to come down and race for the bergs and fields. The catch averages about \$1,000,000 worth each year, but the business is perilous and the risks are great. It is a peculiar fact, that has been lately demonstrated, that all ice does not form on the surface of the water, but often makes in from ten to fifteen fathoms down. Articles that have been lost overboard have been found in cakes of ice months or years after. As they are heavier than the water and could not float, this is accounted for by the explanation that there are spots in the under current of the water that are colder than on top and ice forms when it could not do so ashore.

The U. S. hydrographic office has been

doing a great deal to get reliable information about the movements of ice in the lines of steamers across the Atlantic, and has prepared several forms and charts that are given to all mariners who will fill them out in exchange for any other information that may be wanted. All ice sighted is put down on the chart, with the date and location, and from the data thus received the office is enabled to draw resultant averages as to the probable location of ice in the more frequently traveled lines. The present year has been unusual in the number and the size of the bergs that have sighted, their appearance having been much earlier than ever before. It is estimated that fully \$100,000 a year would be saved in coal alone if steamers could sail in such courses that they would not meet ice in their route.

Page 5.

**Lamoine and Mt. Desert Land Co.**  
**Preparing for an Active Season.—Pro-**  
**posed Development of the Fountain**  
**La Val Mineral Spring.—A Big Hotel**  
**Project.**

The Lamoine and Mt. Desert Island Company are preparing for an active season. Not long since the company voted to issue preferred stock and the disposal of a good quantity of this has supplied the treasury with funds enabling them to carry out their improvements on the grand scale originally planned. Co. John Shoenbar, who has passed the winter in Boston, will soon visit Lamoine and operations there will be actively resumed.

The Fountain La Val Mineral Spring will this year receive a large share of attention. Over this spring is to be erected a building 12 feet in diameter. It will be a hexagon in design and will be surrounded with a concrete walk. About 150 feet from the spring will be a pavilion. It will be 36 feet in diameter with a tiled floor and with a fountain in the middle, the water being brought from the spring through a porcelain pipe. Seats will be arranged around the pavilion and the architecture of the structure will be generally Moorish. The entrance from Fountain La Val Avenue and from the Pond Road will be through Morrish gates.

About 200 feet east of the pavilion will be the bottling establishment. The building will be 40 x 60 feet, with ells containing the boilers, engine room, bottle washing machinery etc. A contract has been negotiated with James W. Tufts, of Boston, for a complete bottling carbonizing plant comprising two generators, three cylinders, complete bottling tables, and all the paraphernalia for the business. Work is to speedily begin on the bottling establishment and it is expected early in the season the plant will be in full operation. Fountain La Val water is declared by Prof. S. P. Sharpies, “A very fine water, free from all organic matter, and excellent for table use.” A sample analyzed contained in 100,000 parts the following:  
Ferric Carbonate-----Traces.  
Sodium Carbonate----0.100  
Calcium Carbonate----0.900  
Magnesium Carbonate---0.603  
Sodium Sulphate----0.518  
Sodium Chloride----0.867  
Silica----0.600  
Ammonia Free-----traces  
Ammonia Albuminoid - None  
Total Non Volatile Residue 3.588

Work is to commence during the season, so it is announced, upon the Fountain La Val Hotel, a mammoth resort house 600 rooms. It is to be built in a square with a fountain in the centre. The architect of the hotel, as well as of all the buildings and improvements made by the company, is J. Phillip Rinn, of Boston. The improvements projected for this season comprise the building of a rare course—a mile track—around Blunt Pond.

The Pavilion is expected to open for the accommodation of guests June 15<sup>th</sup>. It will be in charge of Caterer Savoy, and the culinary department will be presided over by Chef Brubans, formerly of Dellmonico’s. The spacious ferry-steamer, C. W. CHAPIN, will commence running regular trips about June 15<sup>th</sup>.

Page 8.

**Commerce and Trade.**

Schooner NELLIE J. COLEMAN, 153 tons, built at Lamoine in 1883, has been sold at New York by the U. S. Marshal, for \$6,625.

The bark BEATRICE HAVENER, built at Searsport in 1874, has been sold by U. S. Marshal at \$10,700. She registers 525 tons.

Almer W. Johnson, of Machiasport, has sold his schooner OLIVE BRANCH, 45 tons, to Mariam B. Perry, at Harrington. Price about \$400.

Bark HERBERT BLACK, 545 tons, built in Searsport in 1873, has been sold for \$9,750. Captain William H. Blachard who bought a master’s interest will load her with general cargo for west coast Central America.

In the Bangor produce market jobbing prices are as follows: apples, \$2.00 to \$5.00 per bbl, butter, 18 to 20 cents, yellow eye beans \$3.00, cheese, 11 to 12½ c; fowl, 13c; chickens, 14c; eggs, 15c; potatoes, 90c. per bushel, and hay \$9 to \$10 a ton.

Ross & Rowell, Bangor, in order to accommodate the increasing shipping on the Penobscot this season, will increase the fleet of towboats and have already chartered two fine tugs. One of them is the ROBERT R. KIRKLAND from Wilmington, DE. The other is the BRITANNIC of New York.

The project of having a light-ship at White Head, off St. George, is being agitated in marine circles. Every eastern navigator, says the Rockland Courier Gazette, knows the danger that stands in his path when he is trying to get in by the grim old head in bad weather or fog. Now if Uncle Sam should place a light-ship say two miles southwest, a straight run from Monhegan to the Channel could be made with comparative safety in any weather. It is a well-known fact that the sound of the whistle is lost as the mariners approaches it after passing Mosquito Island. White Head is the most dangerous locality on the eastern coast as well as the most important point for all the thousands of craft that avail themselves of the Muscle Ridge Channel. All the government officials know this and we would advise some of our vessel owners to “chip in” and hire a man to circulate a petition for a light-ship in the vicinity. The present time, with two lines of steamships from New York on the route, seems a fitting opportunity.

The ocean freight market has been subject to no appreciable change this week, and business in the leading departments has been rather moderate, due in part to a continued small available supply of handy sail tonnage in the off-shore trades. The deal and timber trades from the provinces and south to Europe are unchanged, and the current low rates have so far failed to promote much activity. Naval shore freights from the south are at the moment almost neglected, owing to a recent advance in rosin to a point above the parity of the European markets. The West Indies trade is still slow; orders are more numerous, but hand size vessels are decidedly scarce and held for higher rates. A brisk demand prevails from the Southern lumber ports of the West Indies, especially for the Windward Islands and for vessels in the right position very full figures are obtainable. Sugar and molasses freights from Cuba are without improvement, but outward freights are very strong. Yellow pine lumber freights coastwise are also firm, but the extreme difficulty

in obtaining outward cargoes tends to restrict business. Coal freights are looking up a little, especially to the shoal water ports, whilst rates for ice are substantially unchanged, with a brisker demand since the prevalence of a higher temperature.

Among the recent charters are the following: ship WANDERING JEW, New York to Melbourne L4.000 ship LUCY A. NICKELS, New York to Sidney, N. S. W., about L3300; bark, MARY E. RUSSELL, New York to Buenos Ayres, General cargo, lump sum, quotable 17½ cents per cubic foot; bark C. P. DIXON, from a Maine port to Aspinwall, ice \$5.50 option and back to New York, lump sum; schooner BELLE BROWN, from Machias to Monte Christi, lumber \$7.50; schooner CAROLINE HALL, from St. Augustine to New York, lumber, \$8.50 free, wharfage; schooner FINEMAN, from Port Johnson to Augusta, coal \$1.10; schooner ADA A. KENNEDY, from Perth Amboy to Portland, coal 75 cents; schooner FRANK T. STINSON, from Maine ports to New York, season charter, in private terms; bark S. R. LYMAN from Philadelphia to Portland, coal \$1.05; schooner EDWARD S. STEARNS from Fernandina to New York, lumber \$7.25 free wharfage; schooner LEANDER V. BEEBE and JOB H. JACKSON from Maine to New York, ice, season charters, private terms; schooner ERIE, from Brunswick to Addison, lumber \$1.10; schooners J. H. EDMUNDS and EDITH T. GAUDY, from Augusta to New York, ice private terms; schooner ANNA M. DICKERSON from Maine to New York for the season, ice private terms; schooner HENRY M. CLARK from Richmond to New York, oak lumber, \$5.00; schooner BELLE O’NEIL, Kennebec to Charleston, ice 87½ cents; schooner JOHANNA SWAN, Cenfuegos, North of Hatteras, sugar, 16 cents; schooner NELLIE F. SAWYER, Port Johnson to Portland, coal 70 cents; schooner EMMA S. BRIGGS, from Port Johnson to Gardiner, Maine, coal, \$1.00; schooner SAMUEL C. HART, from Hoboken to Gardiner, coal 95 cents; schooners MENAWA and ABRAHAM, Richardson, from Hoboken to Belfast, coal 75 cents; schooner G. B. REYNOLDS, from Norfolk to Saco coal, \$1.40; schooner EDWARD RICH, from Perth Amboy to Castine, coal \$1.00; brig DAVID BUGBEE from the Kennebec or Penobscot to New York, season charter, ice, \$1.35, coal east at market rated; schooner JONATHAN BOURNE, from Kennebec to Washington, DC, ice \$1.25; schooner B. L. EATON, from Elizabethport to Calais, coal, 85 cents.

**The Fisheries.**

Alewives are running in large numbers in the Georges River and the fishermen are making preparations for a large catch.

Lobsters in the vicinity of Matinicus are very large this season. One measuring 2 feet and 4 inches from tip to tip was captured by Freeman S. Young recently.

Alewives have been running very fast in the Penobscot and at Orland one day last week they came in such enormous quantities, the owners of weirs were unable to take care of that they caught. At the dam there there the boys with dip-nets secured all they wanted and every one had an opportunity to indulge in the sport who cared to do so.

Suit has been brought against J. M. Leighton of Perry, before Justice Bates, on complaint of Fish Warden Newcomb of that town, for a violation of the State law, in not opening the fish way in his mill dam. After hearing the evidence the Justice imposed a fine of \$140 and \$100 costs. The case was appealed. The penalty fixed by law for neglecting to comply with the Statute, is \$20 a day for each day the fish-way remains closed between May 1<sup>st</sup> and July 15<sup>th</sup>.

Richardson Brothers, Bass Harbor, have



MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

completed their new wharf and buildings at that place and are now ready for business. The main wharf is 160 feet long and 20 feet wide, with an “L” 30 by 40. On the “L” is a salat-store, 20 by 18 feet, with sheds for casks adjoining accommodations for over one thousand butts. They have also a dry-fish-house, two stories high. The second floor will be used for stripping fish and boxing it for the Boston and New York markets.

Advices from the Boston Fish Bureau area that the receipts of salt mackerel consists of 300 bbls. from Halifax. Fresh mackerel are coming forward as the season advances and about 50 good sized mackerel were received from Cape Cod which have sold at 40 cents each. Larger arrivals are reported in the New York market and the weirs at North Truro has had two large makerel, the first this season. Six vessels have sailed mackerel and pollock fishing in the South, and reliable news from one of the vessels reports that she has fallen in with large schools of small mackerel. New England will have fully 50 vessels in the mackerel fishery the first of the season.

Shipbuilding News.

A crew of men have commenced in J. B. Nutt’s yard at Little River, Perry, and they have the keel laid for a 900 ton schooner.

Kelley, Spear& Co., Bath, have commenced laying the keel for an immense four-masted schooner. She is to be 230 feet keel, 46 beam, 22 feet deep. She will be of about 1,600 tons and will be owned by Joseph H. Church and others of Taunton, MA. She is built for speed, and is very sharp.

Kennebunk is one of the nine towns that feel the good effects of shipbuilding. Last summer that business appeared to be dead there. Now two three-masterd schooners are on the stocks, another is contracted for, and it is expected that a contract for yet another will be made within a few days.

John Shaw, the veteran shipbuilder of Machias, is making rapid progress in his shipyard. The new vessel is nearly all in frame, and the material used is of excellent quality. Schooner T. W. COOPER sailed from Fernandina, FL, May 1<sup>st</sup>, for Machias with a cargo of hard pine timber for Mr. Shaw, which is to be used in the construction of this vessel.

The Morse Transportation Co., Bath, launched on Saturday, their big four-masted schooner CHARLES A. CAMPBELL. She measures 228 3 feet long, 46-4 feet wide and 21-6 feet deep. Her tonnage is 1.534.12 tons net. The place left vacant in the yard by her launching will be filled by a big barge, 15 feet longer than the INDEPENDENT, which was built by this firm last season.

Captain Guy O. Goss, at one time the leading shipbuilder of Bath, died in New York Sunday of Bright’s disease. He was born in Sangerville, this state, in 2822m studied at Kent’s Hill, taught school for a while, and then followed the sea. He began shipbuilding in 1865, formed the firm of Goss & Sawyer in 1866; and established the marine shops, now the Bath Iron Works, in 1880. He built the Marine railway there in 1882, organized the New England Company in 1884, and went to New York in 1888.

From Bath.

Notes from The Shipyards.—An active season in the Shipping City.

(Correspondence of The Journal.)

Morse & Co., launched their four-masted schooner, CHARLES A. CAMPBELL on Saturday last.

The New England Co. have contracted to build a brigantine for W. H. Besse of New Bedford, MA. Her dimensions will be as follows: breadth, 36 feet, depth, 11 feet and will register about 700 tons. She is expected to be ready for sea in November.

A. Sewall & Co. have the frame for a

700 tons schooner in their yard.

The new steamer, COTTAGE CITY, has already left Bath for Portland.

Kelley, Spear & Co. are laying the keel for a fur-masted schooner of rising 1600 tons.

She is expected to be the biggest craft of her class ever built.

The strike in the yards has been settled and the joiners have gone to work again.

The coal miners at Popham have their drill down 300 feet. No coal has yet been struck but the men are still confident.

Houghton Brothers are getting out timber for a 2200 ton ship.

Saturday the Warren schooner at the New England yard in Winnegance will be a three master, 250 tons.

Timothy Bunker at Meadow Brook is building a coaster of 100 tons.

C. V. Minott at Phippsburg centre is building a 900 ton schooner.

Bath, May, 20, ’90 HARRY C. WEBBER.

Beautiful Camden.

She loses one of her Leading Patrons.

(Correspondence of The Journal.)

Beautiful Camden with her mountains by the sea, has met with a sad bereavement in the death of Franklin H. Tinker, who died of cerebre-spinal meningitis at his residence at Short Hill, NJ, the 14<sup>th</sup> inst., and she mourns with his sorrowing family for the loss of one so young in years and old in knowledge.

Mr. Tinker at the time of his death was 36 years of age and a member of the publishing firm of Root & Tinker, New York, and was largely interested in the following trade journals: “The Oil, Paint and Drug Reporter,” “Dry Goods Economist,” “The Clothier and Furnisher,” “The Hatter and Farrier,” “Dress,” “Harness and Carriage Journal,” “Oil and Paine Review,” “Druggist Circular” and “New Enterprises,” He was a member of the Lotus and Grollier clubs of N. His cottage Samoset on Belfast Road opposite the Villa Norumbega is a model summer home, which he and his family were expecting to occupy this season on the 14<sup>th</sup> of June.

Mr. Tinker was one of the brightest and most enlivening of Camden’s summer cottagers and he greatly enjoyed and appreciated the attractions of our picturesque town. We shall miss him, but his memory in our hearts will be as bright and cheerful as spring now is. EARL ATTEES. Camden, May 19<sup>th</sup>, 1890.

The handsome little steamer FLOR-ENCE, which ran in Frenchman’s Bay last summer, has been purchased for the route between Swan’s Island, Bass Harbor, Somesville, etc., and will commence her trips soon. She will be under the same satisfactory management as the MAY FIELD last year.

Edwin Jones was high time among the Pemaquid Point fishermen last week. He succeeded in taking about two thousand pounds of cod, some weighing forty and fifty pounds each.

At the Winslow quarry, Rockland, a blast of 18 eight and ten feet holes disloged 5000 casks of lime, which is said to be the largest amount ever thrown out at one blast. Two cases of “giants” were used and the rock was worth \$600.

Lobsters are scarce in Eastport waters and the price paid by the canners has steadily increased. Captain E. A. Holmes recently paid \$2.25 a hundred pounds for lobsters delivered at his factory. This is the highest price ever paid at Eastport.

The Black Diamond Granite Works at South Addison, under the management of John L. Daiot, are furnishing employment to thirty hands. The workman are now engaged in finishing a handsome sarcophagus which is to be placed in a cemetery in Morristown,

NJ.

The Bodwell Granite Co. has resumed operations at Vinalhaven. The stone cutters and blacksmiths , who went out on a strike May 1<sup>st</sup>. made settlement of differences and returned to work Monday morning. The terms are one hour less work and 12½ cents less pay per day.

From Bath.

Lively times in The Shipyards.—The City Enjoying a Building Boom.

(Correspondence of The Journal.)

The coal borers at Popham are down about 500 feet and still boring.

The Atkinson House Furnishing Co. has leased the store formerly occupied by George Sewell as a furniture ware room. The store is in the Schottlier block which was recently damaged by fire.

Boarding places are very scarce as well as rents.

John G. Morse at Winnegance has got the keel laid and stern post upon his schooner at Winnegance.

The ALAMEDA is being repaired and improved, an entrance will be cut in the Washington Street side and it will then make a good and safe place for all kinds of amusements. Quite a large number of tenements are being erected in this city. The new shops at the Bath Iron Works are going on rapidly.

The Sagadahoc Gun Club holds a shoot at the rifle range every pleasant Saturday afternoon. The M. C. R. R. Co., is discussing the purchase of the Robinson dock and wharf south of their present freight depot. If purchased it will be used as a freight yard.

The Sewalls are to build a 2200 ton ship. The New England Company will probably build another steamer, a duplicate of the COTTAGE CITY, to take the place of the WINTHROP which has been sold.

The Bath Oil Cloth Works are dong a very prosperous business here.

Kelley, Spear & Co. employ about 110 men at their shipyards. The New England Co. employs about 250.

The Theodore Anderson schooner at the New England yard is being built bow toward the water.

Many vessels pass up and down river daily.

The Torrey Roller Bushing works have

28 men in its employ.

Schooner CHARLES DAVENPORT is receiving her first cargo at the wharf in Woolwich. It is of Nequasset ice.

The work contracted for at the New England yard will keep things rusing for about a year without new contracts.

Many vessels are booked for the Marine Railway.

Bath, May 28. HARRY C. WEBBER.

Railway and Steamship.


The New York, Maine and New Brunswick Steamship Company are negotiating for the purchase of a wharf property at Eastport and the erection of a large warehouse for the accommodation of their line.

At a recent meeting of the Swan Island and Bass Harbor Steamboat Company held in Rockland, Arthur S. Littlefield was elected secretary and treasurer, and H. N. Keene and W. A. Walker were eleted as directors to fill vacancies.

A new line of steamers is to be established this season on Penobscot Bay, running from Rockland to Castine and touching at Camden, Bar Harbor and Islesboro. The boat is being built at Bath and it is expected that the route will be opened about the middle of June, continuing four months.

The Maine Steamship Co. have accepted plans for another new steamer. She is to be 100 tons larger than the COTTAGE CITY and will be elegantly fitted up, lighted by electricity and have a steam steering apparatus. If the sale of the WINTHROP is satisfactorily made it is intended to have the new steamer reading for service in June ’91.

The New York, Maine and New Brunswick Steamship Co. are fitting up the steamer WINTHROP in a most thorough manner for the route which will be from New York to Eastport and St. John, touching at Bar Harbor during the summer. The steamer is now being wired for the electric light, thoroughly overhauled and repaired and painted and when the work is competed she will be in first class condition. She is of 1400 tons burden and is well adapted for the service she will undertake. The steamer will start for New York on Saturday, June 7<sup>th</sup>, for her first regular trip.



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w/Yamaha 8hp 2-stroke engine. Engine weighs 60 lbs. Includes trailer.	
15' Bluefin, 2003.	\$7,900
Fiberglass runabout. w/ '03 Mercury 25 hp 4-stroke. Includes trailer.	
18.8' Sundeck 188 Hurricane, 2011	\$9,900
w/ Yamaha 115TXR 4-stroke engine. Includes tandem axle Continental trailer.	
20' Hydra Sport, 2000	\$16,500
w/ Johnson 2-stroke 150 hp. Runs great. Includes trailer.	
20' Sea Swirl Dual Console, 1998	\$15,900
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## POWER



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