

Maine Coastal News

Volume 34 Issue 10

October 2021

FREE

Lobster Boat Race Season Concludes at Long Island & Portland



In the Diesel Free-for-All JACALWA [Wesmac 46; 1000-hp Caterpillar], Marshall Spear of Yarmouth and ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], Matt Shepard of Deer Isle.

LONG ISLAND LOBSTER BOAT RACES

Again, we were watching the weather as the forecast was for the remnants of a hurricane to hit us sometime on Sunday. They said that we were going to get some wind and rain and this would make the trip to and from the races not much fun, especially for those coming from Penobscot Bay and beyond.

I arrived on Long Island Friday for the Saturday races there. Friday evening there is a gathering at the Ferry dock and that is when I got to see the famous 2,350-hp turbo prop engine, which Steve Johnson is going to put into the Crowley-Beal 33 WILD ONE, owned by Scott Wood. They said that they had a real mechanic hooking up the wiring harness, but that it would not be running until next spring. When asked who was going to run her on her first sea trial Steve pointed to Scott, who at the same time pointed to Steve. This is going to be interesting!

It was foggy first thing in the morning on Saturday, but cleared mid-morning. As we were signing up the breeze began to pick up. Sign ups were steady and when done we had 46 entrants. When we made our way out to the committee boat, I consulted with Dave Johnston in the start boat about the conditions. We decided to shorten the course for the Work Boat classes as neither of us wanted to see anyone flip. Other than

that, the weather was not a factor, however, there were some great battles to come.

There were four boats on the line for Work Boat Class A (Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old), which has been dominated by JENILY [Corson 14; 30-hp Johnson], Jennifer and Emily Noyes of Harpswell and today was no different as they lead the other three to the finish line. Next over was WHALER [Boston Whaler 13; 20-hp], Max Byers of Long Island, followed by CAROLINA [Carolina Skiff; 20-hp], Miles Johnson of Long Island and EASTPORT LAUNCH [Eastporter 22; 25-hp], Jack Spear of Yarmouth. In Class B (Inboard, Outboard or Outdrive, 31 to 90 hp) ZIPPIN' TOO [Corson 15; 90-hp Nissan], Jacob Noyes, brother to the winners of Class A, has been the boat to beat, but he was up against Andy Correa of Mere Point in his Boston Whaler. ZIPPIN' [Corson 14; 60-hp Johnson], David Noyes of Harpswell and Andy Correa's Boston Whaler were battling it out in the middle of

the course, but sneaking up the right side of the course and coming across the finish line first was ZIPPIN' TOO. There were three boats in Class C (Inboard, Outboard or Outdrive, 90 hp and over) and after changing his propeller after a devastating defeat at Pemaquid Dave Johnston of Peaks Island in CASCO MISS [Eastern 22, 250-hp Honda] found enough speed to stay out in front for the win. Second went to DELUSIONAL [Corson 18; 225-hp Evinrude], Ron Pottle of Brunswick and third was GULL [Webber's Cove 22; 150-hp Mercury], Marshall Spear of Yarmouth.

There were four boats signed up for the five Gasoline Classes and two of them were in Class D (V8, 376 to 540 cid, 24 feet and over (Non-working racer)): FOOLISH PLEASURE [30' Custom Riley Beal; 650-hp 455 Stroker], Mark Freeman of York and VOOP [Duffy 30; 502 Chevrolet] Jeremy Saxton of Harpswell. There were no entrants in Class B (Up to 375 cid, 24 feet and over) and Class C (V8, 376 to 525 cid, 24 feet

and over). BLACK DIAMOND [Holland 32, 454 Chevrolet], Lindsay Durkee of Islesboro, would have come, but the day before it was discovered that there may be an engine issue and decided not to chance a bigger problem and a very long tow. There was one entrant in Class A (Four and Six Cylinder, 24 feet and over), ALL DAY LONG [Johnson 28; V-6 Gas], Tim Dyer and one, DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet], Mark Davis of Orr's Island, in Class E (V8, Over 525 cid, 28 feet and over, Turbos/superchargers). They all ran up together led by DOWNEAST NIGHTMARE. Next over and winner of Class D was FOOLISH PLEASURE with VOOP right on her stern.

Next up was the Diesel Classes and there were no entrants in Classes D (236 to 335 hp, 34 feet to 40 feet), H (436 to 550 hp, 36 feet to 40 feet), L (901 hp and over, 28 feet to 40 feet) and O (Non-working boats, any length, any horsepower). There were two boats on the line for Class A (Up to 235 hp, 24 to 31 feet) and the pre-race favourite was LYNN MARIE [Sisu 26; 235-hp Isuzu], Riley Johnson of Long Island and he did not prove the odds makers wrong as he led the way to the finish with a speed of 27 mph. Second went to HOOK & LADDER [Holland 30; 210-hp Cummins], Ralph Munroe.

Continued on Page 22.

Lobster Boat Racing Newsletters

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

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

C o n t e n t s

Publisher's Note	4	<u>Commercial Fishing News</u>	Definitions	18
Calendar of Events	4	Ideally Speaking	Lobster Boat Race Results	20
Kenton Feeney of Beals Island	5	Maine Ocean School	Lobster Boat Racing Final Results	20
Ocean Globe Race	6	Directors Report, DELA	<u>Maritime History</u>	
Wood's Hole Institute News	7	Misc. Commercial Fishing News	Industrial Journal - 1890	24
U. S. Navy News	8-9	Boat Yard News	Classified Ads	28

Brooks
TRAP MILL
div. of Brooks, Inc.



Wakefield, RI
(401) 782-4412

Smithwick & Mariners Insurance

Marine Insurance Specialists



1-800-370-1883 (207) 781-5553
www.smithwick-ins.com
366 US Route 1, Falmouth, Maine 04105

EXPERIENCE BILLINGS...

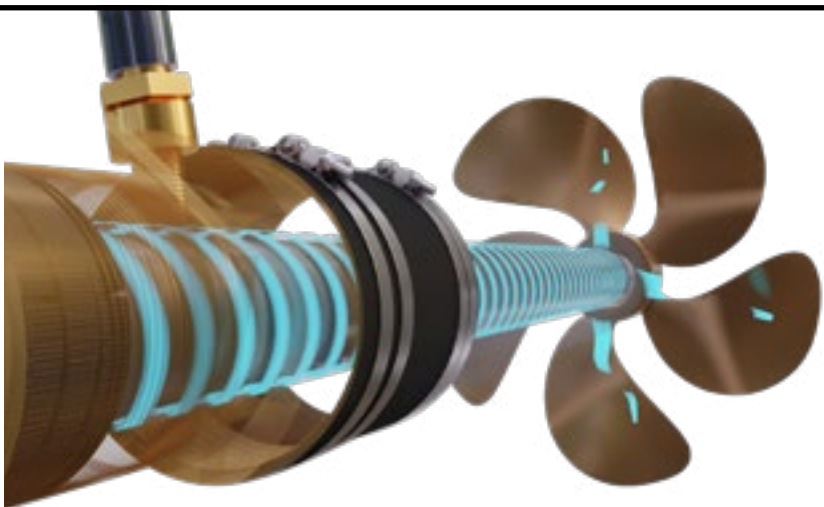
The full-service yard that does it all with expert craftsmen and technicians



- Complete machine shop facility • Authorized sales and service with factory trained technicians (Detroit Diesel, Volvo Penta, Caterpillar, Cummins, Yanmar, Ford, Westerbeke, Lister, Twin Disc, ZF, Borg Warner) • Complete Welding and fabricating shop • Expert painting, Awlgrip and varnish • Full woodworking facility • Fiberglass • Fully stocked marine store • Heated undercover railway and paint booth • 35 & 82 ton Travelifts.

Billings Diesel & Marine Service

P.O. Box 67, Stonington, Maine 04681
(207) 367-2328 • (207) 367-6559 nights & holidays
office@billingsmarine.com • www.billingsmarine.com • We monitor channel 16



HEAVY DUTY MARINE HARDWARE FOR DOWNEAST STYLE BOATS

- Aqualoy™ 22 Propeller Shafts
- Self-aligning Shaft Seals
- Rudder Ports (Gland Style)
- Rudder Stuffing Boxes
- Traditional Stuffing Boxes
- Stern Bearing Housings
- Intermediate Shaft Bearings
- Split and Tapered Couplings
- Custom Shaft Tubes
- Bronze Tiller Arms
- Bronze Deck Plates
- Piranha Dual Line Cutters
- Zinc Mounting Plates
- Rudder Step/Skeg Bearings



(207) 422-6532
www.retmarine.com



Maine's Propeller & Fabrication Experts are
Now Your Source for Marine Hardware!

Nautilus Marine Hardware 2317 US HWY 1, SULLIVAN, ME

14 miles east of Ellsworth opposite Chester's Pike

Commercial Fishing & Boatbuilding Supplies Including:

- STAINLESS FASTENERS • USED PROPELLERS
- MARINE HARDWARE FROM OUR FAB SHOP
- OIL GEAR • GLOVES
- ROPE & BUOYS • BILGE PUMPS

State Certified Station for:
Propane Filling
Dive Tank Filling
Game Tagging



NAUTILUS MARINE HARDWARE

(207) 422-0119

ROYAL RIVER BOAT

A full service boatyard



FIBERGLASS
Core Repairs
Awlgrip Coatings
Gelcoat Refinishing
Keel Repairs
Blister Repairs

WOOD
All Major Repairs
Cabinetry/Joinery
Paint Stripping
Re-Fastening
Restoration

- 55 Ton & New 75 Ton Travel Lifts
- Marina
- Sail Loft
- Awlgrip & Fiberglass
- Engine & Electrical
- Outboard & Stern Drives
- BOAT HAUL-OUT & STORAGE
- MECHANICAL SERVICES
- ValvTect GAS & DIESEL
- AUXILIARY SYSTEMS
- FUEL-GAS-DIESEL
- DOCK SERVICES
- SUPPLIES



We are located two miles from Exit 17 off Interstate 95
307 Bayview St., Yarmouth, Maine 04096
www.royalriverboat.com Fax: 207-846-6571
Email:forinfo@royalriverboat.com

Phone: 207-846-9577

Maine Coastal News

P.O. Box 710
Winterport, Maine 04496-0710 U.S.A.
(207) 223-8846
E-mail - igmatats@aol.com
Website: www.mainescoast.com





Follow us on Facebook:
Find under - Jon Johansen

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.

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

Advertising Deadlines: The deadline for the November issue is October 8.
The deadline for the December issue is November 5.

MCN's Calendar

On-going Exhibits

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

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

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

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

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

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

“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

OCTOBER
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

JUNE
18 Boothbay Harbor Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230

19 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O’Hara (207) 542-4348
Mike Mayo (207) 542-1879

26 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Colyn Rich (207) 479-7288

JULY
2 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607

10 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Cory McDonald (207) 664-4525
Genevieve McDonald (207) 266-5113

17 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

Publisher's Note

I am sorry to see the summer winding down, but I am also looking forward to a quieter few months. During lobster boat racing season my weekends are spoken for and when a double racing weekend falls the week before we go to press that can get challenging. The last issue was a perfect example. Without the weekend to start writing and get articles typeset I can quickly get behind and that is why there was no personal profile article in the last issue. But, you get one in this one and to me that is what separates us from other publications. These interviews offer views into a number of different aspects of the maritime world and most importantly – it is documenting our history! To most, they simply find these articles just interesting to reading.

I am also hoping there will be some free time to cruise around Penobscot Bay in CINDY JEN this fall. Ann and I did a great trip through the Fox Island Thorofare early in September allowing me to get a lot of photographs. I would also like to go to Port Clyde, Owl’s Head, Rockland and Rockport trying to get some photographs of lobster boats out fishing. One can only hope that the weather does not turn sour until after Thanksgiving.

There is still a lot going on as I am getting ready to head to the Newport International Boat Show at Newport, Rhode Island for Maine Built Boats. I am not sure what it will be like with the upswing in the pandemic and many companies not having product, one can only wonder if the people come? The benefit of boat shows has been questioned because many people have switched much of their effort, both sales and purchasing, to the internet. However, it was great to walk into Kittery Point Yacht Yard in Eliot and be told that the boat in the bay was because I, as Maine Built Boats at the Maine Boatbuilder’s Show, had referred the customer to several yards and they chose Kittery Point Yacht Yard to do the work. Some think their only focus should be the internet, but there is still a lot of people who rely on boat shows and print media. Now, how long this will last can be debated, but I am guessing at least another decade or two.

The Penobscot Marine Museum asked me to do a session for their Member Monday on the newspaper research I have been doing for the last 20 plus years. I have compiled a quick guide as to why I do this research and how I do it, which we filmed on 13 September. It is not difficult, but it is certainly time consuming. Depending on your focus this could be a daunting task. I look at it broadly so it is an impossible one. I have been working with several newspapers (Bangor Daily Commercial; Bangor Whig & Courier; Gloucester Telegraph; New Bedford Mercury; New Hampshire Gazette (Portsmouth); New York Herald; New York Maritime Reporter; and Republican Journal (Belfast)) trying to get every maritime article copied, transcribed and then entered to the subject it belongs. If you are absolutely not wrapped well, any newspaper located on the coast of any country should be done. There is so much information in these newspapers that it is worth time and effort. If you missed this go to PMM’s website and you can watch anytime.

I was hoping to have the fourth updated version of the “Vessel Database” uploaded to the website (internationalmaritimelibrary.org) back in June, but I still have just over 30,000 vessels to go. This update is purging the duplicates and making sure that all the information is in one entry. The bigger problem is trying to figure out how to make searching this database quicker. Right now, it takes almost 50 seconds to get a result and that is too long so we need to make changes to shorten the search time.

I also have been doing a lot of thinking about the best way things should be documented and one issue is how should I reference the information for all these vessels? Well, I bit the bullet and when I enter vessel information I make sure that every fact is referenced. This meant creating a file for every town/city that built vessels, create a list of all vessels built there, add all the fields used in the database for each vessel and then fill in the known information with references. With over 140,000 in the database, this will not take long.



The schooner STEPHEN TABER heading into the Fox Island Thorofare.

KENTON FEENEY - MERCHANT MARINER/HISTORIAN

BEALS ISLAND – We all know that Beals Island is well noted for its lobster boatbuilders and fishermen. However, there is more to their history than this. Several years ago I was talking with Kenton Feeney about the island’s history, also encompassing Jonesport across Moosabec Reach, and he started discussing his ties to the Sawyer family, which were well-known shipbuilders and ship owners in Jonesport. Over the years we tried catching up and record this history and finally this summer we did.

Kenton grew up in Jonesport and began describing his family history, by saying, “The Kelleys began right there on Kelley’s Point. That would have been my mom’s family and then you have got the Looks out of South Addison and that would be Dad’s mom. Then you have Uncle Milt Beal mixed in there. He married into the Kelley family. We had Faulkingham’s, Grammie Kelley was a Faulkingham. Great Grammie Look over in South Addison, her uncle was Charles Stinson, the original Charles Stinson of Stinson’s cannery. 1932 this Carver Industries Pound, Deep Cove Pound that is where the money came from, that was Charles Stinson. Uncle Cliff was born in 1905, and his father, Delbert, was kind of the backer, but old man Stinson was the big backer and they built that pound. Later when the Look’s needed one over in South Addison they got their own pound going. and that’s how it came back to the Carver family or Charles Beal family.”

“In the 1850s,” continued Kenton, “Peter Feeney, which would be a great great grandfather arrived in Jonesboro to work in the quarries. All of the Feeneys came from Jonesboro, Feeney’s like Kevin Feeney would be Patrick’s and Derek’s father. Kevin is two years younger than I am, and his grandfather and my grandfather were brothers. My grandfather died when he was 52 years old.”

When asked about the Sawyer family and their shipping interests, Kenton said, “That was a pretty good size fleet in its time, in the 1880s. They sailed out of Sawyer’s Cove. You know the Sawyers, it really goes beyond D. J. Sawyer. Someone who he was in business with who you don’t hear much about, but he grew up with right here on Head Harbor Island with absolutely nothing and his name was Reuben Lamson. He is buried by the big white church in West Jonesport. He died at 48 and she died at 52 of the plague. There was a Thomas Sawyer and Thomas Sawyer, Jr. that owned sawmills in Jonesboro. Reuben’s mother, she was a Mitchell I think and was a house maid. When Reuben got of age, he thrived. He had all these sons, one of those boys built a schooner on Browney Island which is like

how the hell could anyone do that? It is an old pile of rocks out there with some trees on it, but his boys they’d build these schooners and then they’d be a captain for a 1/16th or an 1/8th share. They did very well and they owned property up in West Jonesport right there at the church. That homestead they just tore down last year, which was right across the street from where Charlie Smith has his property and his wharf. All those bigger houses, they were all built real well. It wasn’t just people throwing a couple boards together. His sons were not only shipbuilders but house carpenters. The house right on the corner by the church at one time that was considered the best built house in Eastern Maine. That belonging to a daughter of Reuben Lamson. D. J. Sawyer ended up being right in with Reuben on a lot stuff so I am thinking they probably had an affiliation from Reuben growing up on Head Harbor.”

At one time Head Harbor, also known as Sealand, had about 250 people living on it, but today there are no permanent residents. Kenton added, “D. J. and Reuben owned Cross Island where the Coast Guard Station is to take timber off from and they did that and then they sold it back to the Government to put the lighthouse up for more than they paid for it. They owned one of the islands over here, Little Spruce, for taking timber off but then when you get up around to Pond Point, Browney Island, they cleaned them all off.

“The Sawyer family was really big,” continued Kenton. “The author of those books, Doyle family history, the Faulkingham family and the Lamson family history, a nice big volume, was Byron Lamson. His father was the maintenance man for Stinson’s factory and Byron’s wife was my aunt Frances and again we are tying right back in with the Look’s. Uncle Alan, her husband, would have been one of the brothers. There was my Uncle Cliff that did the Deep Cove Pound when he was just young and was kind of a patriarch of that family and you had my Uncle Oscar who was in the Bataan Death March. Grampy Delbert at the time, 1948, had a fish/lobster buying business over on Cape Breton Island. Their kids would have been a little bit younger than dad, because Uncle Cliff was five years younger than Grammie. Dad graduated high school ‘49, so remember Ralph Look, alright that would be his son and Dwayne Look another son. Aunt Charlotte wanted to go back to teaching school and was looking for a babysitter, so they brought Laura over here to Addison and she boarded with Grammie Feeney right in the middle of Jonesport. Buddy Brown, his father and mother lived right down the street so that is how Laura and Buddy ended



Kenton’s Holland 32 BAD INFLUENCE, built in 2003 and powered with a 350-hp Yanmar.

up together.”


In searching through the Passamaquoddy custom house records there are references to several of the vessels owned by the Sawyers. One still floating is EMMA C. BERRY, which is at Mystic Seaport Museum in Mystic, CT. Kenton added, “She was actually built in Noank, Connecticut. If you look on the Mystic Seaport website you’ll see the story. They went down to the mud hole where she was pulled up on the bank. They took her over to Jonesport patched her up, sailed her to Connecticut. She was a fishermen and Uncle Milt used her when he was in his 20s. Uncle Milt was born in 1898 so we are talking 1920s and he would go to Rockland, Portland to pick up stuff because there used to be a store right here on French House Island on that western end and his father owned it. They moved from Sand Cove to French House Island in 1906 and George Beal got his whole thing going there. From

there Henry Edwin thought with the wrong head and ended up in a camp down here by the shore. He was kind of black balled by the rest of the family.”

We switched topics and I asked about the boatbuilder George Brown of Beals Island. “Early boatbuilder,” began Kenton, “a grandfather to Raynard Alley. His father’s boat was the BETTER HALF and Raynard’s is the OTHER HALF, it’s that red Novi. I am going back to Jerome being able to run up under the bow of his grandfather’s (JP) boat and Jerome told me he is almost positive that that was the last boat that George Brown built. That’s putting it...say 1924. George Beal had a boat shop just under the hill where if you were driving down to Benny’s wharf and maybe there is a timber or two left. I used to go down and crank those winches, wonder I wasn’t killed doing that. He built...


Continued on Page 6.

Your next great
ADVENTURE
at sea starts at




**FRONT STREET
SHIPYARD**

Pen Bay, the Caribbean, the Cape: Where are you heading next? Come first to Front Street Shipyard in Belfast. Whether you’re sailing your 30-foot sloop around Maine’s islands or navigating your 130-foot trawler around the Caribbean islands, we’ll get your vessel ready for your future adventures. We’ve recently expanded with a new 22,500-sq ft facility.



The Nordhavn TRIXIE in Eleuthera following a refit at Front Street Shipyard.



The NEW ENGLAND REFIT CAPITAL | frontstreetshipyard.com

CHASE, LEAVITT & CO.

The Chart Room

Flags · Books · Chart Kit · Paper Charts · Navigation Tools

Life Raft Service Station

Abandon Ship & Floatation Gear · Distress Signals · Overboard Rescue

Inflatable Boats

Sales: Achilles, Caribe, & Highfield
Large Supply of Spare Parts
Repair Professionals

144 Fore St., Portland (207) 772-6383
218 Bucksport Rd., Ellsworth (207) 667-9390

www.chaseleavitt.com

Wood's Hole Oceanographic News

Emperor penguins, recommended as threatened species under Endangered Species Act

The U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the emperor penguin as a threatened species under the Endangered Species Act (ESA) based on evidence that the animal's sea ice habitat is shrinking and is likely to continue to do so over the next several decades. Proposing a listing of threatened means the animal is at risk of becoming an endangered species—in danger of extinction—in the foreseeable future if its habitat continues to be destroyed or adversely changed.

Decades of studies by an international team of penguin researchers, including Stephanie Jenouvrier, associate scientist, and seabird ecologist at Woods Hole Oceanographic Institution, were instrumental in establishing the need for protections and highlighting that urgent climate action is needed to protect the species. Emperor penguins are indicator species whose population trends can illustrate the consequences of climate changes. These iconic birds need reliable sea ice for breeding and raising their chicks and are being pushed toward extinction by the climate crisis melting the sea ice they need for survival and reproduction.

Research from penguin scientists is key to informing policy around much-needed protections for the emperor penguin.

The proposal was rooted in foundational research and findings that scientists provided to USFWS, including a study in *Global Change Biology*, also publishing today, recommending that emperor penguins be listed as threatened under the Endangered Species Act. This new study, co-authored by an interdisciplinary team of scientists, policy experts, ecologists, and climate scientists, illustrates that by 2100, under emissions scenarios resulting from current energy-system trends and policies, emperor penguins will be in danger of extinction throughout its entire range.

An earlier study in *Global Change Biology* (November 2019) by Jenouvrier and colleagues found that if humans are able to limit Earth's temperature increase to 1.5 or 2 degrees Celsius above pre-industrial levels, there is hope for emperor penguins. But if climate change continues at its current rate, more than 80% of emperor penguin colonies are expected to become quasi-extinct—the point at which the number of adults may be insufficient to assure continuation of the species—by 2100. Under the new study including the effect of climate extreme events, the projections are even more dire: if climate change continues at its current rate, more than 98% of emperor penguin colonies are expected to become quasi-extinct.

Another pivotal study in *Biological Conservation* (January 2020) highlights the need to improve the forecasting of ecological responses to climate change as it specifically relates to the effective management of the emperor penguin.

Emperor penguins are especially vulnerable to climate change because, like polar bears in the Arctic, they depend on sea ice for vital life activities like breeding, feeding, and molting. And not just any ice conditions will

do for the penguins. Ice stability is crucial.

In 2016 an emperor penguin colony in Antarctic's Halley Bay in the Weddell Sea suffered catastrophic breeding failure due to record-low sea ice and early ice break-up. More than 10,000 chicks are thought to have drowned when the sea ice broke up before they were ready to swim. The new study tailored for the needs of the ESA, included this type of extreme events.

The Center for Biological Diversity has long fought for Endangered Species Act protection for the emperor penguin. In 2011 the Center petitioned the U.S. Fish and Wildlife Service to protect the emperor penguin under the U.S. Endangered Species Act. In 2014 the agency agreed that the emperor penguin may be endangered by climate change but failed to make the required 12-month finding on whether to propose protection. In July 2019, the Center sued the Trump administration for failing to act on the petition to protect emperor penguins under the Act.

This recommendation under the Endangered Species Act is a first step to address threats to the iconic penguin, including the greenhouse gas pollution driving climate change and industrial overfishing of key prey species. Federal agencies would be required to ensure that their actions, including those generating large volumes of carbon pollution, do not jeopardize the penguin or its habitat.

Emperor penguins—the world's largest penguin species—breed and molt on sea ice, that is frozen seawater. Of the 18 different species of penguins, only two (the emperor and Adélie) are true Antarctic residents. Emperor penguins are extremely vulnerable to a warming climate. They are well adapted to thrive in freezing conditions, but in parts of the Antarctic Peninsula, sea ice cover has reduced by over 60% in 30 years and one colony has virtually disappeared. Emperor penguins are a vital part of the Antarctic food chain— they prey upon krill, squid, and small fish and in turn are preyed upon by predators like leopard seals and killer whales.

For climate-threatened species, listing under the ESA mandates use of science-based, enforceable tools to reduce climate threats and increase resilience, including habitat protection and recovery planning by Federal agencies. The ESA is the world's strongest environmental law focused on preventing extinction and facilitating recovery of imperiled species. The ESA has increasingly been applied to provide protection for species threatened primarily, or in part, by climate change, with the polar bear being the first species listed principally due to global warming (2008). Before a species can receive the protection provided by the ESA, it must first be added to the Federal lists of threatened and endangered wildlife.

Sunlight Can Break Down Marine Plastics Into Tens Of Thousands Of Chemical Compounds, Study Finds

Sunlight was once thought to only fragment plastics in the marine environment into smaller particles that chemically resemble the original material and persist forever. However, scientists more recently have learned that sunlight also chemically transforms plastic into a suite of polymer-

dissolved-, and gas-phased products.

Now, a new study finds that this chemical reaction can produce tens of thousands of water-soluble compounds, or formulas. The breakdown into this many formulas, in a matter of weeks, is at least ten-fold more complex than previously understood.

The scientific community, policy-makers, industry, and others “assume that sunlight exposure merely physically fragments macroplastics to microplastics, which subsequently persist forever in the environment,” states the paper, whose lead author is Anna Walsh, a student in the Massachusetts Institute of Technology-Woods Hole Oceanographic Institution (WHOI) Joint Program in Chemical Oceanography. The new findings, along with those from the literature, “fundamentally challenge this guideline and indicate that sunlight not only aids physical fragmentation of plastic, it chemically alters it, producing a suite of transformation products that no longer resemble the parent material.”

The study examined the breakdown under sunlight of four different single-use consumer polyethylene plastic bags from three major retailers that make a lot of plastic bags—Target, CVS, and Walmart—and compared them to pure polyethylene film. Most plastic, including these retailer bags, are not just a pure base resin, but rather they include a complex formulation of chemical additives to make the plastic behave or look a certain way. Up to about one-third of the mass of each of the retailers' plastic bags was inorganic additives.

The organic compounds produced by sunlight were analyzed at the National High Magnetic Field Laboratory, which designed and developed a mass spectrometer equipped with a 21 tesla magnet that achieves the high-

est mass resolution and accuracy in the world. Essentially, the instrument is the world's fanciest scale, allowing the scientist to determine the composition of the sunlight-produced formulas.

Researchers found that under sunlight exposure, the four retailer bags produced between about 5,000 formulas (for the Target bag) to 15,000 formulas (for the Walmart bag), while the pure polyethylene film produced about 9,000 formulas. The scientist also found that the composition of the formulas produced was different between the pure and consumer plastics.

Many previous studies of marine plastics have generally used pure polymers, which are poor proxies for plastic in the marine environment. The paper calls for the research community “to embrace the diverse formulations and sunlight-driven transformations of plastics in the ocean” in order to gain a comprehensive and accurate understanding of the fate and impacts of marine plastic pollution.

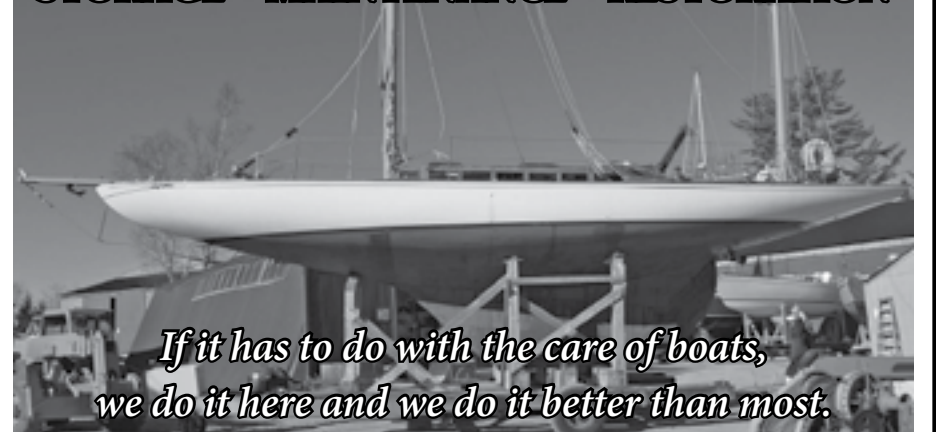
An earlier paper by Ward, Reddy, and lead author Taylor Nelson, a postdoctoral investigator in WHOI's Marine Chemistry and Geochemistry Department, shows that biofilms growing on plastic in the ocean screen light from reaching the plastic surface and may slow plastic degradation by sunlight. Like the paper led by Walsh, Nelson's paper also showed that the composition of the plastic, including the presence of additives, influenced the extent of this effect.

Support for research was provided by the Seaver Institute, the Gerstner Family Foundation, WHOI, and the U.S. National Science Foundation.

One woman, solo, non-stop, around the world...
follow her journey to the Golden Globe Race
at kirstenggr.com
or facebook.com/KirstenNeuschaferGGR
Currently seeking donations and corporate partners
for additional info email kirstenggr@gmail.com



SEAL COVE BOATYARD, INC. STORAGE • MAINTENANCE • RESTORATION



124 Horseshoe Cove Road • Harborside, ME 04642

Tel: (207) 326-4422 • Fax: (207) 326-4411

Email: sealcoveboatyard@gmail.com • www.sealcoveboatyard.com



Come to Jonesport for Superb Service Best Rates

- Expert Repair - Wood & Fiberglass
- Haul out/Storage
- Moorings • DIY Space
- Showers/Laundry • Cove-side Cottage



(207) 497-2701

info@jonesportshipyard.com

285 Main St., PO Box 214, Jonesport, ME 04649



Jonesport Shipyard provides meticulous, experienced maintenance and repair. Storage is convenient, affordable and secure. Join our Shipyard family.

JonesportShipyard.com

U. S. NAVY NEWS

Carlos Del Toro Sworn in as the 78th Secretary of the Navy

10 August 2021

WASHINGTON - The Honorable Carlos Del Toro swore into the Department of the Navy as the 78th Secretary of the Navy during a private ceremony at the Marine Corps Memorial Aug 9.

“I am extremely proud but humbled to return to the Department of the Navy,” Del Toro said. “I come back as someone who loves the Navy – who spent twenty-six years in uniform and another seventeen striving to make sure you had the capabilities you needed to fulfill your mission effectively and safely. Serving you as your 78th Secretary of the Navy is a high honor that carries grave responsibilities to which I will dedicate all my skill and devotion.”

Born in Havana, Cuba, Del Toro immigrated to the United States in 1962. He graduated from the U.S. Naval Academy in 1983 as a Surface Warfare Officer and later attended Naval Postgraduate School, Naval War College, and George Washington University.

Over the course of a 22-year career as a naval officer, Secretary Del Toro held a series of critical appointments and served numerous tours of duty at sea – including Senior Executive Assistant to the Director for Program Analysis and Evaluation in the Office of the Secretary of Defense; First Commanding Officer of the Arleigh Burke-class guided missile destroyer USS Bulkeley (DDG 84); and Special Assistant to the Director and Deputy Director of the Office of Management and Budget in the Executive Office of the President.

“Carlos Del Toro’s lifelong pursuits and deep experience advancing America’s national security make him well-prepared

to serve as the 78th Secretary of the Navy,” Secretary of Defense, Lloyd J. Austin III said in an earlier statement. “A student of the U.S. Naval Academy and Naval War College, Carlos rose through the ranks during the Cold War and Operation Desert Shield and Storm to serve as the first commanding officer of the destroyer USS Bulkeley (DDG 84), and then later as a trusted aide to Pentagon leadership. He understands firsthand the most pressing challenges and opportunities facing our Navy, from addressing the pacing challenge of China and modernizing our capabilities, to investing in our most valuable asset – our people. As an immigrant who has dedicated his life to public service, Carlos exemplifies the core values of honor, courage, and commitment in defense of our country.”

“We remain the preeminent force in the world because of leaders like Carlos, and I have no doubt our Navy and our nation will be well served. I congratulate him on his confirmation, look forward to working with him and take pleasure in welcoming him back aboard.”

Navy to Christen Amphibious Transport Dock Ship Fort Lauderdale

20 August 2021

The Navy will christen its newest amphibious transport dock, the future USS Fort Lauderdale (LPD 28), during a 10 a.m. CDT ceremony Saturday, Aug. 21, at the Huntington Ingalls Industries (HII) Ingalls Division shipyard in Pascagoula, Mississippi.

The mayor of Fort Lauderdale, the Honorable Dean Trantalis, will deliver the ceremony's principal address. Deputy Assistant Secretary of the Navy for Ship Programs Ms. Bilyana Anderson and Vice Adm. William Galinis, commander, Naval

Sea Systems Command, will also provide remarks. In a time-honored Navy tradition, the ship's sponsor, Ms. Meredith Berger, will christen the ship by breaking a bottle of sparkling wine across the bow.

“Tomorrow we christen the future USS Fort Lauderdale, recognizing a city with a proud naval history,” said Secretary of the Navy, the Honorable Carlos Del Toro. “This momentous occasion brings us one step closer to ‘manning the rails’ with the men and women who will carry on the naval tradition of defending our nation and working towards a more peaceful world.”

USS Fort Lauderdale is the first ship to be named for the city of Fort Lauderdale, Florida.

The future Fort Lauderdale is the 12th San Antonio-class ship. The ships are designed to support embarking, transporting and bringing ashore elements of 650 Marines by landing craft or air cushion vehicles. The ship's capabilities are further enhanced by a flight deck and hangar, which can operate CH 46 Sea Knight helicopters and the Osprey tilt-rotor aircraft (MV-22). San Antonio-class ships can support a variety of amphibious assault, special operations or expeditionary warfare missions, operating independently or as part of Amphibious Readiness Groups (ARGs), Expeditionary Strike Groups, or joint task forces.

Future Frank E. Petersen Jr. Completes Builder's Trials

27 August 2021

The future USS Frank E. Petersen Jr. (DDG 121), the Navy's 71st Arleigh Burke-class destroyer, completed Builder's sea trials, Aug. 26.

The trials were conducted by the shipbuilder, Huntington Ingalls Industries' (HII) Ingalls Shipbuilding division.

Builder's trials consist of a series of in-port and at-sea demonstrations that allow the shipbuilder to assess the ship's systems and readiness for Acceptance Trials prior to delivery.

“Completion of these trials gives us confidence that DDG 121 will be able to conduct successful Acceptance Trials in mid-September,” said Capt. Seth Miller, DDG 51 program manager, Program Executive Office (PEO) Ships. “The Navy and industry team continues to work diligently to ensure the ship is ready to operate at its peak performance and can provide capability and capacity to the fleet.”

DDG 121, a Flight IIA destroyer, will be equipped with the Aegis Combat System, which includes Integrated Air and Missile Defense capability and enhanced Ballistic Missile Defense capabilities. This system delivers quick reaction time, high firepower,

and increased electronic countermeasures capability against a variety of threats.

HII's Ingalls Shipbuilding division is currently in production on future destroyers Lenah Sutcliffe Higbee (DDG 123), Jack H. Lucas (DDG 125), Ted Stevens (DDG 128) and Jeremiah Denton (DDG 129).

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

**Navy Celebrates Commissioning of USS
Vermont (SSN 792)
From Submarine Readiness Squadron
32**

28 August 2021

GROTON, Conn. – The Navy celebrated the commissioning of USS Vermont (SSN 792), the first Block IV Virginia-class submarine to enter service, Saturday, Aug. 28, at Naval Submarine Base New London.

“Vermonters have served with valor from the highest mountains to the depths of the ocean,” said Secretary of the Navy Carlos Del Toro, who served as the event’s keynote speaker and was attending his first ship ceremony as secretary.

“This vessel has already proven itself in service, not only because it was designed the right way, but because of the exemplary work of the men aboard,” he continued.

Vermont was administratively commissioned on April 18, 2020, but due to restrictions on large gatherings because of the COVID-19 pandemic at the time, no traditional commissioning ceremony was held. To ensure the health and safety of the crew and all those in attendance during the ceremony Saturday, attendance was limited and no public or media tours were held. Masks were required in all indoor spaces and encouraged in outdoor spaces.

Since its administrative commissioning, USS Vermont has been an active submarine in the U.S. Navy, including participation in anti-submarine warfare exercises alongside the Brazilian navy in the U.S. 4th Fleet area of operations in December of 2020.

In addition to Del Toro, Rear Adm. Douglas Perry, director of undersea warfare on the chief of naval operations' staff and a Vermont native, was among those who spoke at the Saturday ceremony.

Perry spoke of the legacies of previous Navy ships with Vermont ties and military heroes from the state's past, like Ethan Allen during the Revolutionary War and 19th Century Admiral of the Navy George Dewey.

“The Green Mountain State’s legacy of naval service runs deep,” Perry said. “You join a rich history of honorable service.”

PEN BAY YACHT EXCHANGE

780 Acadia Highway Orland, Maine

We're expanding our storage, reserve your space.

2007 Rinker 350 5.7 Volvo Penta ocean X stern drives, loaded \$89,000
2004 Formula 40 pc, 440 Yanmar diesels, hydraulic swim platform \$149,000
2000 Boston Whaler Conquest 23', twin 150s, outriggers, clean \$34,900

1988/2021 Boston Whaler Montauk 17'


Complete renovation; awlgrip, new fuel system, new wiring,
new varnish, powered by a Yamaha 70 hp 4-stroke.
Must see! \$29,900

brokerage storage refit repair towboatUS

207-460-5866 pen bay yacht exchange.com 207-702-1065

**THE BRIGHT RED COLOR
GETS YOUR HEART PUMPING.
THE GENERATOR RUNS
EVERYTHING ELSE.**

11.0 Egtd
Diesel Generator



WESTERBEKE DIESEL AND GASOLINE GENSETS.
COMPACT. LIGHTWEIGHT. QUIET. LOW-RPM. EXCELLENT WARRANTY & SUPPORT.

WESTERBEKE

HANSEN

32 Tioga Way · Marblehead, MA 01945
(781) 631-3282 (800) 343-0480
www.hansenmarine.com

PEN BAY YACHT EXCHANGE

780 Acadia Highway Orland, Maine

We're expanding our storage, reserve your space.

2007 Rinker 350 5.7 Volvo Penta ocean X stern drives, loaded \$89,000
2004 Formula 40 pc, 440 Yanmar diesels, hydraulic swim platform \$149,000
2000 Boston Whaler Conquest 23', twin 150s, outriggers, clean \$34,900

1988/2021 Boston Whaler Montauk 17'
Complete renovation; awlgrip, new fuel system, new wiring,
new varnish, powered by a Yamaha 70 hp 4-stroke.
Must see! \$29,900

brokerage storage refit repair towboatUS

207-460-5866 pen bay yacht exchange.com 207-702-1065

U. S. NAVY NEWS

This is the third U.S. Navy ship to bear the name Vermont, but first in a century. The first was one of nine 74-gun warships authorized by Congress in 1816. The second, Battleship No. 20, was commissioned in 1907 and first deployed in December of that year as part of the “Great White Fleet.” The battleship Vermont was decommissioned June 30, 1920.

The submarine Vermont was christened in a traditional ceremony at General Dynamics’ Electric Boat shipyard in Groton, Connecticut, on Oct. 20, 2018.

“She was built by the best, for the best, and is the best of the best,” said Gloria Valdez, the ship sponsor and a former deputy assistant secretary of the Navy overseeing shipbuilding and modernization. “She is the most technologically advanced submarine in the world.”

USS Vermont is 377 feet long, has a 34-foot beam and will be able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots submerged. She has a crew of more than 130 Navy personnel.

“We get to finally say, ‘The ship’s in commission, thank you so much to everyone who supported us,’” said Cmdr. Charles Phillips, the commanding officer of USS Vermont. “This represents the people of Vermont. We want to make them proud and let them justify their confidence in us as we defend our country.”

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

Block IV Virginia-class submarines incorporate design changes focused on reduced total ownership cost. By making these smaller-scale design changes to increase the component-level lifecycle of the submarine, the Navy will increase the periodicity between depot maintenance availabilities and increase the number of deployments.

Blocks I-III Virginia-class submarines are planned to undergo four depot maintenance availabilities and conduct 14 deployments. Block IV design changes are intended to reduce planned availabilities by one to three, and increase deployments to 15.

Also speaking at the ceremony Saturday were members of the Vermont and Connecticut congressional delegations: U.S. Rep. Peter Welch of Vermont, U.S. Rep.

Joe Courtney of Connecticut and U.S. Sen. Richard Blumenthal of Connecticut.

Navy awards 2nd dry dock project for Portsmouth Naval Shipyard modernization

04 September 2021

NORFOLK, Va. – Naval Facilities Engineering Systems Command (NAVFAC) awarded a \$63-million construction project Aug. 30 for improvements to the Dry Dock 2 complex at Portsmouth Naval Shipyard in Kittery, Maine.

The two-year project, part of the Navy’s comprehensive Shipyard Infrastructure Optimization Program (SIOP), adds enclosures and other facilities to the existing dry dock in order to increase the shipyard’s capacity to maintain, modernize, and repair the Navy’s attack submarines and return them to the fleet on time.

The enclosures include two towers, storage areas, railcar access, and bay work areas, as well as three bridge cranes and movable roofs.

“Our naval shipyards’ mission to deliver ships and submarines on time to combatant commanders around the world is critical to U.S. national security,” said Capt. Warren LeBeau, SIOP program manager. “This project will improve fleet readiness through improved facilities and infrastructure.”

SIOP is a joint effort between Naval Sea Systems Command, NAVFAC, and Commander, Navy Installations Command (CNIC) to recapitalize and modernize the infrastructure at the Navy’s four public shipyards, including repairing and modernizing dry docks, restoring shipyard facilities and optimizing their placement, and replacing aging and deteriorating capital equipment.

“NAVFAC is the engine behind the Navy’s SIOP efforts, swiftly and strategically providing the facilities engineering and construction support to our NAVSEA and CNIC partners,” said Rear Adm. Lore Aguayo, commander, NAVFAC Atlantic. “The award of this contract is critical to meeting our nation’s urgent strategic infrastructure needs, ensuring our Navy meets its readiness and lethality for generations to come.”

Methuen Construction based in Plaistow, New Hampshire, was awarded the firm-fixed-price contract under a competitive process via the www.SAM.gov website. The contract also contains six unexercised options which, if exercised, would increase the cumulative contract value to \$93,822,869.

U.S. Navy Identifies 5 Sailors Killed in Helicopter Crash

05 September 2021

SAN DIEGO—On Sept. 5, the U.S. Navy released the names of the five Helicopter Sea



USS Frank E. Petersen Jr. (DDG 121), the Navy’s 71st Arleigh Burke-class destroyer.

Combat Squadron (HSC) 8 crewmembers who died, Aug. 31, when their helicopter crashed into the sea.

Names of the deceased are: Lt. Bradley A. Foster, 29, a pilot from Oakhurst, California; Lt. Paul R. Fridley, 28, a pilot from Annandale, Virginia; Naval Air Crewman (Helicopter) 2nd Class James P. Buriak, 31, from Salem, Virginia; Hospital Corpsman 2nd Class Sarah F. Burns, 31, from Severna Park, Maryland; and Hospital Corpsman 3rd Class Bailey J. Tucker, 21, from St. Louis, Missouri.



Maxton Soviak to Return to Ohio

WASHINGTON (Aug. 28, 2021) An un-

dated portrait of Navy Corpsman Maxton W. Soviak during recruit training released by his family. Soviak was killed during an attack at the Abbey Gate of Hamid Karzai International Airport in Kabul, Afghanistan, August 26, 2021. He was supporting Operation Allies Refuge while assigned to 1st Marine Regiment, 1st Marine Division, based at Camp Pendleton, California. (Courtesy Photo)

“Petty Officer Soviak gave the ultimate sacrifice in service to this country,” said The Honorable Carlos Del Toro, Secretary of the Navy. “While this promotion and the Fleet Marine Force Corpsman warfare badge are awarded posthumously, I have no doubt his dedication to this nation, his displayed skill as a Hospital Corpsman, and devotion to the mission at hand warrant this recognition.”

RELIABILITY IS A FAMILY TRADITION. MEET THE NEXT GENERATION.

INTRODUCING THE **NEWEST** MEMBERS OF THE IN-LINE FOUR FAMILY.

Meet the all new advanced-technology In-Line Fours—the F200, F175, F150 and F115. This powerful family offers up 16-valve, DOHC in-line designs and electronic fuel injection. Yamaha’s next-generation design even gives the F200 and F115 class-leading DOHC power-to-weight ratios, for incredible acceleration, midrange punch and outstanding fuel economy. And know, each of these new models shares the same Yamaha DNA that built our time-tested reputation for reliability and satisfaction with boaters just like you.

Discover the next generation of In-Line Four performance at YamahaOutboards.com/InLineFour.



BOWDEN
Since 1982

marine
service

Bar Harbor, ME
(207) 288-5247
www.bowdenmarine.com

Your Main(e) Re-power Specialists

Follow Yamaha Outboards on Facebook®, Twitter® and Instagram®



REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG-approved personal flotation device and protective gear. Any reference to trademarks belonging to other companies and/or their products is for identification purposes only and is not intended to be an endorsement. © 2015 Yamaha Motor Corporation, U.S.A. All rights reserved. 1-800-88-YAMAHA

Reliability Starts Here.™



**Moose Island
MARINE
853-6058**

Commercial and Recreational Boat Supplies

Boat Storage

**INDOOR · OUTDOOR · POWER · SAIL
16 to 45 ft. Haul out to 40 tons**

Boat Winterization

INBOARD · OUTBOARD · STERNDRIVE

Boat Repair · Restoration

WOOD · FIBERGLASS

Boat Repowering

Save on winter jobs.

Shrink Wrap

**MARITIME
Skiff**

**VOLVO
PENTA**

**TOHATSU
outboards**

Hours: M-F 8:00-5:00 Online store: www.mooseislandmarine.com

Ideally Speaking

By Sheila Dassatt

My last article was primarily speaking about the issues that are coming up in our fishery. Since that article, the NOAA Whale Rules have been introduced, which is closing a very vital part of Area 1 off the Gulf of Maine from October to January. This ruling has been a complete surprise to most, as it wasn't even discussed prior to the announcement.

We have a letter inspired by Representative Billy Bob Faulkingham of Winter Harbor, that has been addressed to President Biden asking to rescind this ruling. It was also signed by Maine Senators and Representatives in large scale. The best part of this letter is that it was signed by Republicans, Democrats and Independents! This was in complete unison, which is a step in the right direction. Thank you to all that participated in this letter. Now, let's see how it all goes from here.

The common belief is that this area has been earmarked for future windmill projects. Is this so? I guess we all need to be somewhat patient to see what we receive for a reply.

For one thing, in order to fish in this designated area, you need to put in for a permit to use ropeless gear. This has not even been perfected in long term use, and is still in the beginning stages of development. How can

this be used before it has been proven to be effective as far as the expense, the policing of it for the Marine Patrol and the technology that is involved with this equipment?

Please don't take me wrong, but we, as fishermen and women, do not want to be too eager to comply with this stuff that is being pushed on us. To comply is to not make our feelings and needs known. In a perfect world, "ideally" the folks that are setting these rules and working to save the whales only see it one way. "Ideally" they want to push their agenda and I don't think that anything that we can say or do will change their minds.

We have testified how dangerous these rules can be for the fisherman, such as too many traps on a trawl, which can make it dangerous on a smaller vessel. This also limits the area that can be fished within the trawl limits and requirements. Even the smaller vessels may need to set triples in order to reduce vertical lines in the water.

Testimony has gone in concerning the expense of the changes that need to be made to the gear in order to make it all whale compliant. This is a lot of extra work and expense. With the new ruling, it doesn't even give ample time to make the necessary changes to the ropes and gear.

My question is, why is Maine being targeted during the time of the year that

most make their living in this area? Please, we need more answers than we have been receiving. Is there anyone out there that can help us get the word out to the rest of the country as an awareness like never before? How many people have been to Maine on a vacation and enjoyed having a lobster dinner? This is what we are known for and have always had this image for generations. When you cross the border coming into Maine, the signs say, "The Way Life Should Be." We know there is a lot of compassion for our great state and we are reaching out for it as we speak. Please, if you have ideas or suggestions for getting the support that we need, please send your ideas along to us. My e-mail is dassatt711@yahoo.com. Feel free to contact me at any time as this is very important to all of us.

Please don't misunderstand me, the Maine Fisherman has worked for years to help save the whales and keep them from extinction. We are not the enemy, nor have we ever been. There are a lot more circum-

stances concerning the whales than just our fishermen, such as ship strikes and other things that are out of our hands. We need to make this awareness known and work together with these issues.

We do not want to see our way of life disappear and not be able to continue tradition for the next generations to come. I do not want to sound like a broken record, but how many of us are fourth and fifth generation of fishing families out there? One day, I'd like to ask folks to share pictures of their grandparents and great-grandparents that taught us along the way. We are very proud of these folks, as they are the ones that set our conservation measures that we still enforce to this day. We are also very proud to share our knowledge and conservation methods with the newcomers. There is a great amount of Heritage involved here... let's join together to the best of our ability! Remember the old saying, "United we stand, divided we fall." Take care and stay safe.

Maine Ocean School News

Maine Ocean School Recruiting High School Students and Engaging in Citizen Science

SEARSPORT – Maine Ocean School is pleased to announce their involvement in a citizen scientist project beginning this academic year, which will explore the dynamics of the Penobscot River Estuary. Funded by the National Science Foundation, students will contribute to the research conducted by Lauren Ross, an assistant professor of hydraulics and water resources at the University of Maine.

The Maine Ocean School is a public magnet high school, which incorporates an ocean themed curriculum to provide students with the skills needed for jobs in Maine and on the ocean. In addition, 11th and 12th grade students have the option to pursue more specialized courses and training in the fields of marine science, transportation, engineering, and management. Given the school's status as a magnet school, all residents of Maine may attend free of charge, either in person or virtually. Applications for the upcoming school year can be found at maineoceanschool.org and will be accepted until October 1st.

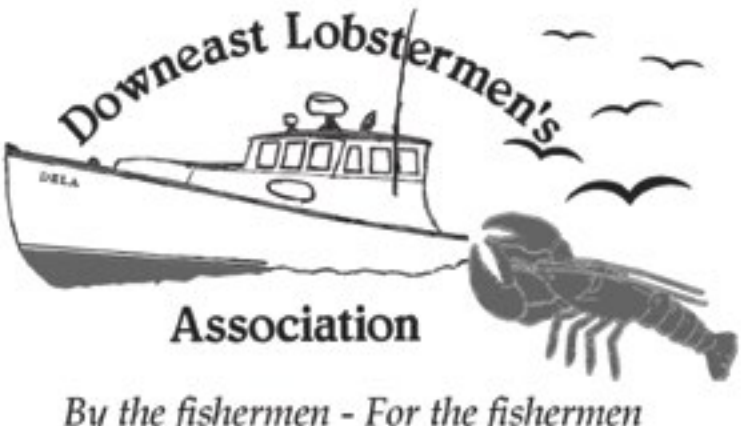
"Maine Ocean School has provided

me with an individualized curriculum, one on one support, a family-like atmosphere, and has helped improve my confidence as a learner. I would highly recommend this high school to anyone interested in the ocean." Hannah Mellor, Maine Ocean School Senior.

In the Penobscot River Estuary Project, students will learn how to support the research with hands-on collection of data from 12 spots along the estuary during this 5-year study. Upon further analysis the students' data will help quantify the mixing process of salt and fresh water in estuaries around the world. At the conclusion of this study, students will understand the differences among estuaries, be able to explain simple tidal and volume conservation theory, as well as utilize data visualization tools.

"This is one of the many wonderful examples of how we incorporate real-world learning at Maine Ocean School. In addition to providing students with employable skills, we value opportunities like that as it encourages students to contribute to the broader ocean community." Kylie Bragdon, Executive Director Maine Ocean School.

Contact: Kylie Bragdon, 207-505-8323, kbragdon@maineoceanschool.org



Downeast Lobstermen's Association

By the fishermen - For the fishermen

"We encourage your support and membership!"

Working together, we can speak as one to maintain our fisheries, working families and working waterfronts.

**PO Box 702
Stonington, ME 04681
207-338-1406 207-322-1924 207-322-1928
www.downeastlobstermen.org**

NEED A ROWBOAT OR KAYAK?



Eric has a great collection of rowboats and kayaks for sale at reasonable prices!

ERIC DOW BOAT SHOP

Builder of Traditional Small Craft. Repair and Restoration.

P.O. Box 7, Brooklin, Maine (207) 359-2277



A FULL SERVICE YARD

**Gasoline • Diesel • Marine Store
Laundry • Showers
Telephone • Ice**

**OUTBOARD SALES & SERVICE
ELECTRONICS INSTALLATIONS
FLOAT & MOORING SERVICE**

LOCATED IN CRADLE COVE WITH GREAT ANCHORAGE

**INSIDE STORAGE SPACE
AVAILABLE
CALL FOR DETAILS**

700 Acre Island, P.O. Box 25
Lincolnville, ME 04849
207-734-2246 • VHF 09

WANTED

**MARITIME BOOKS,
MAGAZINES,
DOCUMENTS
POSTCARDS
and
PHOTOGRAPHS**

**Maine Coastal News
P.O. Box 710
Winterport, Maine 04496
(207) 223-8846**

SHIP MODELS & KITS



Swampscott Dory
This model is simple, quick to build, and makes a lovely display model. Call, write, or e-mail for our catalog of historic ships and local Maine vessels. Custom models & restorations, too!

Since 1905  **Since 1905**

160 E. Main St., Searsport, Maine 04974
1.800.448.5567 • bluejacketinc.com • info@bluejacketinc.com

Commercial Fishing News

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

From the Director -

This is September 12th, twenty years since the 1911 attacks on the Trade Center in New York City. May we never forget. We have also heard the results of the Final Whale Ruling, which has come as a surprise to all of us. We have also started the meetings with the Fisheries Working Group, concerning the windmill research projects. So, where do we go from here?

We, the associations and representatives, have all been diligently working on the concerns of our fishery here in Maine. There is a meeting set for September 14, 2021 at 10:00AM Eastern Time with the topic: DMR Briefing - New NOAA Atlantic Large Whale Take Reduction Plan regulations. As you know, our Representative Billy Bob Faulkingham initiated a letter to President Biden that was also signed by the majority of our representatives and senators, supporting the letter that is asking to rescind the decision of closing an important part of Area 1 during a crucial time of the year for our Maine fishermen which is October thru

January.

At this point in time, there is no specific scientific evidence supporting the presence of whales and or whale entanglements in the State of Maine. So why are we fighting so hard to maintain our livelihoods here? As we all know, Maine fishermen have done everything that we have been asked to do to preserve the endangered whale population. This has been a costly endeavor to adjust to, financially and time consuming as well. We want you all to know that we will continue to represent our fishery and their families.

The next agenda is the windmill research project...which we had another meeting this past week, with testimony from other areas that are trying to co-exist with the windmill projects that are already up and going. These meetings have been very honest and informative. This whole project is not being taken lightly for sure. We also need more scientific evidence of the results of the presence of these giant windmills off of our fishing grounds. Please, what is next?!

We welcome a new member to DELA,

Michael Jennings of Birch Harbor! DELA welcomes new members, new voices and all of the support that is needed to help deal with all of the issues of today. Welcome, Michael and Thank You!

Concerning membership, we are always open for new members and support. Just a reminder, with membership, you will receive the Maine Coastal News in the mail. You also have the opportunity to send in your concerns and letters to share. I'd like to thank the memberships that have been coming in with donations to our Legal Fund. This is especially important at this time and you have all been putting in the extra that is needed to keep our fishery going.

The meetings to start planning the Maine Fishermen's Forum have begun. We are planning the Forum for March of 2022. A lot of people have been asking if there will be a Forum for 2022 and at this point, we are planning it with the idea of trying to move forward. If we don't at least try to plan as usual, each year could turn into two years and so on and so forth...we need to try to return to normalcy if we can.

There is a new publication call The Lobster Newsletter which is produced in collaboration with the Lobster Institute of the University of Maine which is now available for download at [http://www.fish.wa.gov.au/Documents/rock lobster/the lobster newsletter/lobster newsletter v34 no1pdf](http://www.fish.wa.gov.au/Documents/rock%20lobster/the%20lobster%20newsletter/lobster%20newsletter%20v34%20no1.pdf)

Please feel free to download this first issue, with many thanks to the authors for their contributions, this issue has something

for everyone! If you have any problems downloading, please contact Rick Wahle Richard.Wahle@maine.edu or Nick Caputi Nick.Caputi@dpird.wa.gov.au.

We are looking toward a meeting possibly in October. I will keep you all in tune with our scheduling and hope that the Covid Virus does not take over once again. It does seem that no one knows for sure how to plan, but we will do the best that we can to keep moving forward. Please, if you have any questions, contact me at any time. We are happy to answer your questions and concerns. We also try to keep our Facebook site updated for your information. Please take a look, the letter to President Biden is on our Facebook site in its entirety.

Until then, take care and we will keep moving forward the best that we can!

Sheila



Lobster boat TIDEWALKER [Harold Gower 38, formerly owned by Andy Gove of Stonington, her original owner] of North Haven hauling just east of the lighthouse.

JOHANSON BOATWORKS
Full Service Yacht Yard



Rockland, Maine • 207-596-7060
info@jboatworks.com • jboatworks.com

Marine Insurance
An employee-owned company serving Maine people and their boats since 1866.



Allen
Insurance | Financial

NAVIGATING LIFE'S RISKS & REWARDS

Offices in Rockland, Camden, Belfast, Southwest Harbor and Waterville.

AllenIF.com/marine (800) 439-4311
OWNER, VESSEL, FLEET OR CREW

SHIP MODELS & KITS



Call for our catalog, featuring models of historic Maine vessels, like the 1877 schooner CHARLES P. NOTMAN.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567
Online at: www.bluejacketinc.com



Downeast Lobstermen's Association

P. O. Box 702
Stonington, Maine 04681 — dassatt711@yahoo.com

2021 - "Working together"

NAME: _____

ADDRESS: _____

TOWN/CITY: _____ ZIP: _____

PHONE NUMBER: _____ E-MAIL ADDRESS _____

Type of membership:

() Lobsterman/stern man (\$100) yearly License no. _____

() Lobsterman – age 70 & over (\$50)

() Student (\$56) yearly

() Business associate (\$113) yearly

() Avid supporter (\$132) yearly

() Friend of DELA (\$100)

() I wish to support DELA's legal fund _____

() I wish to support DELA's Scholarship Fund _____

We also take Master Card and Visa

Card _____ Expiration date ____/____ Security code ____

Card holder's name (print) _____

Card Holder's signature _____

*Downeast Lobstermen's Association is a qualified tax exempt organization under section 501 (c) (6) of the Internal Revenue Code

Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Pot/Trap Fisheries Regulations to Help Save North Atlantic Right Whales Announced

Modifications to the Atlantic Large Whale Take Reduction Plan address entanglements in fishing gear, one of two leading causes of right whale serious injury and death.

NOAA Fisheries and our partners are dedicated to conserving and rebuilding critically endangered North Atlantic right whales. Their population is declining and has been experiencing an ongoing Unusual Mortality Event since 2017. Today, we are announcing the final rule to modify the Atlantic Large Whale Take Reduction Plan. These gear modifications and other changes will reduce entanglements in fishing gear. The gear modifications required by the rule will go into effect May 1, 2022, which is the start of the American lobster/Jonah crab fishing year. The changes to the seasonally restricted areas will go into effect 30 days after the publication of this rule.

North Atlantic right whale population decline began in 2010 and has accelerated, most notably when 17 mortalities were documented in 2017. A total of 50 right whales have died (34) or been seriously injured (16) from 2017–present primarily due to entanglements and vessel strikes.

Entanglement in commercial fishing gear is a primary cause of mortalities and serious injuries of North Atlantic right whales. We work with the Atlantic Large Whale Take Reduction Team, a group of advisors consisting of fishermen, scientists, conservationists, and state and federal officials. With this rule, we have completed Phase 1 of the modifications to the Atlantic Large Whale Take Reduction Plan to continue to reduce whale entanglements.

What’s New?

The rule modifies regulations for the Northeast lobster and Jonah crab trap/pot fisheries as follows: Modify gear marking to introduce state-specific colors for gear marks and increase the number of gear

markings and areas requiring marked lines; Modify gear configurations to reduce the number of vertical lines by requiring more traps between buoy lines; Require weak insertions or weak rope in buoy lines; Modify existing seasonal closure/restricted areas to allow ropeless fishing; Add two new seasonal restricted areas; and Following changes made by Massachusetts, extend the Massachusetts Restricted Area to add state waters north to the New Hampshire border

Working Together

“The new measures in this rule will allow the lobster and Jonah crab fisheries to continue to thrive, while significantly reducing the risk to critically endangered right whales of getting seriously injured or killed in commercial fishing gear,” said Michael Pentony, Regional Administrator, NOAA’s Greater Atlantic Regional Fisheries Office. “We are grateful to the Take Reduction Team for developing the initial framework, and to the state partners, fishermen, and non-profits who provided thoughtful comments and input that shaped these new regulations.”

North Atlantic right whales are a Species in the Spotlight. The risk of entanglement in lobster and Jonah crab trap/pot fishing gear in U.S. waters is one of the many risks that these whales face. The Team has begun meetings to recommend risk reduction measures for other Atlantic trap/pot and gillnet fisheries which will be addressed in Phase 2. Public scoping is ongoing through October 21, 2021.

We will continue our work to reduce the risks posed by vessel strikes in U.S. waters. We will also continue to collaborate with Fisheries and Oceans Canada and Transport Canada on all matters related to the transboundary reduction of vessel strike and entanglement mortalities and serious injuries of North Atlantic right whales.

Statement from DMR Commissioner Patrick Keliher Regarding the Final Rule to Amend the Atlantic Large Whale Take Reduction Plan

As you know, the Final Rule to amend the Atlantic Large Whale Take Reduction Plan is out. While I am encouraged that NOAA has included some of the zone-specific conservation equivalencies (CEs) in the minimum traps per trawl provision that Maine fishermen worked so hard to develop, I still have serious concerns about other aspects of the rule.

The inclusion of CEs acknowledges the different fishing practices along Maine’s coast and the need to protect fishermen safety. But I am disappointed the CEs we proposed for harvesters outside of 12 nautical miles were not included - this is a region where Maine fishermen expressed serious safety concerns associated with longer trawls and weak points. NOAA’s unwillingness to provide some flexibility outside of 12 nautical miles will put fishermen at risk.

Also, after DMR took the initiative to communicate extensively with NOAA, Maine implemented state-specific gear marking regulations as a proactive measure to address data gaps. NOAA ultimately implemented a gear marking scheme that is significantly different than what was in the proposed rule. This change will not only compound the economic burden on fishermen who previously modified their gear, it also undermines the trust necessary for fishermen to engage in the rulemaking process, and means Maine will think twice about being proactive when it comes to federal rules.

I’m also concerned about the basis for the LMA 1 area closure, which relies on model outputs that lack significant corroborating acoustic or sightings data. In addition, the model’s analysis clearly shows a decline in risk over time within the LMA 1 Restricted Area, which indicates that the benefit to right whales provided by the LMA 1 Restricted Area has decreased over time. An adaptive approach based on continued monitoring would make more sense and have less impact on fishermen.

Another real concern is that denser aggregations of gear outside the restricted area will pose an increase in gear conflict as fishermen are displaced from the restricted area and forced to find new areas to set their gear.

Finally, based on our own analysis of risk reduction from the LMA1 Restricted Area, I strongly believe that NMFS could have been more targeted in their closure.

While the data was clear that an adaptive approach was viable, at the very least the agency could have made this area much smaller.

This process is far from over, and with the support of the Governor we will work directly with Maine’s Congressional delegation to find relief from the burdensome rules and hold NOAA accountable for the science that is used. There are further regulatory changes ahead due to the management framework that was established as part of the Biological Opinion. Over the next decade these changes will pose even greater challenges to this vital Maine industry. I’ll continue to work hard to ensure that federal regulators make use of the best available science and don’t lose sight of the valuable input from Maine lobstermen as this process continues to unfold.

Patrick Keliher, Commissioner, Maine Department of Marine Resources

FREQUENTLY ASKED QUESTIONS - LMA 1 Restricted Area

The following are frequently asked questions and answers regarding the LMA 1 Restricted Area in the recently announced Final Rule to Amend the Atlantic Large Whale Take Reduction Plan. These answers are DMR’s interpretation of the rule. For more information, call NOAA’s Greater Atlantic Regional Fisheries Office at (978) 281-9300.

Where is the LMA 1 Restricted Area? The Restricted Area is in offshore LMA 1, spanning lobster zones C, D, and E. The lat/long for the corners of the closure are as follows. A chart of the Area is below: Longitude/Latitude: -69° 36.77’ W/43° 06.00’ N; -68° 21.60’ W/43° 44.00’ N; -68° 17.27’ W/43° 32.68’ N; and -69° 32.16’ W/42° 53.52’ N.

When does the LMA 1 Restricted Area go into effect? The LMA 1 Restricted Area will annually be in effect from October 1st through January 31st. In 2021, the start date will be 30-days from publication of the final rule in the federal register. As of September 3rd, the final rule has yet to be published in the federal register, yet we expect it to be published shortly. As a result, the closure will go into effect at some point during October 2021, but after October 1st.

What does the LMA 1 Restricted Area mean for fishermen? Trap/pot fishermen will be required to move gear outside of the



www.mainebuiltboats.com

Boattalk

The call-in radio show for people contemplating things naval

on WERU-fm Blue Hill 89.9 streaming and podcasting at weru.org and on the WERU app. live every second Tuesday of each month 4-5pm

Local boating news, interesting guests, and your input too. Call-in live and join the conversation or just roll with the flow on the nautical radio show without piers. Non-commercial community supported radio. Thanks for your support.



Luke's Boatyard

Storage/Repair * Feathering Propellers * Storm Anchors

Full Service Boat Yard

15 Luke's Gulch, East Boothbay, Maine 04544

(207) 633-4971

www.PELuke.com

Otis Enterprises Marine



World-Class Finish - DownEast Dependability
www.otisenterprisesmarine.com

LMA 1 Restricted Area prior to the restricted period.

Where can fishermen move gear with buoy lines? Trap/pot gear removed from the LMA 1 Restricted Area may be placed according applicable statute. If you are only federally permitted to fish in LMA 1, gear must be kept within LMA 1. Per Maine regulations, Maine lobster license holders may only fish up to 49% of their traps in another zone. A second zone tag must be affixed to a fisherman's traps when fishing those traps in a zone other than their declared lobster zone.

Im hearing ropeless fishing is allowed in the LMA 1 Restricted Area. What does this mean? Ropeless fishing refers to fixed gear fishing without the use of persistent buoy lines to mark and retrieve gear. It can include the use of timed or remotely controlled technology to release floating devices or stored buoy lines to retrieve trawls.

The closure restricts trap/pot fishing that uses persistent (traditional) buoy lines. As a result, it is possible to fish with ropeless gear within the closure only if you meet specific requirements.

What requirements do I have to meet for ropeless fishing? To fish within the LMA 1 Restricted Area with ropeless gear, fishermen must first obtain an Exempted Fishing Permit (EFP) from NOAA.

To be eligible for an EFP, fishermen must meet several criteria including: Use only acoustic release systems. Using these systems, fishermen must be within a close distance of the gear in order for the signal to be received and the line released, which minimizes the time the line spends in the water column unsupervised. Use technology that

has been tested elsewhere under comparable environmental conditions. Have previous experience using these new technologies. Coordinate with other EFP holders and the mobile gear fleet to minimize gear conflicts. May be subject to additional reporting or monitoring requirements for enforcement purposes.

Information about obtaining an EFP can be obtained by contacting the Greater Atlantic Regional Fisheries Office (GARFO) at: (978) 281-9315 or nmfs.gar.researchpermit@noaa.gov.

Six Ways Fishermen Keep Shark Fishing Sustainable

NOAA Fisheries relies on partners like fishermen to help keep U.S. fisheries sustainable. Check out the top six ways fishermen help us maintain a sustainable shark fishery.

U.S. shark fisheries are among the most sustainably managed commercial and recreational fisheries in the world. Here are six things fishermen do to help help us maintain a sustainable shark fishery:

1. Have the Proper Permits: Fishermen need a federal fishing permit to fish for sharks. These permits, issued by NOAA Fisheries, help us communicate and enforce regulations and monitor how many sharks are caught.

2. Follow Bag and Size Limits: Commercial fishermen follow annual catch limits, gear restrictions, closed areas, and retention limits when fishing for sharks. The recreational shark fishery also has bag and size limits. These limits maintain the sus-

Continued on Page 19.

Kate's Custom Sewing

207-289-2102
Owls Head, ME



Cushions Covers

Marine Canvas

Other design ideas or projects? Let's talk!

www.KatesCustomSewing.com

kate@katescustomsewing.com

Instagram: /katescustomsewing

Facebook: /katescustomsew

FINESTKIND BOATYARD
11 Bristol Way, Hargisville, Maine

- ★ Full Service Boatyard
- ★ Indoor/Outdoor Storage
- ★ Custom Finish Work
- ★ Carpentry & Machine Shop

MEMBER **ABYC**
Setting Standards for Safer Boating

WWW.FKBY.COM (207) 833-6885 (800) 889-6885

Xseries — Acrylic Topcoat X

Coming Soon

A New Era of Acrylic Topcoats

The newest addition to the ALEXSEAL® product portfolio, combining excellent gloss with exceptional flow — coming soon to your local distributor.

Instagram: instagram.com/alexsealpaint
Facebook: fb.com/AlexsealYachtCoatings

WWW.ALEXSEAL.COM

ALEXSEAL
Yacht Coatings

Bamforth Marine

163 Orion St.
Brunswick, ME 04011
Phone 207-729-3303
Fax 207-729-0027

www.bamforthmarine.com email: salesandservice@bamforthmarine.com

Gary Favreau - Scott Favreau

EVINRUDE E-TEC
SUZUKI MARINE
MARITIME
LOADRITE

DYSART'S GREAT HARBOR MARINA
Full service marina in the heart of the Acadia National Park

West Marine · Maine Point Embroidery · WiFi · Hinckley Yacht Service
Little Notch Bakery & Cafe · Diesel · Ethanol Free Gas · Mail and Fedex ·
Yacht Provisioning · Alongside Floating Docks · Inside/Outside Boat
Storage · Shoreside Accommodations · Upper Deck Seafood Restaurant

Tel: (207) 244 0117 · www.dysartsmarina.com · VHF Channel 9
No. 11 Apple Lane · PO Box 1503 · Southwest Harbor · Maine · 04679

Boat And Ship Yard News



This is HAWKEYE II, a Mussel Ridge 46, finished out as a sportfisherman for a customer in New York by Samoset Boat Works of Boothbay. See full write up on Page 18.

Front Street Shipyard Belfast

There is no question that being busy is an understatement.

The waterjet is up and running and the work from numerous Maine companies is piling up. They have been working with architects and boatbuilders cutting all kinds of interesting items. They are working with one company who builds fiberglass panels, but they cannot cut angles and the waterjet can. I thought this would move to its own building, but JB Turner, who heads the yard,

said no. Adding that it had been bolted to the floor and a large garage door had been added to allow easy access. They presently are mostly doing in-state work, but because this is the biggest waterjet in New England, one can bet companies south of our border will be coming soon.

At the yard are a number of Nordhavns. In the paint bay is the 55-foot MARRY ME having her hull painted and they just completed painting the hull of the 96-foot MACGUFFIN. The 76-foot TRIXIE was in for general maintenance.



This is a view of the galley on the Gloucester fishing schooner ERNESTINA-MORRISSEY, which is being restored at Shipyard at Boothbay Harbor, Bristol Marine.

PRINCESS KHLOE, a 76-foot Leopard catamaran is in for a full paint, top to bottom, which they are readying for the paint bay.

Just out of the paint bay was the 60-foot MISCHIEF, which is also getting a new keel, rudder and interior upgrades. JB also said that he had just met with someone that could machine a new bulb for her.

THING FISH, Mussel Ridge 46 sportfisherman, which was just finished, is in to have a larger generator installed, turn the live well tanks into fuel tanks for more fuel capacity and numerous other small changes.

J SEAS, a 50-foot sportfisherman from the Cape, is in for new engines. These are being installed and she will be heading south mid-fall.

The Holland 30, which will be powered with an outboard, is nearing completion. She should be over mid-September.

They are also building a Hunt 41. The hull is done and they are now working on the interior. The deck is scheduled to be started the middle of September. This boat is due to be launched early next spring.

The Deerfoot 62 will be delivered this fall after being totally refurbished.

For other work: one of the Belfast tugs is up having her stern repaired and full paint; an Alden schooner was in for paint; SCOUT II was in for transmission work; the 151-foot PIONEER, which was refurbished last winter will be back for maintenance; and SUNBEAM will be back for paint and general maintenance.

This summer there were a number of transient boats coming in, many having found the bottom. Presently there are two sitting in the yard waiting for fiberglass repairs. The problem is the fiberglass workers are booked solid in Bucksport building new hulls for Holland, SW Boatworks, Sargent, Brackett and Pro-Glide.

MINNOW, a Doggersbank 82, may be coming back this fall for hull plating work. The also expect to see the 92-foot First Flight sailboat, which needs maintenance work. The Nordhavn BLOSSOM will be coming in for solar panels. A Gunboat 48 has arrived and she will be getting new generators, solar panels, bow thruster and other work.

The 126-foot steam yacht CANGARDA's owner, who summered on Islesboro, passed away in July and she is hauled up at the yard and is for sale.

As for storage they are getting two to four calls a day, but they are booked solid.

Some interesting news is that they wanted to put solar panels on the roof of their new building, but CMP did not have the capability to handle it. However their property in northern Belfast operates off a different sub-station so they will be putting 743 solar panels up there. This is expected to cover about 40 to 50 percent of their electrical use per year.

Morgan Bay Boats Frankfort

In the centre bay they are finishing out a Morgan Bay 43 as a Coast Guard certified

Boricua Custom Boats
917 US Route 1, Steuben, Maine (at Kennedy Marine)
(207) 540-5025

www.boricuacustomboats.com

Photo Anne Blanchard

Photo Anne Blanchard

From winning races to cruising or power boating use Hallett Canvas & Sails to get you there. **Made in the USA.**

Still time to winterize your canvas and sails

- Wash, Check & Repair (In house)
- Clean & Waterproof (Canvas)
- Repair & Store Only
- Wash & Store Only

HALLETT CANVAS & SAILS
215 Foreside Rd, Falmouth, Maine
(207) 781-7070 (800) 639-9907
www.hallettcanvasandsails.com
www.h2ube.com

C&C
Machine

- Complete Engine Rebuilding, Engine Balance, Crank Welding/Grinding, Pressure Testing, Cast Iron/Alum Crack Repair
- Custom Machining Fabrication of Steel, Aluminum, Stainless
- Steel, Aluminum, and Stainless Inventory & Gas Welding Depot

667-6910
Over 20 years in Business
328 Bucksport Rd., Suite 1, Ellsworth
Monday - Friday



Schooner EROS, originally built as JEANRY in England in 1939, based on the Grand Banks fishing schooners. She has an interesting history which you can find on her website.

charter boat for a customer from Montauk, New York. Her accommodations include a V-berth, quarter berth on the port side, and a freezer. In the main cabin is a settee, small galley and a head, which is accessed from the cockpit. She is powered with a 750-hp John Deere diesel. She is about 80 percent complete with trim and final system hooks ups to do. She will be finished mid-Fall, but will probably not be launched until next spring.

In the next bay is another Morgan Bay 43, which was finished out as a sportfisherman for a customer from Connecticut. She is

in to have the angle of her lower spray rails changed and some other minor upgrades.

The Morgan Bay 43 is an excellent design. She is slippery in the water, a good sea boat and can be used as a commercial, sportfish or pleasure boat. However, they have a new design coming. The Morgan Bay 47 plug is coming along at Penobscot. The lines are based on the 43 and they are going to raise the sheer 6 inches and widen her slightly above the waterline. The top will be totally redesigned and a new mould made.

Continued on Page 18.

VIKING SHIP Draken

The only boatyard you'll ever need

- Emergency Haulout Services
- Full Service Rig Shop
- Repowering power & sail
- Service All IB & OB Engines
- 300-ton Travelift • 150-ton Travelift
- Fiberglass & Paint Shop
- Woodworking • Systems & Design
- Storage-Inside & Out (power & sail)
- Producer of Maine Boatbuilders Show and Maine Small Craft Celebration
- NEW online parts shopping www.shopportlandyacht.com

WESTERBEKE
Engines & Generators

PLATINUM
CERTIFIED

SUZUKI
MARINE

YANMAR

VOLVO
PENTA

PORTLAND
SHIP
YARD

PORTLAND
YACHT
SERVICES

100 West Commercial St. • Portland, ME 04102 • 207-774-1067 • www.portlandyacht.com

HEWES &
COMPANY

PO Box 599 • 419 Ellsworth Road • Blue Hill Maine
www.hewesco.com gardner@hewesco.com

CNC machined bulkheads and moulds
Cabinetry, varnish, & Corian
for the marine industry

“If there is magic on this planet it is contained in water.”

— Loren Eisley

PowerProducts
"THE POWER SOURCE"
SYSTEMS, LLC

Complete engine packages for new builds and repowers

VOLVO PENTA

Portland, ME Wakefield, MA Cranston, RI
Drew Weaver (978) 821-9826 dweaver@powerprodsys.com
Joel Rumelhart (207) 632-6868 jrumelhart@nedda.com

MARINE FINANCING

New Boat Construction • Used Boat Loans
Traps & Gear Loans • Refinancing & Repowering

MFG

MAINE
FINANCIAL GROUP
A Katahdin Trust Company Affiliate

CONTACT: Jim Amabile • 1.800.974.9995
144 US Route One • Scarborough, Maine 04074

MEMBER FDIC EQUAL HOUSING LENDER

Maine's Boatbuilders & Repairers

HOLLAND'S BOAT SHOP, INC.



Mill Lane, Belfast, Maine 04915 • (207) 338-3155

CUSTOM WOODEN BOATBUILDING & REPAIR
SINCE 1973



**Richard Stanley**
CUSTOM BOATS

PO Box 275
13 Little Island Way
Bass Harbor, ME 04653

207.244.3795
www.RichardStanleyBoats.com
richard@richardstanleyboats.com



- 24'x24'x85' Professional Spray Booth
- 50 & 75 Ton Travelift
- Mobile Crane Service
- Complete Fabrication/Fiberglass Repair Facility
- Slips - Mooring - Fuel
- Certified Diesel/Outboard Sales & Service
- Local and Long Distance Boat Transport

120 Tillson Ave Rockland, Maine
(207) 594-0400 www.journeysendmarina.com
info@journeysendmarina.com



The Stanley 38

**John Williams**
Boat Company
Boat Building • Service • Brokerage

No corporate culture. No dealer incentives. No focus groups. Just Boats.
207.244.7854 / info@jwboatco.com / www.jwboatco.com
PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, Maine 04660

Home of the Calvin Beal
and Young Brothers Boats



CALVIN BEAL
30 - 34 - 36 - 38 -
42 - 44 - 46

**SW Boatworks™**
MADE IN MAINE
207-667-7427
www.swboatworks.com
swboatworks@gmail.com

YOUNG BROTHERS
30 - 33 - 35 - 38 -
40 - 42 - 45 - 46

YOUR FUTURE
STARTS **HERE**
at The Landing School

Diploma & Degree Programs, plus Short Courses
Wooden Boat Building, Composite Boat Building,
Yacht Design and Marine Systems

OPEN FOR APPLICATIONS NOW



Email brian@landingschool.edu or text 207 467 5012
or call The Landing School at 207 985 7976
to start talking about your future with boats today

THE LANDING SCHOOL 

www.landingschool.edu

Boat And Ship Yard News



This Morgan Bay 43 is being finished out as a charter boat for a customer from New York by Moragan Bay Boats in Frankfort. She will be finished this winter and launched in the spring.



This is a Holland 30 being finished by Front Street Shipyard in Belfast. She will be powered with an outboat and should be in the water mid-September.



This is a Webber's Cove 22 getting refurbished at Kittery Point Yacht Yard. The customer came to the Maine Boatbuilder's Show and asked Maine Built Boats where he could get the work done. MBB gave him a list of options and he picked Kittery Point Yacht Yard in Eliot.

Continued from Page 15.

The trunk will be longer and the windshield will be moved back three or more feet. When finished as a sportsboat she will have state-room forward and another to starboard with a head and enclosed shower to port. Up in the shelter is a settee and galley. They already have one sold with several other people very interested.

There was a bare hull sitting outside for several months, but this was sold and is

being finished off in New York. This finisher is looking to do another 43 when this one is completed.

Samoset Boat Boothbay

Just launched was Mussel Ridge 46, HAWKEYE II, they have been finishing off as a sportfishman for a customer from New York. She is powered with C-18 1000-hp Caterpillar diesel, with a Twin Disc 2.04:1 gear, 3-inch shaft and a ZF variable pitch 34

x 32-inch propeller. For accommodations she has an owner's stateroom forward, bunks to starboard, with a head and enclosed shower to port. Up in the shelter the galley and settee are on the port side with helm and sofa/bunk to starboard. The interior is finished off in Flatten Matterhorn white and trimmed in Sepo. The cabin sole is done with rubber decking by AquaTraction from Minnesota. Under the platform there are three fuel tanks for a total of about 900-gallons. There are also a two fish holds, one that would hold three giant tunas; and a 150-gallon live well. Out in the cockpit there is a hauler, a 70-gallon live well, hydraulic bandit reel, about 30 rod-holders; tuna door and a 41-foot greenstick.

They are now installing trim tabs, raising the waterline and a couple of other minor additions and she should be done and gone by the end of the month.

Presently in the shop is a Mussel Ridge 28, which is being finished off as a fancy lobster boat. They have the shaft tube and forward cabin built, with everything else mocked up ready to go in. She is scheduled to be done by 1 February.

Just moved into the big bay is a Mussel Ridge 42, which is being finished out as a splitwheel lobster for a fisherman from Sedgwick. She will be powered with D-13 700-hp Scania with ZF 500 gear. For accommodations she has V-berth, hydraulic and electronics locker. Under the platform

she will have tankage for crates and a rope locker. She will be done by next summer.

Sargent Custom Boats Milbridge

Just moved into the left bay was a Mussel Ridge 42 hull, which is being finished out as a lobster boat for a fisherman from Lam-oine. She will be a basic boat with a custom top. Accommodations will include a berth and some cabinets, split wheelhouse, lobster tank under the platform and a rope locker. She is powered with a 1,000-hp FPT diesel. They expect to have her finished sometime

DEFINITIONS:



BRIG or BRIGANTINE (brigantine or brig, Fr) a small merchant-ship, with two masts. Amongst English seamen this vessel is distinguished by having her main sail set nearly in the plane of her keel; whereas the main sails of larger ships are hung athwart or at right angles, with the ship's length and fastened to a yard, which hangs parallel to the deck: but, in a brig, the foremost edge of the main sail is fastened, in different places, to hoops, which encircled the mainmast, and slide up and down it, as the sail is hoisted or lowered; it is extended by a gaff above, and by a boom below.

This term is not universally confined to vessels of a particular construction, or which are masted and rigged in a method different from all others. It is variously applied, by the mariners of different European nations, to a peculiar sort of vessel their own marine.



SCHOONER (goelette, Fr.) a small vessel with two masts, whose main and fore sails are suspended by gaffs, reaching from the mast towards the stern; and stretched out below by booms, whose foremost ends are hooked to an iron, which clasps the mast so as to turn therein as upon an axis, when the after-ends are swung from one side of the vessel to the other.

This vessel is generally a fast sailer, and principally employed in trade by those who make speculations where dispatch is requisite.



Mid-Coast Marine

20 Seabreeze Ln Winterport, ME 04496
(207)223-4781 | Midcoast4781@aol.com

www.midcoastmarinemaine.com

Mid-Coast Marine has been in business for over 20 years and is located on the Penobscot River, between Bangor & Bucksport and just a short jaunt to Belfast!

Spring is coming, and Mid-Coast Marine is the perfect place for the “Do It Yourself” boaters!

Call now to hold your spot for winter storage,
Inside and Outside spaces available

Call or e-mail to ask about our pricing!

Boat And Ship Yard News



This is THINGFISH, a Mussel Ridge 42 sportfisherman, is getting several upgrades at Front Street Shipyard in Belfast.

late winter or early spring.

Sargent's recently launched a Dixon 45 (18½-foot beam) split wheelhouse lobster boat for a fisherman from Swan's Island. For accommodations she has double berths forward, cabinets and storage compartments. There are three lobster tanks under the platform, which holds 40 crates. For power she sports an 800-hp V8 MAN, which gives her a top speed of 21 knots and cruise at 16½ knots. Joe Sargent said that the owner is extremely pleased having used the boat

every day since she was delivered.

What is next? They have some 23s being laid up to finish off this winter and there is a Duffy 35, the first boat Joe finished off when he started the business back in 1999, coming in to be lengthened three or four feet. Then outside there is a Calvin Beal 38 that will be coming in for a complete refit. They will be stripping her down to the base hull and finish her off as a basic pleasure/sportfisherman.

MISC. COMMERCIAL FISHING NEWS

Continued from Page 13.

tainability of the shark fishery by controlling the harvest. Minimum size limits protect many juvenile sharks from harvest and ensure they have the opportunity to mature and reproduce.

3. Use Circle Hooks: Fishermen use circle hooks when using their rod and reel or longline fishing gear to catch sharks. Circle hooks increase the chance of hooking a shark in the jaw instead of the gut. This reduces injury to the shark's internal organs and increases their chance of survival when released. A shark that is hooked in the jaw is easier and safer to dehook. The only exception to using circle hooks is when recreational anglers are fishing with artificial lures or flies.

4. Fins Attached: Fishermen land sharks with their fins still attached. This prevents the cruel and wasteful practice of finning, which has been banned in the United States since 2000. Only sharks landed under the strict and sustainable commercial restrictions mentioned above may have their fins removed and sold after landing.

5. Identify Shark Species: Commercial fishermen that use longline or gillnet gear are required to attend Handling and Release workshops where they learn which species they can keep and how to release those that are prohibited (including learning about the best ways to release sea turtles and marine mammals). Recreational fishermen are also trained in Catch and Release Best Practices

so they know how to handle and safely release sharks. There are more than 20 prohibited shark species in the Atlantic and Gulf of Mexico. If a fisherman accidentally hooks a prohibited species, they release them in a manner that enhances survival. Both commercial and recreational fishermen use shark identification guides to help identify which sharks they are catching

6. Report Catch: Fishermen report their catch through various programs, including: Commercial fishing logbooks; Electronic reporting technologies; and Recreational fishing surveys of catch; and Commercial landings are also reported through dealer reports.

Collecting information on catch and landings helps assure the sustainability of the shark fishery. The data from these programs are essential to support stock assessments that determine how much harvest a fishery can support and whether current harvest levels are within sustainable limits.



This is the steam yacht CANGARDA, hauled out at Front Street Shipyard in Belfast and awaiting a new owner.

PENOBSCOT
MARINE MUSEUM

WIN THIS CAR!



1968 Ford Mustang GT Coupe
Donate now and use promo code
MCN20 for 20% more tickets.

scan to enter



NEED TO MOVE YOUR BOAT?

CALL YORK'S BOAT TRANSPORTATION



YORK'S MARINE

11 Gordon Drive
Rockland, Maine 04841

(207) 596-7400
www.yorkmarineinc.com



Fishing access
along the
Kennebunk River

We supply the bait, tackle & boat
you supply the time to relax!

Saco Bay Tackle supplies on site.
For Rent: Power boats, canoes, and kayaks

Call 207-967-3411
or stop by 67 Ocean Avenue

FINAL RESULTS: Long Island and Portland - Year End Results



This is the 2,350-hp turbo-prop engine that Steve Johnson of Long Island will be putting into a Crowley-Beal 33. They figure she will not be ready until next spring.

LONG ISLAND LOBSTER BOAT RACE 21 August 2021 WORK BOATS UNDER 24 FEET.

Race 1 –Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) *Jenily*, Jennifer & Emily Noyes (15 mph); 2) *Whaler*, Max Byers; 3) *Carolina Skiff*, Miles Johnson; and 4) *Eastport Launch*, Jack Spears. **Race 2 –Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Zippin Too*, Jacob Noyes (35 mph); 2) *Zippin*, David Noyes; and 3) ---, Andy Correa. **Race 3 –Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Casco Miss*, Dave Johnston (25 mph); 2) *Delusional*, Ron Pottle; and 3) *Gull*, Marshall Spear.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4 –Class A, Four and Six Cylinder, 24 feet and over: 1) *All Day Long*, Tim Day (20 mph). **Race 5 –Class B, V8, Up to 375 cid, 24 feet and over:** *No Entrants*. **Race 6 –Class C, V8, 376 to 525 cid, 24 feet and over:** *No Entrants*. **Race 7 –Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman; and DNF) *Voop*, Jeremy Saxton. **Race 8 –Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers:** 1) *Downeast Nightmare*, Mark Davis (35 mph).

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9 –Class A, Up to 235 hp, 24 to 31 feet: 1) *Lynn Marie*, Riley Johnson (28 mph); and 2) *Hook & Ladder*, Ralph Munroe. **Race 10 –Class B, Up to 235 hp, 32 feet to 40 feet:** DNS) *Harry & Larry*, Steve Johnson. **Race 11 –Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball (23 mph); 2) *Grasshopper*, Allan Dugas; and 3) *Ruthless*, Bruce Hamlin. **Race 12 –Class D, 236 to 335 hp, 34 feet to 40 feet:** *No Entrants*. **Race 13 –Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Miss Kylee*, Ed Shirley (26 mph); 2) *Audrey May*, Randy Durkee; and 3) *Guilty Pleasure*, Jake Dugas. **Race 14 –Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Blue Dolphin II*, Cameron Murphy (20 mph); 2) *Carl & Co.*, Craig Stewart; and 3) *Donna Elaine*, Harold Stewart. **Race 15 –Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Entrapment*, Tom Cloutier (25 mph); and 2) *Special J.*, John Shusta. **Race 16 –Class H, 436 to 550 hp, 36 feet to 40 feet:** *No Entrants*. **Race 17 –Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (33 mph); and 2) *Misty*, Chris Smith. **Race 18 –Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Gold Digger*, Heather Thompson (34 mph); and 2) *Delusional*, Allan Dugas. **Race 19 –Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *Maria’s Nightmare II*, Jeremy Beal (39 mph); and 2) *Blue Eyed Girl*, Andrew Taylor. **Race 20 –Class L, 901 hp and over, 28 feet to 40 feet:** *No Entrants*. **Race 21 –Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (23 mph); 2) *Pull n’ Pray*, Justin Papkee; and 3) *One More*, Cody Stewart. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard; 2) *Five Stars*, Chip Johnson; 3) *Temptation*, Wayne Clemons; 4) *Sand Dollar III*, Scott Dugas; and DNS) *Lina Rose*, Jim Barclay. **Race 23 –Class N, 40 feet and over, 751 hp and over:** 1) *Whistlin’ Dixie*, Andy Johnson; 2) *Jacalwa*, Marshall Spear; 3) *Sea Fever*, Jed Spear; and 4) *Bailey & Bella*, Keith Jordan. **Race 24. Class O. Non-working boats, any length, any horsepower:** *No Entrants*.

Race 25 –Wooden Boat Race, up to 35 feet 11 inches: 1) *Grasshopper*, Allan Dugas. **Race 26 – Wooden Boat Race, 36 feet and over:** 1) *Sand Dollar III*, Scott Dugas; and 2) *Delusional*, Alan Dugas.

Race 27 – Boats Built by Johnson’s Boat Yard: 1) *Casco Miss*, Dave Johnston; 2) *Lynn Marie*, Riley Johnson; 3) *Blue Dolphin II*, Cameron Murphy; 4) *Bailey & Bella*, Keith Jordan; 5) *Special J.*, John Shusta; 6) *Pull n’ Pray*, Justin Papkee; and 7) *Adeline Dawn*.

Race 28 – Royal River Boat Yard Race: 1) *Jacalwa*, Marshall Spear; 2) *Sea Fever*, Jed Spear; 3) *Carl & Co.*, Craig Stewart; 4) *Guilty Pleasure*, Jake Dugas; 5) *Donna Elaine*, Harold Stewart; 6) *Grasshopper*, Allan Dugas; 7) *Domination*, Lee MacVane; 8) *Delusional*, Alan Dugas; and 9) *Sand Dollar III*, Scott Dugas. **Race 29 –Gasoline Free-for-All:** 1) *Downeast Nightmare*, Mark Davis; 2) *Foolish Pleasure*, Mark Freeman; and 3) *Voop*, Jeremy Saxton. **Race 30 –Diesel Free-for-All:** 1) *Blue Eyed Girl*, Andrew Taylor; 2) *Maria’s Nightmare II*, Jeremy Beal; 3) *Gold Digger*, Heather Thompson; 4) *Jacalwa*, Marshall Spear; 5) *Alexsa Rose*, Matt Shepard; 6) *Ruthless*, Bruce Hamlin; 7) *Grasshopper*, Allan Dugas; and 8) *Special J.*, John Shusta.

Race 32 – Fastest Lobster Boat: 1) *Maria’s Nightmare II*, Jeremy Beal; 2) *Blue Eyed Girl*, Andrew Taylor; 3) *Gold Digger*, Heather Thompson; and 4) *Grasshopper*, Allan Dugas.

PORTLAND LOBSTER BOAT RACES 22 August 2021 WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: *No Entrants*. **Race 2 – CLASS B** Inboards, outboards or



Fourth in Work Boat Class A was EASTPORT LAUNCH [Eastporter 22; 25-hp], Jack Spear of Yarmouth.

outdrives, 31 to 90 hp: 1) ---, Andy Correa. **Race 3 – Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Casco Miss*, Dave Johnston.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4 – Class A, Four and Six Cylinder, 24 feet and over: *No Entrants*. **Race 5 – Class B, V8, Up to 375 cid, 24 feet and over:** *No Entrants*. **Race 6 – Class C, V8, 376 to 525 cid, 24 feet and over:** *No Entrants*. **Race 7 – Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman (40 mph); and 2) *Fuelish Decision*, Keith Ivers (27 mph). **Race 8 – Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers:** *No Entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9 – Class A, Up to 235 hp, 24 to 31 feet: 1) *Lynn Marie*, Riley Johnson (28.5 mph); 2) *Relentless*, The Dyers (16.4 mph); and 3) *Grammie Annie*, John Carroll (16 mph). **Race 10 – Class B, Up to 235 hp, 32 feet to 40 feet:** 1) *Lil’ More Tail*, Kurt Brown (13.5 mph). **Race 11 – Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball (27 mph). **Race 12 – Class D, 236 to 335 hp, 34 feet to 40 feet:** *No entrants*. **Race 13 – Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (34.8 mph); and 2) *Excavator*, Eddy Apon. **Race 14 – Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Blue Dolphin II*, Cameron Murph (29 mph). **Race 15 – Class G, 436 to 550 hp, 28 to 35 feet:** *No Entrants*. **Race 16 – Class H, 436 to 550 hp, 36 feet to 40 feet:** *No Entrants*. **Race 17 – Class I, 551 to 700 hp, 28 to 35 feet:** *No Entrants*. **Race 18 – Class J, 551 to 700 hp, 36 feet to 40 feet:** *No Entrants*. **Race 19 – Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *Maria’s Nightmare II*, Jeremy Beal (49.9 mph). **Race 20 – Class L, 901 hp and over, 28 feet to 40 feet:** *No entrants*. **Race 21 – Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope; 2) *Pull n’ Pray*, Justin Papkee; 3) *New Ledge*, Parker Poole. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard (36 mph); and 2) *Temptation*, Wayne Clemons (31 mph). **Race 23 – Class N, 40 feet and over, 751-hp and over:** 1) *Jacalwa*, Marshall Spear. **Race 24. Class O. Non-working boats, any length, any horsepower:** *No entrants*.

Race 25 – Wooden Boat Race, up to 35 feet 11 inches: 1) *Grammie Annie*, John Carroll (13.8 mph). **Race 26 – Wooden Boat Race, over 36 feet:** 1) *Sand Dollars III*, Scott Dugas (24.6 mph).

Race 27 – Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman (38.9 mph); and 2) *Fuelish Decision*, Keith Ivers (27 mph).

Race 28 - Diesel Free for All: 1) *Maria’s Nightmare II*, Jeremy Beal (50.1 mph); 2) *Alexsa Rose*, Matt Shepard (34 mph); 3) *Jacalwa*, Marshall Spear (33 mph); 4) *Lynn Marie*, Riley Johnson (28 mph); and 5) *Sand Dollars III*, Scott Dugas.

Race 29 - Fastest Lobster Boat: 1) *Maria’s Nightmare II*, Jeremy Beal; and 2) *Foolish Pleasure*, Mark Freeman.

Year End Results

GAS POWERED WORK BOATS 24 FEET AND UP

Gasoline Class A – 4 & 6 cylinder 24 feet and over:

	Total Points
1) <i>Cindy Jen</i> , Jon Johansen	50

Gasoline Class B - V-8 up to 375 cid, 24 feet and up:
No entrants

Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:

1) <i>Black Diamond</i> , Lindsay Durkee	50
--	----

Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over.

1) <i>Foolish Pleasure</i> , Mark Freeman	50
---	----

Gasoline Class E - V-8, Over 525 cid, 28 feet and over, superchargers/Turbos.

1) <i>Downeast Nightmare</i> , M. Davis	49
2) <i>Little Girl</i> , Shawn Alley	30

DIESEL POWERED WORK BOATS 24 FEET AND UP

Diesel Class A - Up to 235 hp, 24 to 31 feet:

1) <i>Lynn Marie</i> , Riley Johnson	30
--------------------------------------	----

Diesel Class B - Up to 235 hp, 32 feet and over:
No Entrants

FINAL RESULTS: Long Island and Portland - Year End Results



In Diesel Class A HOOK & LADDER [Holland 30; 210-hp Cummins], Ralph Munroe gets second and LYNN MARIE [Sisu 26; 235-hp Isuzu], Riley Johnson slid over in first.



CARL & CO., Craig Stewart and DONNA ELAINE, Harold Stewart heading for the finish line in Diesel Class F. They would finish second and third respectively.

Diesel Class C - 236 to 335 hp, 24 to 33 feet:

- 1) *Miss Attitude*, Adam Kimball 50
- 2) *Venom*, Steven Osgood 30

Diesel Class D - 236 to 335 hp, 34 feet over:

No Entrants

Diesel Class E - 336 to 435 hp, 24 to 33 feet:

- 1) *Audrey May*, Randy Durkee 50

Diesel Class F - 336 to 435 hp, 34 feet and over:

- 1) *Aiden Mariner*, Winfred Alley 50
- 2) *Rich Endeavor*, Coyln Rich 36

Diesel Class G - 436 to 550 hp, 28 to 35 feet:

- 1) *Right Stuff*, Dana Beal 50

Diesel Class H - 436 to 550 hp, 36 feet and over:

- 1) *Melynda M.*, William Coombs 50
- 2) *First Team*, Travis Otis 44
- 3) *Risky Business*, Kyle Look 35

Diesel Class I - 551 to 700 hp, 28 to 35 feet:

- 1) *Lil' Lisa Marie*, Gary Genthner 50
- 2) *Misty*, Chris Smith 47

Continued on Page 22.

BUSINESS FOR SALE

Owner is retiring

Become a dealer for Suzuki, Smokercraft Boats and Venture trailers. Over two acres of land, building with office, salesroom and shop. For just \$375,000 you can own this going business. Owner will assist buyer to learn the business.

Rockland Harbor Marine, 55 Gardner Rd., Rte 90, Warren, Maine
(207) 596-0706 Email: rockhrbmarine@aol.com

International Maritime Library

New Version 3 Now Online @ internationalmaritimelibrary.org

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

CHECK IT OUT AND LET US KNOW WHAT YOU THINK!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentiniel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals.

To make this happen we need support, please help us do more!

I want to join

- | | | | |
|---|------------|-------------------------------------|----------|
| <input type="checkbox"/> Admiral of the Fleet | \$1,000.00 | <input type="checkbox"/> Captain | \$100.00 |
| <input type="checkbox"/> Admiral | \$500.00 | <input type="checkbox"/> Lieutenant | \$50.00 |
| <input type="checkbox"/> Commodore | \$250.00 | <input type="checkbox"/> Midshipman | \$25.00 |

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Send to:

The International Maritime Library, P.O. Box 710, Winterport, Maine 04496

Dedicated to the Preservation of Maritime Writings

Lobster Boat Race Season Concludes at Long Island & Portland



The real big battle of the day was between MARIA’S NIGHTMARE II, Jeremy Beal of Jonesport and BLUE EYED GIRL, Andrew Taylor of Southport.

Continued from Page 1.

There was one entrant, HARRY & LARRY [34’ Dragger, 175-hp] Steve Johnson of Long Island, in Class B (Up to 235 hp, 32 feet to 40 feet), but she developed an issue just before the races and did not start. Three boats were on the line for Class C (236 to 335 hp, 24 to 33 feet) and the winner was MISS ATTITUDE [Holland 32; 265-hp John Deere], Adam Kimball of Long Island. She was followed over by GRASSHOPPER [Frost 31’; 260-hp Volvo], Allan Dugas of Yarmouth and third went to RUTHLESS [Mussel Ridge 28; 315-hp Yanmar], Bruce Hamlin. In Class E (336 to 435 hp, 24 to 33 feet) there was another three boats on the line and when the flag dropped MISS KYLEE [Holland 32; 430-hp Cummins], Ed Shirley of Verona Island, lead the way to the finish. This was her first race of the year having developed a severe engine issue before the season began. Second went to AUDREY MAY [Holland 32; 425-hp Cummins], Randy Durkee of Islesboro and third was GUILTY PLEASURE [Mitchell

Cove 32; 380-hp Cummins], Jake Dugas of Yarmouth. In Class F (336 to 435 hp, 34 feet to 40 feet) CARL & CO. [Wayne Beal 36; 405-hp Cummins], Craig Stewart and DONNA ELAINE [Wayne Beal 36; 405-hp Cummins], Harold Stewart were battling it out in the middle of the course, but streaking up the right side of the course was BLUE DOLPHIN II [Crowley 36; 402-hp Caterpillar], Cameron Murphy, who slipped over in first. Second went to CARL & CO. with DONNA ELAINE third. There were just two boats on the line for Class G (436 to 550 hp, 28 to 35 feet) and the win went to ENTRAPMENT [Crowley 33; 490-hp Cummins], Tom Cloutier. LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT], Gary Genthner of Round Pond and MISTY [Crowley Beal 33; 650 hp Scania], Chris Smith of Richmond had been battling all year in Class I (551 to 700 hp, 28 to 35 feet), with LIL’ LISA MARIE getting the wins. As they came up the course they were close, but MISTY just did not have enough to get by and LIL’ LISA MARIE got the win. The dominate boat in Class J (551 to 700 hp, 36 feet to 40 feet) has been



A battle of the brothers, JACALWA, Marshall Spear of Yarmouth and SEA FEVER, Jed Spear for the top spot in the Royal River Boat Yard Race, which went to JACALWA.

GOLD DIGGER [Wayne Beal 36; 675-hp Scania], Heather Thompson of Harrington and today was no different. Second went to DELUSIONAL [38’ John’s Bay Boat, 600-hp Cummins], Allan Dugas of Yarmouth. The real big battle of the day would be between MARIA’S NIGHTMARE II [Wayne Beal 32; 800-hp Nanni], Jeremy Beal of Jonesport and BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania], Andrew Taylor of Southport. In their first meeting of the day in Diesel Class K (701 to 900 hp, 28 feet to 40 feet) the win went to MARIA’S NIGHTMARE II by half a boat length. In Class M(A) (40 feet and over, up to 500 hp) three boats were entered and the win went to OLD SCHOOL [Holland 41; 380-hp Cummins], Chris Pope of Swan’s Island with a speed of 23 mph. He was followed over by PULL N’ PRAY [Wayne Beal 40; 500-hp Hyundai], Justin Papkee of Long Island and third went to ONE MORE [Stanley 44; 450-hp John Deere], Cody Stewart. Five boats were on the line for Class M (B) (40 feet and over, 501 to 750 hp) and it was ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], Matt Shepard of Stonington leading the way. Second went to FIVE STARS [Calvin Beal 42; 650-hp Mack], Chip Johnson of Harpswell followed by TEMPTATION [Young Brothers 40; 730-hp MAN], Wayne Clemons of Harpswell. In the final Diesel race, Class N (40 feet and over, 751 hp and over) it was all WHISTLIN’ DIXIE [Holland 40; 1,000-hp Caterpillar], Andy Johnson of Harpswell.

Sliding over in second was JACALWA [Wesmac 46; 1000-hp Caterpillar], Marshall Spear of Yarmouth with third going to SEA FEVER [Wesmac 46], Jed Spear.

There was just one boat in Wooden Boat A, which was GRASSHOPPER and she raced down with the two boats in Wooden Boat B. GRASSHOPPER crossed the line first, but who was getting first in B? It was close, but SAND DOLLARS III [41’ Johns Bay Boat; 700-hp Caterpillar] Scott Dugas of Yarmouth took it and DELUSIONAL got second.

The two biggest races of the day were for the two boat yard races. The first was Boats Built by Johnson’s Boat Yard, which was easily won by CASCO MISS with LYNN MARIE second. In the Royal River Boat Yard Race JACALWA captured first with SEA FEVER second.

In the Gasoline Free-for-All DOWNEAST NIGHTMARE led the way to the finish with FOOLISH PLEASURE second and VOOP third.

Now came the Diesel Free-for-All and all eyes were on the two lead boats as the blasted their way up the course side by side, but this time the win went to BLUE EYED GIRL, with MARIA’S NIGHTMARE second and GOLD DIGGER third.

BLUE EYED GIRL and MARIA’S NIGHTMARE were back on the line for the Fastest Lobster Boat race. Again, it was a real close battle and at the line it was MARIA’S NIGHTMARE sliding over with



**DISCOUNT POWER TOOLS
CORDED POWER TOOLS
CORDLESS POWER TOOLS
FUELED POWER TOOLS
PNEUMATIC POWER TOOLS
FASTENERS
HAND TOOLS
MATERIAL HANDLING
POWER TOOL ACCESSORIES
SAFETY SUPPLIES
WELDING SUPPLIES**

**Bath Industrial Sales
56 New Meadows Rd
West Bath ME 04530
(207)443-9754 www.bistools.com**

Year End Results

Continued from Page 21.

Diesel Class J – 551 to 700 hp, 36 feet and over:

- | | |
|--|----|
| 1) <i>Gold Digger</i> , Heather Thompson | 50 |
| 2) <i>Easy Money</i> , Nathan Thompson | 27 |

Diesel Class K – 701 to 900 hp, 28 feet and over:

- | | |
|--|----|
| 1) <i>Blue Eyed Girl</i> , Andrew Taylor | 49 |
| 1) <i>Maria’s Nightmare II</i> , J. Beal | 49 |
| 3) <i>Janice Elaine</i> , David Myrick | 45 |

Diesel Class L – 901 hp, 28 feet and over:

No Entrants

Diesel Class M(A) – 40 feet and over, up to 500 hp:

- | | |
|--|----|
| 1) <i>Old School</i> , Chris Pope | 50 |
| 2) <i>Pull N’ Pray</i> , Justin Papkee | 47 |
| 3) <i>Sea Urchin</i> , Alan Knowlton | 40 |

Diesel Class M(B) – 40 feet and over, 501 to 750 hp:

- | | |
|--|----|
| 1) <i>Alexsa Rose</i> , Matt Shepard | 50 |
| 1) <i>Kimberly Ann</i> , Eric Beal | 50 |
| 2) <i>Miss Madelyn</i> , Jason Chipman | 36 |

Diesel Class N – 40 feet and over; 751hp and over:

- | | |
|--------------------------------------|----|
| 1) <i>She’s All Wet</i> , Ken Geiger | 50 |
| 2) <i>Size Matters</i> , Dixon Smith | 45 |

Class O. Non-working boats, any length, any horsepower

No Entrants

Wooden Boats (A) Any hp, up to 35 feet 11 inches).

- | | |
|-------------------------------------|----|
| 1) <i>Cindy Jen</i> , Ann Johansen | 39 |
| 2) <i>Little Girl</i> , Shawn Alley | 30 |

Wooden Boats (B) Any hp, 36 feet and over).

No Entrants

Lobster Boat Race Season Concludes at Long Island & Portland



There were only two boats in the Work Boat Classes so they came down together. CASCO MISS, Dave Johnston would win Class C and Andy Correa’s Boston Whaler won Class B.

a boat length to spare. But wait, the start boat had called a false start. They went back down and again they battled their way to the finish and with the same result, MARIA’S NIGHTMARE first and BLUE EYED GIRL second. Third went to GOLD DIGGER.

PORTLAND LOBSTER BOAT RACES

The Saturday reports from the weather forecasters were calling for the tropical storm to strike the Portland area about mid-day on Sunday. When we concluded the races at Long Island some decided to head home and a few left the following morning. Sunday morning there was fog, but that lifted, but the skies remained threatening. The new forecast was calling for the storm to go inland, wind about 15 knots with rain starting early in the afternoon.

The Portland races raise funds for scholarships for students of fishermen via the Maine Fishermen’s Forum. There was a well-attended gathering at the Island Lobster Company on Peak’s Island on Saturday evening, which netted a lot for the cause. However, the weather forecast chased most of the potential racers away for Sunday’s race and when the sign-ups were done there was just 19 boats entered.

There were only two boats in the Work Boat Classes so they came down together. CASCO MISS would win Class C and Andy Correa’s Boston Whaler, who went air borne several times in the race to reduce drag, won Class B.

There were just two boats in the Gasoline Classes, all in Class D and the win went to FOOLISH PLEASURE. Getting second was FUELISH DECISION [General Marine 26; 425-hp (502) Chevrolet], Keith Ivers.

The Diesel Classes were up next and there were no entrants in Classes D, G, H, I, J, L and O. There were several others with just one entrant and they were combined with another class. Three boats were on the line for Class A and showing the way to the finish was LYNN MARIE. Second went to RELENTLESS [BHM 28; 200-hp Yanmar], Scott Dyer of Westbrook and third was GRAMMIE ANNIE [Frank Day, 1980; 119-hp John Deere], John Carroll. There was just one boat in Class B, LIL MORE TAIL [Calvin Beal 33; 225-hp], Kurt Brown and she ran down with the one entrant in Class C, MISS ATTITUDE. There were two entrants in Class E and the win went to AUDREY MAY, who after finishing headed for home, which was going to be a long ride all the way back to Islesboro. Second went to EX-CAVATOR [Harris 28; 370-hp Cummins], Ed Apon. The winner of Class F was BLUE DOLPHIN II. MARIA’S NIGHTMARE stayed, but unfortunately BLUE EYED GIRL did not return, so MARIA’S NIGHTMARE the only entrant in Class K got the win. There were three boats in Class M(A),

two in M(B) and one in N and they were run together. As they neared the finish line the leaders were JACALWA and ALEXSA ROSE and it was close, but JACALWA gained separation and slid over first for the win in Class N with ALEXSA ROSE getting the win in Class M(B). Next over was TEMPTATION, which took second in Class M(B). OLD SCHOOL was next over and she was the winner of Class M(A). The next two over, PULL N’ PRAY and NEW LEDGE [Stanley 44; 304-hp 871 Detroit], Parker Poole of Falmouth. NEW LEDGE spent more than a year at Royal River Boat Yard being totally refurbished and looked incredible running up the course.

The winner of Wooden Boat A was GRAMMIE ANNIE and in Wooden Boat B the win went to SAND DOLLARS II.

FOOLISH PLEASURE won the Gasoline Free-for-All.

There were five boats on the line for the Diesel Free-for-All and no one was surprised to see MARIA’S NIGHTMARE II get the win. Second went to ALEXSA ROSE with JACALWA third.

We were down to the final race of the day and year, Fastest Lobster Boat, and just two boats were on the line FOOLISH PLEASURE and MARIA’S NIGHTMARE II. This could be a good, race, but the rough conditions might favour MARIA’S NIGHTMARE and it did as she could slide right through the two foot chop.

Threetugs, ANDREW MCALLISTER, ROWAN MCALLISTER and RODERICK MCALLISTER, came out for the Tugboat Races, which ran on the same course. It is always impressive to see these monsters run the course and Portland is one of the only places still holding tugboat races.

In going over the year end results (find following the Results on Page 22) we must commend FOOLISH PLEASURE, AUDREY MAY and ALEXSA ROSE as they had made every race this year. That is not an easy feat. There is a lot of hours involved in getting to and fro and the conditions can at times be trying, even for those on a trailer. In one case, ALEXSA ROSE, it rewarded them with a tie for first place.

Next up is the Annual Meeting and Awards Banquet at Robinson’s Wharf on Southport Island at 1700 hrs. on 16 October. I do not expect any changes to the classes, but maybe a slight change in the rules. Presently, it takes three races to qualify and we count the best of five races if someone competes more than five times. This opens up the possibility of ties, so the board is recommending that we take the six best finishes. Several racers proposed that we offer a pre-season payment for the races. The question is do we charge for all the races or do you get to choose which ones you want to attend and pay for these before the season



Second in Diesel Class A was RELENTLESS [BHM 28; 200-hp Yanmar], Scott Dyer of Westbrook.



Third in Diesel Class A was GRAMMIE ANNIE, John Carroll.



After more than a year being refurbished at Royal River Boat Yard in Yarmouth, NEW LEDGE, Parker Poole of Falmouth, came out and competed in Diesel Class M(A).



Just three tugs, ANDREW MCALLISTER, ROWAN MCALLISTER and RODERICK MCALLISTER, came out for the Tugboat Races

starts. Another suggestion was that we have a long distance race, which has been discussed before. There are not many options if tied to the current race schedule unless this is on an off weekend. However, the thought was a Boothbay to Rockland Race, which

if we stayed outside would not create any hassles with the finish off the Breakwater at Rockland. Is this a free-for-all or do we have classes? It is all up to the members and what they would like to do.

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

23 May
Page 5.
The Bay View House, Camden, has been purchased by Wiliston Grinnell for many eyars proprietor of the popular Searsport House, Searsport.

Sans Stanley, proprietor of the Stanley House at Southwest Harbor, intends to enlarge the hotel by the addition of a large annex the coming season.
The hotel at Northport is soon to be opened and Mr. Henry Brown of Newburg will take charge. He will be assisted by Mr. Charles Thompson, of Bangor.

A party of Baltimore gentlemen have purchased Clapboard Island, Casco Bay, and will proceed to beautify it by the planting of tres, laying out parks and drives.
The Tarratine House, Hancock point, has been leased for a term of years by Mr. Martin, of Franklin, who will have the house in readiness for guests by June 10th.

It is stated that Hon. Frank Jones will soon be made president of the Frenchman’s Bay Land Co. Col. Charles H. Lewis, now President will remain on the Board of Directors.

The popular summer Acadian Hotel at Castine will be open for the season of 180 about June 23, under the charge of Will A. Walker, who was connected with the house last year.

The Ottawa House, Cushing’s Island, Portland Harbor, will open under the magement of M. S. Gibson, it popular landlord, on June 25. The Cape Cottage will open under the charge of B. C. Gibson the same date.

The popular Casco Bay House on Long Island, Casco Bay, will be run this season by Clement & Mitchell. The house will be opened the first week in June. Mr. Leander Clement will have charge of the boarding department, and Mr. Mitchell of all parties.

Work has commenced on the construction fo the new hotel at North Lubec, for the North Lubec Improvement Co., a company formed by non-residents, who are associated with the work of the Y. M. C. A. in several New England cities. The bulding will be 130 feet long and 36 feet wide, two stories with Mansard roof and will contain 53 rooms for guests. The location of the building is one of the pleasantest and most sightly in the whole Passamaquoddy district. With the facilities this new hotel will afford for comfort and the unsurpassed attractiveness of its surroundings, the place must rapidly develop into a popular summer resort. Henry Newcomb of

Eastport, who built the Owen at Campobello, one of the most elegantly finished and handsomely designed summer hotels on the Maine coast, is the master builder in charge of the cork of the construction.

A stone figure weighing about a half a tone, and being some four feet high, has been unearthed at Little Diamond Island, Casco Bay, by E. G. P. Smith, keeper of the government depot. It is thought to be an Indian idol, and the attention of the Maine Historical Society has been called to the find.

Page 8.
Commerce and Trade.
The five-masted schooner GOVERNOR AMES is ashore on Nantucket bar.
The Atkinson House-Furnishing Co. have leased a building in Bath and will soon open a branch store there.

In the Bangor produce market jobbing prices are as follows: butter, 16 to 20 c; yellow-eye beans, \$3. to \$3.10; cheese, 11 to 12½ c; fowl, 13c; chickens, 11c; trout, 35c per lb; mackerel, 35c apiece; potatoes, 90c; hay \$9 to \$10 per ton.

The value of Portland’s exports for last week was \$13,748.48. They were 313,770 feet of lumber, 3,750 box shooks, 818 pounds of jute rope, 1,202 yards of cotton goods, 2 cases of merchandise, 16 sacks of glass ware, 3,000 pounds of carriage belts, 12 scales, 6 dozen auger bits. The imports were 13,500 live lobsters consigned to A. L. Johnson.

An arrangement which will be of great benefit to shippers of meats and country produce has been made by the Maine Central Railroad which will run refrigerator cars on through freight trains to Boston from all the principal stations on the lines of the road. Every Tuesday and Thursday refrigerator cars will leave Bangor and all stations as far as Waterville and will not be opened until they arrive in Boston.

The POLLY the oldest schooner afloat, is now in port at Rockland. Captain Isaac Snow, who has been in the vessel for a number of years, and who knows about as much of her history as anybody living, will purchase the craft, rig her with guns to make her look as much as possible like the way she did when she was a privateer in 1812, and exhibit her there during the world’s fair.

Shipbuilding Notes.
Houghton Brothers Bath, have com-

menced work on their 2200 ton ship.
The New England Shipbuilding Co., Bath, has contracted to build a schooner of 1800 tons for Captain Porter, of Orient, LI.
Kelley, Spear & Co., Bath, have taken a contract to build a three-masted schooner of 700 tons for Captain Phinney, of Monument Beach, MA. The keel will be laid at once.

The New England Company, Bath, launched from their yard on Wednesday morning the fine four-The four-masted schooner, EDITH OLCOTT. She measures 1,147 tons, rated A1 for 15 years. F. P. Olcott, President of the Central Trust Co., New York, is chief owner, and George Warren of Barnegat, captain and manager.

The two government cruiser to be built at Bath are to be Bath production in all respects. Not only will the entire gunboats be built there, but work has just been received that the department at Washington has accepted the plans for a boiler, designed by Charles F. Hyde, to be put into these vessels instead of the ones called for in the government contract.

Naval Constructor John B. Hoover, now on duty at the Kittery Navy Yard, has been ordered, in connection with his present duties, to superintend the construction of the hulls of gunboats 5 and 6, at the Bath Iron Works, and will arrive in Bath on June 20. He will divide his time between Bath and the Navy yard at Kittery. Carpenter Edward H. Hay, at present on duty in the Boston Navy Yard, has been ordered to duty at the Bath Iron Works to assist Constructor Hoover.

The shipbuilding interests in Rockland, says a correspondent of the Portland Press, at the present time are more lively than at any period for years past. In George A. Gilchrist’s yard nearing completion is what will be a very handsome three-masted schooner, to be under the command of Captain W. Gower of Sedgwick. The keel was laid a few months ago and is 140 feet in length. The width of beam is 25 and depth 14 feet. She will make her first acquaintance with old ocean about the third of June. Three-fourths of her was recently sold to parties in Lynn for \$23,000. Mr. Gilcrist has three more contracts to fulfil in order, one of which will be a large four-master of 800 tons burden for Captain J. A. Campbell. At Cobb, Butler & Co.’s yard a crew is busily working upon a three-master for Captain D. W. Look. Her dimensions are as follows: keel 145.8, beam 35 and depth 11½ feet. She is a centre-board and will be ready for

launching about July 1st. This enterprising firm will then begin on another three sticker for Captain Farwell, which will be proportioned as follows: beam 35 and depth 12½ feet; also a center-board. At the Snow yard or South Marine railway, the LULA EVERETT, Captain Osmore, is on the stocks being rebuilt and will launch about June 1st. The men here are kept very busy repairing most of the time. Another busy man is Jacob B. Loring, the yacht builder, who has just successfully launched the handsome CARITA. He will soon have completed another handsome yacht for Dr. Haywood of Boston. Her width of beam 8½, and depth 5 feet. About the same time there will be launched by Mr. Loring a steam launch constructed last fall for Mr. C. T. Riddle of Philadelphia.

The Fisheries.
The catch of sardine herring at Eastport, of a size suitable to pack for first-class goods, continues small and there is some talk of closing the factories for a time.
The catch of shad at St. John is unusually large this season, and considerable shipments are made to Boston, and New York markets. On a recent trip the steamer STATE OF MAINE had among her freight from St. John, 500 barrels of fresh shad for Boston.

SPECIAL SUPPLEMENT – Portland
May 30 1890
The Metropolis of Maine.
Portland on Fair Casco Bay.

The Business Houses and Manufacturing Establishments That Make Her the Trade Centre of Northern New England.
The City of Portland has a very interesting history but our space does not allow us to say anything of the past. That is settled. The present and the future is ours. Progress is a divine law and it prevades everything. All intelligent persons everywhere know what has been accomplished vy science, learning and invention during the past 100 years, the past 50 years and so on down to the year 1890. The onward march of light, invention, and intelligence was never so rapid as at the present time and as regards material development the “Golden Age” in that regard is certainly fast approaching everywhere. Better, more peerfect and cheaper methods is the order of things to-day and the common wants of life are very easily supplied. A growing love for the esthetic and the desire for summer homes amid delightful scenery is now making a constantly increasing demand for the most inviting spots as vacation or summer homes. Cities are growing up as if by magic in many portions and new business centres are fast being multiplied.

By common consent Maine is now recognized as superior to any portion of the globe for its solid attractions embracing everything that heart can wish. The islands and shore lands around Casco Bay afford unrivalled privileges for fishing, boating, and yachting and are in near proximity to the most beautiful city on the Atlantic coast. From Portland steamboats run to the islands znd the various resorts on the mainland every hour in the day, thus affording all the privileges found to a city of 40,000 inhabitants. One account of the increasing rush to Maine caused by a more general diffusion of knowledge the radius of country within twenty miles of Portland calls for the many millions of capital to be profitable invested here within the next ten years. The rise of land naturally resulting from this fact will put fortunes in the pockets of the pioneers who strke in during the present year. Sioux Falls nor any other growing section offers such brilliant chances for investment. We shall soon draw ten-fold more back from the South and West than we have ever sent out

Louisiana Bait Products, Inc.



Individually Quick Frozen (IQF) Pogie

Oily, salty, Gulf Menhaden has 5 times more oil than Atlantic pogies*



*LSU Ag Center Test results

Buy factory direct

Stable supply and stable pricing

For more info call Shawn Switzer (337) 400-4121

www.getbait.com



MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

there and that has been millions. Form the top of Mount Independence, in Falmouth, visitors may take in at a glance the territory where this money will be invested. The view from the summit of that mountain is even glorious and must be seen for it can not be described in words.

An important manufacturing district is now growing up around the Back Bay where 75 acres of new land are being made and which borders on a channel 300 feet in width with 12 feet of water at low tide. Volumes might be written on this territory if all the geological, mineralogical and other interesting facts concerning it should elaborately be written out. Realization is the only perfect knowledge and those who wish to enjoy the living reality must come and see.

Twitchell, Champliln & Co.

Of all the varied branches of commercial enterprise in our large cities, there is none more important or representative in character, than the wholesale grocery business. Occupying a position, as it does, so closely connected with the daily wants of the people, and upon which we are all so dependent, for the distribution of the necessities of life, most of us are, to a certain extent, fairly well acquainted with the general character and scope of the business; yet through our very familiarity with matters close at hand, we often know but very little really, of the inside working, or extent even of our next door neighbor’s business.

So it was with us, as regards one of the leading houses in this line, until the other day we had occasion to call upon them, to collect a few facts of general information, and were astonished to find a business, which in the variety and extent of its products, is hardly appreciated by the trade of this state, and full as little by the business people of Portland. We refer to the wholesale house of Twitchell, Champlin & Co. Through the courtesy of one of the partners, we were shown over their extensive plant on Merrill’s Wharf, and we do not know when we have spent a more instructive or enjoyable hour.

Concerning the growth of this house, we learned that when they first moved from their old location, they occupied only what is now their main store, but immediately commenced the erection of the huge pile of brick buildings, which now cover a larger part of their wharf, which is one of the longest in the city of Portland. All told, their various, buildings, including the Pine State Oil Works on West Commercial street, which they also own, cover about two acres, with some four to five acres of floor space. As we start from the office, we pass through the sample room, which in all its appointments is equal to any we have ever visited in Boston or New York. From her we passed into the spice packing room, thence by elevator to the upper story, which runs the entire length of the building, 200 feet, and which is filled to the eaves with general merchandise of every description. Descending to the street floor, we pass a large and varied stock of heavy groceries, such as sugar, tobacco, raisins, etc. Here are the shipping and receiving departments, through which pass annually one and a half million dollars worth of merchandise. From here we visited the broom manufactory, just velow, and on the same side of the wharf, occupying a three story building 175x20 feet.

The broom manufactory was most interesting, as, for the first time, we saw the porcess of evolving a broom from the corn, just as it is received form the west. This department, as every other that we saw, is under the efficient management of a superintendent, who is thoroughly familiar with all the details of his business. For th

past year the output of this department was 15,000 doz. Brooms, which, however will be largely increased the coming one. Crossing to the other side of the wharf, down which runs a spur from the main track so that the carloads of goods which are daily received are easily handled at the smallest possible expense, we enter the first of the three large brick buildings which form really one continuous block 363 feet long, with an average width of 40 feet five stories high. Here is a 65 horsepower Corliss engine with double boilers, which furnish power for the nine elevators and all the machinery which extends down both sides of the whare. In the upper stories are the coffee storage, and roasting rooms, which deliver their product fresh from the roasters through tubes to the first floor for packing and shipping. In the second story are the spice mills and extract laboratory and bottling rooms. Here is manufactured the celebrated Neuralgic Anodyne Liniment which now has a large and constantly increasing sale throughout New England.

The next and middle building in the block is six stories high and is exclusively devoted to the canning of all kinds of goods, each in its season. In this department the constant aim is to pack as nice a quality of goods as is possible, and on this basis it can only be a question of a short time, before their goods will have something more than a local reputation. The last building in the block, which has just been completed the past year is wider than the rest by about 30 feet and is devoted to various branches of manufacturing. The top floor 175x60 feet is used for the manufacture of candy of all kinds, chocolate work and fine wafers, being two of the most important branches. Below is a large room fitted up with the most modern machinery for charging and bottling ginger ales and spring waters; also facilities for packing olives, pickles, limes, etc.; below this are the salt rooms, where all kinds of boxed and bagged salts are put up, together with storage for coarse salt in bulk by the cargo. The lower floors are used for the storage of general merchandise, including some 14,000 square feet reserved for molasses. Under the lower half of the building is a basement for curing hams, packing pork, tripe, pig’s feet, etc., which are constantly being received from the west in refrigerator cars. From the basement, extending to the roof, in three sections, with a capacity of 20,000 lbs. of hams, which

is the upper story near it, is a room for the manufacture of sausage. At the end of this wharf is a wooden building 175 feet long, which can be landed direct from the vessel without rehandling.

We now retrace our steps to the office. Where in answer to the query, we learn that this concern employs, all told, including the help at their oil works on West Commercial St., where they store and barrel refined oil, 125 hands. This a large number, and certainly compares favorable with any business of like character in New England. July 1st will see the most progressive step that they have yet taken, the establishment of a branch house in Boston, corner of Bowker and Sudbury streets. They will thus be enabled, between the two stores, to cover the most of New England. The freight on heavy goods has, up to this time, limited their sales to this state, the border of the provinces and parts of New Hampshire and Vermont, so that while their manufacturing facilities have largely increased, their field for sales has not, and they are forced to find a larger market, which they will get by this move.

The present business has grown gradually form one of the smallest on the street, to its present position, of the leading house in its line in New England, though the untiring industry and close application, of its founders and present owners, Messrs. John Q. Twitchell and James P. Champlin. They richly deserve their success, and are worthy of the patronage and support of all our business men, who believe in developing and building up the resources of our state.

Maurice Baker & Company.

Maurice Baker & Co., manufacturers of fine perfumes and flavoring extracts, have within a few years built up in Portland a

large industry giving employment to a large number of people and adding greatly to the business volume of the city. In the year 1879 they commenced business in a small way. At firsts their sales were very limited, in fact merely local, and their place of business at 128 Middle Street, where they occupied but one story was fully adequate for their purposes. Here they continued to do business until its annually increasing demands necessitated a change to more commodious quarters under the Falmouth Hotel. As the quality of their goods became better known they found a ready market not only in immediate vicinity but throughout this entire section of the county.

Something over a year ago the entire management changed hands, at which tine they added machinery of the latest patterns adapted to their business, and have made other decided improvements in putting up their goods, as well as in the manner of conducting their business and it is safe to say that no concern in this country have better facilities for producing the best goods and their style of package excels any we have seen. The present laboratory occupies three floors of the large block 126, 128, 130 and 132 Commercial street where are manufactured the pure extracts of vanilla, lemon, orange, rose, nutmeg, almond, etc., free from any adulteration whatever. Their superior essences of peppermint, checkerberry and paregoric as well as tincture of rhubarb, arnica and ammonia have medicinal qualities of great excellence. Baker’s Universal Balm is a remedy for cramps, pains, and all pulmonary troubles whose virtues are widely known and appreciated.

We were shown the process of manufacturing their Aromatic Jamaica Ginger,

DONATE YOUR BOAT

Good quality boats are wanted to raise funds for the

International Maritime Library

IML is computerizing maritime information for easy online access, but we need to hire help.

For More Information contact: The library at:
PO Box 710, Winterport, ME 04496
207-223-8846
igmatats@aol.com

Nautical & General Books For Sale



Wiscasset Antiques Mall
536 Bath Road, Route 1, Wiscasset

Not just a great collection of nautical books, but also nautical prints and models by Nautical Scribe of Stockton Springs and Maine Coastal News. Also books on various subjects on first floor to right. The Wiscasset Antiques Mall has a wide variety of dealers offering books on all subjects, antique furniture, art work, tools and music. Open seven days a week - Hours 9 AM to 5 PM

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

which was found to be made from the pure Jamacia ginger root, and with such strength of ginger as to make it unavailable for other than medicinal uses. It is very easily distinguished from many vile preparations labelled jamaica ginger and put on the market for the sole purpose of being used as intoxicating drinks. This brand of ginger is now having a large sale, and as its merits become more widely known it will take the lead of all others combined. We can say to all who want a pure jamaica ginger for its medicinal qualities they will fione “Baker’s Aromatic” the article.

In the perfumery department are manufactured all the popular brands, directly from the flower and essential oils. Their special odors are bridal rose and pola lilly. Being very fine and delicate they have earned a well deserved popularity. One attention has often been called to the superior excellence of their violet, lavender and florida waters, which are excelled by none. Maurice Baker & Co. make a speciality of the Vanilla extract, one of the most delicate and delicious flavors, which is so rarely found on the market without adultration of some kind. Nothing but the best quality of vanilla bean is used and as the process of manufacturing the pure article requires nearly a year to bring it to its highest perfection, a large stock, many thousand dollars in value, is is carried in order that the best may be always ready for shipment. We noticed on one floor twenty four huge [????] in different stages of manufacture. Like every other firm instituting a new line of business sin Portland, Maurice Baker & Co. labored for a while, under the disadvantage of an incredulous pubic who were slow to believe that goods manufactured at home could be of as good quality as those made elsewhere. This sentiment has undergone a change and the liberal patronage now accorded them by our people is richly deserved. Every wide awake grocer now retails “Baker’s” extracts and wherever tried and tested they have found favor.

Maurice Baker & Co. are thoroughly imbued with the idea that the only sure way to permanent success is through perfectly pure goods and full values. That they are right is proved by the large and wholesome growth of their business, covering a large part of the United States and some of the foreign countries. They are in daily receipt of letters from dealers in different states praising the quality and style of their goods. Their trade mark is a “shell with a monogram.” All goods bearing this device, with the name of Maurice Baker & Co. can be relied upon as strictly pure.

Zenas Thompson & Br.

Among the industries of Portland that have acquired a world wide reputation is that of its carriages and sleighs, which are surpassed by none manufactured in this county.

And no one has done more to bring this about and sustain this reputation for honest, reliable work, beauty of design and finish, than has the firm of Zenas Thompson & Bro. Their manufactory and sales rooms which are situated on the corner of Elm and Cumberland Sta., only a few doors from Monument Square, consists of a large brick building 100 ft. on Cumberland St., and 84 ft. on Elm St., containing about 33,600 square feet of floor room, well arranged for their manufacturing business, the first floor and a portion of the second being used as sales room. Mr. Z. Thompson, the senior partner, entered the establishment of J. M. Kimball in 1854 as an apprentice and passed through the different degrees of apprenticeship, journeyman, foreman, and finally a partner. In 1872 he purchased the interest of Mr. J. M. Kimball and became proprietor of the business. Mr. Thompson’s motto has

always been a “thing worth doing is worth doing well” and he has always applied it to all his manufacturing. In Fred H. Thompson, the junior member of the firm, is a thorough mechanic and he has a general supervision of the business. The firm manufacture carriages and of all kinds for pleasure driving and family purposes and send them all over the county. Many are built to order for export. They also are dealers in carriages of other than their own manufacture and carry the most complete line of harnesses, whips, robes and stable outfits to be found in the state. Their aim is to give a customer just what will please him and in the;ir large and varied stock one can find just what her wants.

The Portland Company.

The Portland Company, manufacturers of locomotives, marine and stationary engines, are located on the water front in Portland near the Grand Trunk Railway station. The area occupied by their plant is about nine acres and besides this they have a wharf privilege covering three acres, with an average depth of twenty feet of water at low tide. Tracks from the Grand Trunk Railway enter their grounds at several places.

The plant consists of a large machine shop, foundry, boiler shop, blacksmith shop, coppersmith shop, wood working shop, paint shop, besides numerous store houses for patterns and the various kinds of material used. The machine shop is furnished with efficient and modern tools,. The foundry is capable of making fifteen tons of castings per day; and single pieces as heavy as eight tons. The boiler shop, recently refitted, is equal to any in New England in character of the tools and the convenience of appliances. The blacksmith shop, a recently erected building, is first-class in all respects. The other shops are well supplied with efficient tools for their various kinds of work.

The manufactures consist mainly of locomotives and marine engine work, but they also make, and in large quantities, boilers of all kinds, tanks, steam digesters, and various kinds of machinery for the manufacture of wood-pulp and fibre ware, freight and dump cars, snow plows, chilled car wheels, iron and composition castings of all descriptions, architectural iron work, shet iron work, steam reports for canner’s uses, improved steam tilt hammers for forge work, iron forgings for ship work, shafting and geering, and all kinds of heavy and light machienry. Machinery and boiler repairs are done in a large extent.

The company have recently made large additions to their plant and are better prepared than ever to push all their various manufacturers and with a disposition to encourage all branches of their industry and to attract business to Portland.

Portland Stoneware Company.

The Portland Stone Ware Compnay are located on the Back Bay where they have excellent wharfage for shipping by water and also good railroad facilities. Their big factory is a model in everything that relates to the latest improved methods for working in all matters of convenience. They manufacture salt-glazed sewer pipe from two inches in diameter up to 27 inches. This pipe stands A1 on all the leading cities of the country, the largest contracts made have been for this pipe. In addition to this they make a double thick pipe which is used for railroad culverts and this is being generally adopted by all the leading railroads of the county. For other uses where great strength is required it is likewise adopted. They make one mile of sewerage pipe daily and are also large producers of fire brick and fire brick shapes as good as can be made. Their facilities are so large that they can fill any contract at short notice. The terra-cotta smoke

jacks manufactured by this company have been generally adopted by all the leading railroads in the county. The Pennsylvania railroad has over 5000 in use and cannot do without them. They consume 6500 tons of coal yearly and have 125 persons in their employ. They make garden bases some of which are eight feet high and all are invited to call and inspect their works.

Portland Star Match Company.

The Portland Star Match Company organized in 1866 and has been in operation ever since. They started with a new process and machinery on which they owned the patents, which have since been continuously improved. They have a fire proof building 276 x 74, two stories, with brick walls, iron roof and doors, brick and concrete floor, heated by steam and supplied with Sebago water with hose attachment for fire and also a variety of other fire appliances. There are three engines and two boilers. There is a machine shop connected where the machinery is built and repaired. They cut annually over three million feet of pine timber which is mostly brought to the factory by trainload. They employ at the factory about 125 hands and in winter an spring in their lumbering operations, pond and river driving, etc., ast many more, also many teams. The business has increased continually from its start to the present time, demanding frequent enlargements in buildings, machinery and facilities. Their establishment is now the largest, in the county east of Ohio. At present they are being pushed to the utmost capacity of the factory to supply the demand and are contemplating further extension. The goods are standard wherever introduced and have the preference over other brands. They are recognized asx the most reliable match in the market and the safest, no explosive chemicals being used in their composition. Accidents, such as are common with many othr kinds, rarely happens with these.

Portland Water Co.

Under charter of the Legislature, approved February 26th, 1867, The Portland Water Co. was organized April 5th, 1867, for the purpose of supplying the City of Portland with water from Lake Sebago, a distance of seventeen miles. The office of the company is at 33 Plum Street. D. W. Clark is President, George P. Wescott, Treasurer, and E. R. Payson, Secretary.

The water is received into the gate house through a box conduit four feet square, thence through a brick conduit, four and a half feet wide, about five thousand four hundred feet, to the second gate house. From this point the water is delivered into the two main pipes of twenty and twenty-six inches in diameter, respectively. These pipes are of wrought iron, lined by which the water is conveyed through the towns of Standish, Gorham, Westbrook and Deering, to Portland. The supply is direct from the lake by gravitation. A resevoir has been constructed on Bramhall Hill, 167 feet above the tide water, covering an area of one hundred thousand square feet, with a capacity of twelve million gallons. The water is kept fresh and pure by an automatic releif valve, which opens when the pressure is heavy, and discharges a part of the flow of the mains directly into the reservoir. A new reservoir has been constructed on Munjoy Hill, with a capacity of 20,000,000 gallons, which is connected with that on Bramhall Hill and the two, with the 24 inch main supply the low levels of the city. The high levels are supplied direct form the lake, which is 267 fert above tide water at Portland, by the 20 inch main.

Lake Sebago would suffice to supply thr largest city in the world, being of great depth, and 14 miles long by 6 miles wide,

and with its tributary lakelets, more than 100 square miles in superficial extent. The greatest length and breadth of the Presumpscot River basin, in which the lake is situated, is 52 miles long by 18 miles wide, giving an area of over 520 square miles. The estimated receipt of moisture is 51 billion feet per year, while the discharge of the lake is 20 billion and 400 million feet per year, or say 400 million gallons per day. Three and one-half days’ discharge of the lake will supply Portland with wter for one year. Scientific tests have demonstrated that there is less impurity in its waters than in any other lake that has been analyzed in this country.

The length of the conduit from the lake to lower gate-house, 5440 feet. Size 4½ feet by 4½ feet. Capacity, 10,000,000 gallons daily, when the lake is at its lowest point. Length of old main from lower gate-house to st. Stephen’s church, 16 miles. Size, 20 inches. Length of new main from lower gate-house to Ward’s Hill, 4 miles. Size, 26 inches. From Ward’s Hill to junction of Weymouth and Congress Streets, 12 miles. Size, 24 inches. Capacity of old main, 3,474,000 gallons daily; capacity of new main, 5,967,000 gallons daily; total, 9,441,000 gallons daily; length of conduit, 5,440 feet; length of 26 inches main, 18,500 feet; length of 24 inches, main, 63,69; length of 20 inches main, 84,120; total, 171,729 feet or a little more than 32½ miles.

E. M. Lang & Co.

E. M. Lang & Co., Kennebec Street, manufacture wire, drop and stick solder, patent capping irons, dies and presses, and general supplies for canned-goods packers. They make wire segment and drop solder for capping hermetically sealed cans a specialty. E. M. Lang is among the leading inventors of the couuntry, and the article which he makes are covered by nine patents, all of which he is the inventor. He has recently doubled the capacity of his works and the wide world affords him markets, and such are his facilities for producing just such goods as packers need, wherever located, that he defies the competition of any kindred establishments anywhere. Many of his large orders come from Elgin, Illinois, and other localities in the West. His smallest solder drops are so small that it takes 75 to make an ounce, and his smallest wire is scarcely large than a thread of fine silk. These works employ from six to ten men. Mr. Lang has been experimenting during the past two years in developing a method of generating and storing electricity. Sometimes our great railroad lines and ocean steamships will be run by electricity, and we think that Mr. Lang has discovered the true philosophy both for generating and storing the subtile fluid, so as to make it both economical and practical to develop and use this power in any extent required. It is needless to say that we are both desirous and hopeful that the honor of solving this great problem may be won by one of the sons of Maine. His methods are fully covered by patents.

Maddox Wire Belting Company.

The Maddox Wire Belting Company leased the large factory building in Saccarappa known as the Leather board factory and commenced operations the March 15, 1890. They now run eight looms and manufacture belting from two inches to sixty inches in width. This is a Portland invention and has been brought to perfection within the last year. It has been patented in the United States, Canada, England, France, Switzerland, Belgium, Germany and Australia. Their new factory has a capacity to run 125 looms. When completely furnished it will employ 200 hands. This belting is in use in many of the factories throughout New England and is giving universal satisfaction.

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

This is one of the very valuable inventions which has been brought to perfection in Maine the past year and one in which our people can take a laudable pride. The demand for their goods is increasing so fast that their factory when fully stocked can be run full blast.

Belknap Water Motor Company.

One of the most flourishing industries in the city of Portland is carried on by the Belknap Water Motor Company which manufactures the Little Giant Water Motor in several sizes, the Cyclone Coffee Mill, and a Combined Motor and Dynamo. The manufacture of these machines commenced in the smallest kind of a way but has now so increased that it requires a large number of men to turn out machines enough to supply the demand. Belknap's Little Giant Motaors are in use in nearly every city and manufacturing town in the United States, and the power to propel the press on which this edition of 50,000 copies of the INDUSTRIAL JOURNAL is printed is obtained from a Little Giant, No. 12, which is doing admirable execution and far surpassing our most sanguine expectations.

These motors are considered by the water companies as the most practical machine upon the market because they are the most economical in the use of water. The Cyclone Coffee Mill, which is a combined motor and mill in a single case, is unquestionably the finest power mill that has ever been produced. It is fully covered with patents, and is manufactured in three styles and sizes to suit the taste of the purchaser. The combined Motor and Dynamo is the best thing for isolated electric lighting that has yet been produced. These machines are very simple in construction, and the power is generated by them is much greater with the same consumption of water than by any other water motor that has ever been invented.

These machines have been in use for years and are manufactured by a thoroughly reliable company having its head-quarters in Portland, Maine. George W. Brown is president, and manager of the company and to him is due the credit of building up one of the most successful industries of the city.

A. F. Cox & Son.

In the year 1841 in the town of Brunswick, tis state, a boy scarce eighteen years old had been told that his time was his own. His father, a poor custom boot maker with a large family, could give him no assistance whatever and the boy had no trade. A neighbor was making shoes for a Lynn manufacturer and offered to learn the boy a trade if he would give his time for a year. This young genius now showed the stuff of which he was made. He hired the neighbor for a year and took work from Lynn, working with him and at the end of the year had his trade and one hundred dollars. He then went to Boston and bought stock on credit and commenced to manufacture shoes. From that day to the present time (nearly fifty years) he has continued to manufacture shoes. In 1868 he moved to Portland and with Granville C. Tyler formed the firm of Tyler & Cox. Such was the small beginning of Augustus F. Cox who is believed to have been more years "in the service" than any one now engaged in manufacturing in the state. The firm now reads A. F. Cox & Son, he having admitted his son, Harry P. in 1877. They are to-day one of the largest and strongest firms in th state and their goods are sold from Maine to Minnesota, although they attend closer to the New England trade. They keep 10 salesmen on the road and report business never better. They also manufacture leather coats and vests in all grades and colors.

W. H. Chapman.

Three yeas ago a business was estab-

lished in Portland by W. H. Chapman in the manufacture and sale of dynamos and electric motors of his own invention.

These dynamos have come to be widely known among mill men for the lighting of small manufacturing concerns and have gained a high reputation not only through the New England states but also through the Western states where large numbers of them have been sent. The motors also have come into favorable competition with the best on the market and are used in numerous places where small power is required in cities having a central station to supply electric current.

Recently Mr. Chapman transferred his business to the Giant Electric Motor Co., a company organized to perfect and introduce certain inventions made by Mr. Chapman and others in slow speed electric motors. Work is now in progress toward the introduction of these motors into practical use on street cars for which they are especially adapted.

Portland Packing Company.

The Portland Packing Co., 10 to 26 York Street, Portland, operate thirteen corn canneries located at the following points in Maine; Gorham, Wells, Winthrop, Oakland, North Anson, Skowhegan, Fairfield, Unity, Vassalboro, Buckfield, canton, Riverton and Naples. They also do a great business in lobsters, their operations being carried on in twenty-three localities in the provinces, Little River, Bear Point, Shelburne, Placentia, Dildo, Troytown, Chester, Indian Harbor, Canso, White Head, Harbor au Bouche, Dover, Cape Tormentine, Botsford, Jourimain, Ezra's Cove, Ruetico, Cape Wolf, St. Petrs, Canoe Cove, Rice Apoijt, Bay of Islands, and Grand Entry. Their goods are sold in all the states of the Union and are the standard of excellence.

Stevens & Cobb.

Among our Maine architects none stand higher in public favor than Messrs. Stevens & Cobb of Portland. Their office in the Oxford building is itself an architectural gem. Whoever has the good fortune to visit it sees here the marks of that true artistic genius which has given shape to so many beautiful buildings throughout our state. One of the firm remarks jocularly "We don't intend to let our clients monopolize all the good things; we mean to have a small share of the pretty surroundings ourselves." And a survey of their beautiful and well equipped work rooms makes the visitor long to start some sort of building under supervision of these true artists, and so enjoy a client's share of similar artistic beauties.

From the office here proceeded a design for many familiar buildings in Portland and vicinity; for the [????] Classical Institute at Houlton; the Grammar School of Waterville; the PHYSICAL Laboratory at Colby University; Baptist churches at Saccarappa, Yarmouthville, Skowhegan, Dining Room extension of Poland Springs Hotel; house of judge Emery at Ellsworth; houses of henry St. John Smith at Cape Elizabeth and of James ah. Smith at Falmouth Foreside; house of Joseph Morgan, Jr. at Johnstown, PA; house of A. G. Barber at Ashmont, MA; house of S. H. Burnham at Lincoln, NE. These are but few of many buildings designed by men whose work is attracting favorable attentin not only through Maine, but throughout the United States.

Randall & McAllister.

Portland with its fine harbor and great depth of water making it a desirable place for any size vessel, is without doubt one of the best pirts on the coast for distributing coal to the interior. Randall & McAllister of Portland, with their large Coal Packets, with railroad tracks connecting with all

railroads running out of Portland, offers facilities for handling coal second to none. There is no necessity for any one in want of steam or hard coal going beyond Portland to buy by the cargo, for this state. They have the exclusive agency of the celebrated Pocahontas coal shipped from Norfolk, VA, also the Potomac mine Georges Creek Cumberland Coal, shipped from Baltimore, Philadelphia and New York, for the state of Maine. For general steam use these coals are unsurpassed.

Portland Cement Pipe Co.

The Portland Cement Pipe Company have a new first class factory building on Commercial St., 60 x 45 with five floors. Their land for pilling their goods and for storage purposes is 107 x 267. They manufacture Portland cement pipe, sewer pipe, culvert pipe, well pipe, flow vans, stone edging, hearth, mantle and flooring art tiles, chimney tiles, cimney pipe, checkered pavement, etc. They commenced running their new factory March 31, 1890 and have increased their business 200 percent since starting up. They now work form 30 to 40 hands and have quick markets in New England and the Middle States. The largest order they have ever had was from New Jersey and received lately. The run special machinery of their own invention and are among the rapidly growing industries of Portland.

Ayer, Houston & Co.

Ayer, Houston & Co., woolen hat manufacturers, employ 100 hands, and manufacture 100 dozen hats per day. Their factory is three stories in height and 200 feet long with an additon one story high and 100 feet long. They will add the manufacture of fur hats the coming season. They manufacture all styles and colors that are wanted. Their hats meet with a ready ale in the New England States and Canada, under the direction of the company, and are also sold in all the states and territories through their New York agents.

Dreslyft Company.

The Dreslyft Company on Middle Street, now employ 20 hands. The Dreslyft is a neat and handsome invention for lifting ladies dresses when occasion requires to prevent the bottom of their dresses from dragging in the mud. This can be done without attracting the least notice and the article is fully appreciated wherever it has become known. Their manufacture was commenced in Portland, December 1, 1889, and two traveling salesmen are now on the road. The leading cities where they are now sold are Boston, New York and Chicago. Such is the great favor with which they have been received that it is expected that at least 50 hand will be employed within six months form this time. They have been patented here and in the Dominion and special machinery are employed in their manufacture.

William H. Scott.

Among other industries in Portland is that of William H. Scott, manufacturer of galvanized iron gutters and ornice. Since the great fire of 1866 and the rebuilding of the city, great changes and improvements have been made in almost every branch of manufacturing and both dwelling houses and stores have been vastly improved upon in every class of architecture. Mr. Scott is agent for Austin's patent corrugated expanding water conductor; also Abendroth & Root's spiral riveted pipe, pumps and ash barrels.

The improvements made since the burning of nearly if not quite one-third of the city and its rebuilding have greatly beautified all classes of buildings from the cottage to many elegant mansions and thr immense stores and warehouses as well. Galvanized iron was first introduced in Portland by Edward Newman nearly 40

years ago and corrugated iron came into use a few years later. One of the first buildings to be finished with galvanized iron gutters was the old post-office building. Mr. Scott, then an apprentice, for is success in placing of the of the newly improved gutters upon the building was taken into partnership in the business which business was thereafter carried on under the name of Newman & Scott.

Some fifteen years ago the senior partner retired and Mr. Scott succeeded to the entire business and up to this date his business has been most successful. He employs a large number at his works Nos. 20, 31 and 33 Union Street. His work can be seen on nearly all the principal buildings of the city, such as the Falmouth and St. Julian Hotels, Farmington, Brown and Whiting blocks and many others in neighboring cities in Maine. Mr. Scott has been a most successful man, and is thoroughly reliable in any contract he makes.

Portland Lloyds.

The Portland Lloyds consist of fifty associate members and was organized in 1870 on the principles of the celebrated underwriting association known as the "Lloyds" of London and confines its business solely to Marine Underwriting. The aim of this association from its commencement has been to pay all claims and losses promptly and it has followed that rule for twenty years and has established a high reputation for fair and honorable dealings and has prospered accordingly. It is now doing a large and constantly increasing business and underwrites for parties all over the United States and Europe, and is on a par with the leading insurance

Companies of the world. Its officers are, Advisory Committee; Jacob S. Winslow, George E. B. Jackson, Almon A. Strout, James Bain, William G. Davis, George S. Hunt, Russell Lewis, Eliphalet G. Spring, Charles W. Ford. Attorney, Chas. W. Ford.

T. H. McDonnell & Co.

That Portland should be and is the distributing point for the Maine trade is clearly demonstrated by its many successful business houses, among the first of which is the well known house of T. H. McDonell & Co. their business was permanently established in 1880, although for many years previous this house has gradually enlarged its capacities and now stand among the first in New England as manufacturers of parlor furniture of which they make a specialty. This hose occupies the premises, 102 and 104 Exchange Street, consisting of six floors, each 25 x 100 feet, besides a storage capacity of 10,000 square feet. They give employment to 30 skilled workmen and their constantly growing trade extends throughout Maine, new Hampshire, Vermont, and as far south as Connecticut.

Northern Banking Company.

This company was incorporated March, 3, 1887, with full power to exercise all the functions of a loan and trust company and do a general banking business. An important part of the business is the sale of investment securities and commercial paper The Northern Banking Co. is sole eastern agent of the Maricopa Loan & Trust Co. of Phoenix, Arizona, which was organized in 1888 and now has a paid up capital of \$100,000, and a surplus of over \$20,000. The Northern Banking Co. has recently negotiated the purchase of the entire issue of the six percent. fifteen year bonds of the Fort Payne, AL, Water Company. The bonds will be issued and offered for sale about July 1st, 1890. The officers of the Northern Banking Company are: Seldon Connor, President; W. F. Milliken, Vice President, Charles L. Marston, Secretary. (Continued Next issue)

CLASSIFIED

POWER



1988/2021 BOSTON WHALER 17 MONTAUK. The boat was professionally and totally restored by Boston Whaler Renovations. Everything is new. 70 hp Yamaha. New steering, wiring, fuel system, fuel tank, all new wood finished in high gloss varnish, hull and interior redone with awl grip paint, with epoxy barrier coat under. Boat will be sold with new owners choice of GPS up to \$700. Boat also comes with 3 yr warranty. \$29,900.00 Pen Bay Marine Services (207 460-5866).

POWER



19' SCOUT 195 SPORTFISH, 2022. ON ORDER & DUE IN STOCK IN SEPTEMBER – White Hull, Yamaha F115XB Outboard, Aluminum T-top w/Aft Spreader Light, T-Bag & Rocket Launchers, Powder Coated T-top and 2021 Venture Trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.

POWER



19' SCOUT 195 SPORT DORADO, 2022 – ON ORDER & DUE IN STOCK IN OCTOBER – Midnight Blue Hull, Yamaha F115XB Outboard, Bimini Top, Powder Coated Ski Tow and 2021 Venture Trailer. Call for pricing. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.

POWER/SAIL

Steering Wheel, LED Trim Indicator Switch, Diaphragm Overboard Discharge, Fresh Water Washdown, Self-Contained Porcelain Head, Bow Rod/Cup Holders, Removable Teak Table & 2021 Venture Trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.

MARINE WOOD

Custom Float Services now stocks a large lumber yard with .60 cca pressure treated southern yellow pine boards and timber with 20' and 24' lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60' in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

SAIL

39' YORKTOWN SAILBOAT. With cradle, 2004 Nanni diesel with tender 2hp Mercury. Many amenities. \$34,500. Contact Moose Island Marine (207) 853-6058.

ELECTRICAL PANELS

OCEAN PURSUITS, custom made electrical panels. We make panels to suit your boats needs. AC, DC, bilge alarm, accessory aluminum panels. Complete with your builder's logo or boat name. 75 Front St. Rockland, ME 04841 (207) 596-7357.

ELECTRONICS

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. Deep discounts on major manufacturers. Hamilton Marine, Searsport (207) 548-6302.

OCEAN PURSUITS, marine electronic sales & service. Discount sales for *Furuno*, *Raytheon*, *Data Marine*, *Garmin*, 1 year warranty. Let us install and interface your electronics properly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

MARINE WOOD

Marine Grade Lumber in stock!

They protect us. Every day. Every night. And they need your support.

Inspire leadership, learning and a legacy of service by supporting the brave men and women of the United States Coast Guard through the Coast Guard Foundation.

To learn how you can help, call (860) 535-0786 or visit our website at www.coastguardfoundation.org. Ask about our Boat Donation Program.

8 Plait Lines
1 1/2" - 3"
Mooring
Towing

Brooks
800-426-4526

SW BOATWORKS BOATS FOR SALE

47' H & H Passenger/Lobster Boat, 2015	\$420,000
45' Young Brothers, 1986	\$219,500
38' Wesmac Fishing, Pleasure, Picnic	\$CALL
38' Wesmac Cruiser	\$CALL
36' Northern Bay Sedan, 2013	\$110,000
26' Edgerly, 2014	\$220,000

358 Douglas Hwy, Lamoine, ME 04605
207-667-7427 www.swboatworks.com

Boat Hauling Design Custom Building Repair

JOHN'S BAY BOAT COMPANY

www.johnsbayboat.com
jbbco1@gmail.com

Peter Kass, Prop. Box 58
207-644-8261 South Bristol, ME 04568

HARDING'S BOOK SHOP

BOOKS, MAPS & PRINTS

646-8785
1-800-228-1398
2152 Post Rd., Rt. 1, North Wells, ME 04090

HOURS 7 Days, 9-5 · WWW.HARDINGSBOOKS.COM

6 hp 2017 Tohatsue, 4-stroke, s.s.	\$1,299
9.9 hp 2018 Yamaha, 4-stroke, s.s.	\$2,599
15 hp 2013 Suzuki, 4-stroke, s.s.	\$1,599
25 hp 1998 Evinrude, 2-stroke carbureted	\$1,195
25 hp 2016 Evinurde, 2-stroke, l.s.	\$3,900
30 hp 1995 Mercury 2-stroke, l.s.	\$1,200
30 hp 2010 Evinude, 2-strole. l.s.	\$3,995
90 hp 2006 Evinrude, 2-stroke, x.l.s.	\$3,995
115 hp 1999 Evinrude, 2-stroke, x.l.s.	\$1,995
150 hp 2007 Evinrude, 2-stroke, x.l.s.	\$3,495
(2) 175 hp '11 & '12 Evinrude, 2-stroke, x.l.s.	\$12,000
200 hp 2006 Evinrude, 2-stroke, x.l.s.	\$4,995

163 Orion Street, Brunswick, Maine
207-729-3303 www.bamforthmarine.com

Shipyard Brokerage at Jonesport Shipyard

(207) 497-2701 www.jonesportshipyard.com
info@jonesportshipyard.com

Sail:

17' Herreshoff Buzzards Bay 14 Sloop, 1977. 19,500.

23' San Francisco Super Pelican, 2010, \$7,500.

OCEAN PURSUITS specialty is in marine systems. Electrical rewiring, engine overhauls, refrigeration. Certified technicians and mechanics. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

MISC.

DANISH MADE REFLEX HEAT STOVES. 5500-27, 650 BTUs. Diesel fueled. Largest Discount Marine Store North of Boston. Hamilton Marine, Searsport (207) 548-6302.

MARINE SURVEYORS COURSE – Recreational, commercial. Fishing program available, guidelines, USCG NVCS, regulations, forms. Diploma upon completion. Best course in business. Membership/certification. Call 1-800-245-4425. www.navsurvey.com.

LOWEST PRICE ON CHAIN IN MAINE! By the barrel or by the foot. Made in USA. Rope,

Seine blocks 15" & 20"
Brooks 800-426-4526

ROLLINS BOAT SHOP

2 Scotland Bridge Road
York, Maine 03909
New construction & Overhauls.
(207) 351-7609

EXHAUST BLANKETS

INFAB

SPECIALTY MARINE
FABRICATOR

(207) 786-0004
Maine Made
Lewiston, ME
www.infabrefractories.com
Soundown Distributor

CLASSIFIED

MISC.

buoys, hardware, complete supplies. **LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. HAMILTON MARINE**, Searsport, Maine. (207) 548-6302 or www.hamiltonmarine.com.

MOORINGS/SLIPS

Call **OCEAN PURSUITS** on the north end of Rockland Harbor to reserve your mooring. Seasonal, monthly or weekly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

RC MODELS

RC MODELS – Lobster boats, Sail boats, Half-models, etc. Great prices. Call Al (207) 200-6977.

REPAIRS

SPECIALIZING IN WOOD & FIBERGLASS - Structural, Mechanical, Electrical, Cosmetics - new spray booth for Awlgrip systems, Paint, Varnish - Professional Service.

REPAIRS

Royal River Boatyard, Yarmouth, (207) 846-9577.

RIGGING

YACHT RIGGING - Full rigging shop: Furlers, Standing and running rigging, Mast repairs, Surveys, Insurance estimates, Custom deck layouts, Fabrication in stainless steel and aluminum. Portland Yacht Service, 400 Commercial Street, Portland. (207) 774-1067.

SCHOOLS

BECOME A MARINE SURVEYOR - USCG Fishing Vessel Inspection. 800-245-4425. NAVTECH US SURVEYORS. Best in Business!

SERVICES

CASCO BAY MARINE SERVICES: From spring commissioning, bottom paint and spring launching to fall haul out, winterization, shrink wrap and storage and everything in between, we've got you covered. Along with being an **AUTHORIZED**

SERVICES

YAMAHA and MERCURISER service center, we have technicians on staff ready to service you HONDA, SUZUKI, MERCURY, EVINRUDE, JOHNSON, TOHATSU outboards, VOLVO, OMC I/O or Diesel Inboard. **CASCO BAY MARINE SERVICES 291 US ROUTE 1, FREEPORT, ME 04032 (207) 865-4048; www.cascobayyacht.com**

OCEAN PURSUITS Marine Systems & Services. Systems repaired, installed & designed. Complete boat repairs, painting, varnishing and Awlgrip available. 75 Front St. Rockland,

SERVICES

Maine 04841 (207) 596-7357.

STORAGE

STORAGE at Royal River Boat Yard with 50-Ton Travel Lift or Haul for Repairs (207) 846-9577.

SUPPLIES

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. Fishing, boatbuilding, sail, pleasure. We discount everything. Hamilton Marine, Searsport, (207) 548-6302.

ZERO EMISSION | QUIET | ODOR FREE

EFFICIENT | RELIABLE | ECONOMICAL | FAST | ZERO EMISSION

MAINE ELECTRIC BOAT CO.

Serving New England's All-Electric market at Rumery's Boat Yard on the Saco River



Purchase & Rentals
Conversions & Installations

Rumery's Boat Yard
(207) 283-0607
www.MaineElectricBoat.com

RELIABLE | FAST | ECONOMICAL | QUIET | ODOR FREE | EFFICIENT

FOR SALE - LIBBY 41



The original 41 taken from the Libby 38. Laid up light, lengthened and widened, fully reinforced; then extra cloth added inside. Powered by a 455-hp QSM 11 Cummins with water cooled manifold, 4,200 hours. Can be fished as is but there is some cosmetic and normal wear and tear maintenance updates needed. Comes with all safety gear.

Can be seen at Jonesport Shipyard.

\$250,000
(207) 461-8563 or (207) 266-4266



NEW MEADOWS
MARINA

Used Boats

13' Whaler, 1977 \$9,900

w/'17 Yamaha F25 4-stroke engine w/low hours. Includes '16 EZ Loader trailer.

13' Restored Boston Whaler, 1958 \$12,500

w/'15 Mercury 30 hp 4-stroke engine. Includes Karavan aluminum bunk trailer.

14' Mirrocraft Aluminum Skiff \$2,495

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

w/Johnson 175 hp 2-stroke. Includes Load Rite trailer.

22' Eastern Lobster Boat. 1998 \$5,500

Hull and dual axle American aluminum trailer ONLY. No engine.

22' Pursuit, 1988 \$19,500

Classic center console. Very clean. Venture trailer.

24' Regal 242, 1997 \$9,500/Best Offer

w/Mercuriser V-8 I/O. Outdrive in good shape, needs new bellows & v-joints.

207-443-6277

Moose Island Marine

Boats for Sale

2013 110 hp Yanmar diesel/Bob Tail \$11,499

2013 19' Grand Laker F/G, with trailer \$1,995

Project Boats:

30' Hunter with Yanmar diesel \$3,995

28' 1975 Silverton with rebuilt 318 Chrysler, new velvet drive \$3,995

207-853-6058

www.mooseislandmarine.com

Subscription Form

1 YEAR - \$20.00; 2 YEARS - \$37.50; 3 YEARS - \$55.00

Foreign Subscriptions add \$20.00 per year. All prices include tax.

NAME

ADDRESS

CITY/STATE/ZIP

Credit Card Type: ☐ Visa ☐ Mastercard

Acct.# Exp. date

Signature:

Make checks payable to Maine Coastal News, P.O. Box 710, Winterport, Maine 04496

Charge to a credit card by calling (207) 223-8846

For Classified Ads

Contact us at:

Maine Coastal News

P.O. Box 710, Winterport, Maine 04496

Call: (207) 223-8846 or Email: igmatats@aol.com

MORE THAN JUST A BAIT AND TACKLE SHOP



WEBHANNET RIVER
BAIT & TACKLE

A FULL SERVICE BOATYARD WITH ALL YOUR FISHING NEEDS!

• Live & Frozen Bait

• Rod & Reel Combos

• Huge Saltwater Tackle Selection

• Surf Rod Rentals & Crab Fishing Kits

Knowledgeable, Friendly Service

WWW.WRBY.NET

Located Across From Wells Public Boat Launch w/Plenty Of Free Parking!
345 Harbor Rd. Wells, ME
207-646-6949

Kayak and Paddleboard rentals located on the water • Introduce the kids to fishing!

CUSTOM FLOAT SERVICES

DESIGN • SUPPLY • BUILD • SERVICE



THE MAIN SOURCE FOR:

FLOTATION

• ACE Roto-Mold Float Drums (58 sizes)

• Capacity to 4,600lbs.

• 15 yr. ltd warranty

HARDWARE

• 1/4" & 3/8" plate

• Hot dipped galv.

• 1" Connecting pin

• Cleats, anchor, chain

LUMBER

• Marine grade PT SYP

• CCA and ACQ

• Duralife Composite Decking

• IPE (ironwood)

• CCA Parallam eng. beams up to 60' lengths

DESIGN FOR

• Marine Contractors

• Homeowners

• Yacht Clubs

• Boatyards

• Marinas

• Towns & Municipalities

• Colleges, Schools & Clubs

Custom Float Services

11 Wallace Ave, South Portland, ME 04106
207-772-3796 • Toll Free 1-888-844-9666
info@customfloat.com

You can build it or We can build it for you

www.customfloat.com



CASCO BAY YACHT SALES

Specializing in Buying, Selling & Trading Quality Pre-owned Boats

Since 1987

17' '22 Scout 175 Sport Dorado \$CALL

17' '22 Scout 175 Sportfish \$CALL

19' '22 Scout 195 Sport Dorado \$CALL

19' '22 Scout 195 Sportfish \$CALL

21' '22 Scout 215 XSF \$CALL



27' '22 Scout 240 Dorado \$CALL

24' '22 Scout 240 Dorado \$CALL

27' '22 Scout 277 Dorado \$CALL

35' '22 Scout 355 LXF \$CALL

27' 2021 Scout 277 LXF

Midnight Blue Hull, w/ Dual Mercury 225XL 4-stroke V6 DTS Factory Pearl Fashion White Outboards. This Boat is LOADED! Call for pricing.

We service what we sell. Full service facility. Over 150 boats to choose from. We take trades and arrange financing. Visit us on the web: www.cascobayyacht.com

291 US Route 1 Freeport, Maine

(207) 865-4103

Fax (207) 865-0759



Bamforth Marine

163 Orion St., Brunswick, Maine

207-729-3303

www.bamforthmarine.com

Used Boats for Sale

2008 12' Brig Inflatable RIB. With '08 50hp Mercury. 2011 Load Rite trailer included.

2003 14' Lowe 1467 WT powered w/'16 25hp Evinrude E-TEC o/b. Trailer included.

1989 16' SeaRay I/O. With 3.0L Mercruiser. Trailer included.

1984 17' Boston Whaler Super Sport. With '88 100 hp Evinrude. Trailer included.

1985 18' Boston Whaler Outrage. With '13 150 hp Evinrude. Trailer included.

1982 19' Alden Appledore rowing shell w/trailer.

2018 19' Tracker Targa V-19 With '18 150 hp Mercury. Trailer included.

1985 20' Wellcraft V-20 Fisherman w/T-Top. With '15 150 hp Evinrude. Trailer included.

1992 21' Mako. With '06 225 hp Evinrude with 497 hours.

1998 21' Aquasport 215 Explorer. With '09 200 hp Evinrude. Trailer included.

1977 22' Starcraft. 4.3L MerCruiser I/O. Trailer included.

1990 22.5' Four Winns 225 Sundowner w/5.8L OMC I/O. Very clean. Trailer included.

1977 25' Mako. Completely rebuilt. With '04 250 hp Suzuki o/b. '06 Venture Trailer.

\$4,500

\$6,500

\$2,999

\$6,500

\$17,500

\$3,500

\$35,000

\$19,500

\$9,800

\$14,999

\$5,995

\$7,999

\$38,500

Protecting the industry one buoy at a time:

thanks to you & your membership.

Thank you to everyone who renewed this summer!



mainelobstermen.org

207-967-4555



COD COVE INN

Perfectly located between the Pemaquid and Boothbay peninsulas for all your Mid-Coast Maine activities

Water views from every room. Open year round.

MARINE INDUSTRY TRADE DISCOUNT

10% off

subject to availability

www.codcoveinn.com | Reservations: 207.882.9586

Corner of US Route 1 and Maine State Route 27 | Edgecomb

WANTED

MARITIME BOOKS, MAGAZINES, DOCUMENTS, POSTCARDS and PHOTOGRAPHS

Jon Johansen

P.O. Box 710, Winterport, Maine 04496

(207) 223-8846



BoatUS

207.633.0773 www.boatus.com

Based in East Boothbay, covering Casco Bay to Penobscot Bay

Service, Savings & Representation Since 1966, See Why It Pays to Belong!

Towboat Services

All BoatUS Towboat Ports offer Towing, Soft Ungroundings, Battery Jumps & Fuel Delivery.

Repairs

The towing company either has their own dock, or contracts with a third party to provide repair services.

Salvage

The towing company offers salvage assistance. Includes recovery of property, refloating the vessel, and towing it to a safe harbor.

Personal Coverage

Provides for any recreational boats that you own, borrow or charter. 24 Hour dispatch/365 days a year.

Transportation

The towing company can arrange local transportation to transport you to a hotel or other local destination.

SPECIAL JUNE OFFER FOR NEW MEMBERS!

Unlimited Towing Membership

\$5000 Rebate

Use Source Code WT10898A On Application

33% SAVINGS



CAT MARINE ENGINES

Tier 3 Commercial Line-up

C7.1



C7.1 Tier 3 Commercial Ratings:

280 HP @ 2300 Heavy Duty "B"
350 HP @ 2500 Maximum Continuous Duty "C"
400 HP @ 2600 Intermittent Duty "D"
425 HP @ 2700 Intermittent Duty "D"

C9.3



C9.3 Tier 3 Commercial Ratings:

375 HP @ 1800 Heavy Duty "B"
416 HP @ 2100 Maximum Continuous Duty "C"
476 HP @ 2300 Intermittent Duty "D"

C18



C18 Tier 3 Commercial Ratings:

470 HP @ 1800 Continuous Duty "A"
600 HP @ 1800 Continuous Duty "A"
670 HP @ 1800-2100 Heavy Duty "B"
715 HP @ 1800-2100 Maximum Continuous Duty "C"
803 HP @ 2100 Intermittent Duty "D"

*** Tier 4 Exempt Light Commercial Ratings:**

1,001 BHP @ 2300
1,136 BHP @ 2300

C32



*** Tier 4 Exempt Light Commercial Ratings:**

1,200 BHP @ 1800-2100
1,300 BHP @ 1800-2100
1,450 BHP @ 2050-2150

AUTHORIZED MARINE DEALERS

Billings Diesel & Marine Service
Stonington, ME

Dennis' Welding & Marine
Beals, ME

Front Street Shipyard
Belfast, ME

Lyman Morse at Wafarer Marine Corporation
Camden, ME

Journey's End
Rockland, ME

Fairhaven Shipyard & Marina, Inc.
Fairhaven, MA

Guy Crudele Repair
Gloucester, MA

Sacchetti Marine and Industrial LLC
Plymouth, MA

Windward Power Systems
Fairhaven, MA

DePaul Diesel Services, Inc.
Portsmouth, RI

Hinckley Yacht Service
Portsmouth, RI

Rhode Island Engine Company, Inc.
Narragansett, RI

*All T4 Exempt Light Commercial Ratings, require qualifications review and approval by CAT Factory.
*Contact Kevin Hampson or Your Authorized Marine Dealer for Tier 4 exemption qualification details.

For more information, contact your local
Authorized Marine Dealer, or

Kevin Hampson at Milton CAT: 508-634-5503; or
email: Kevin_Hampson@miltoncat.com

Milton



miltoncat.com

NORTH ATLANTIC POWER PRODUCTS



AUTHORIZED DISTRIBUTOR

WE PUT HORSEPOWER TO WORK®



The Legendary Twin Disc MGX Quickshift gears controlled by the Twin Disc EC300 control system is unmatched in the fishing industry. With the quickest, smoothest shifts, and superior low-speed maneuverability, it is the upgrade you can't live without on your next repower or new boat build.

QUICKSHIFT®

You've got to feel it to believe it.

Call: (888) 460-7419 or (603) 418-0470 · Fax: (603) 418-0471 · Email: djones@glpower.com

NORTH ATLANTIC POWER PRODUCTS

15 Continental Dr., Exeter, NH 03833

Providing Sales, Parts & Service for New England and the Entire East Coast

KITTERY PORTLAND ROCKLAND SEARSPORT SW HARBOR JONESPORT *Photo by Wayne Hamilton ©*