

Maine Coastal News

Volume 34 Issue 12

December 2021

FREE

Atlantic States Marine Fisheries Commission Fall Meeting



You are not seeing double. The boat to the left is the newest lobster boat launched by Johns Bay Boat Co. of South Bristol. For more details see Boat Yard News Page 14.

Photograph by Walter Barrows

AMERICAN LOBSTER MANAGEMENT BOARD

Meeting Summary

The American Lobster Management Board (Board) met to consider four items: the annual data update, an update on the development of Draft Addendum XXVII on Gulf of Maine/Georges Bank resiliency, a progress update on Draft Addendum XXIX on electronic tracking requirements in the federal lobster and Jonah crab fisheries, and next steps for developing a management strategy evaluation (MSE) for the lobster fishery.

The Technical Committee (TC) Chair reviewed updates to American lobster stock indicators, including young-of-year (YOY) settlement indicators, trawl survey indicators, and ventless trap survey indices. This data update process was recommended during the 2020 stock assessment to more closely monitor changes in stock abundance, and will occur annually moving forward. Indicators were updated with data from 2019 and 2020, where possible, as data collection was impacted by the COVID-19 pandemic. The current status of each indicator was determined as negative, neutral, or positive and the results relative to conditions during the 2020 stock assessment are summarized below.

Gulf of Maine

Indicators showed some changing conditions since the 2020 stock assessment with slight improvement in YOY conditions, but some signs of declines in trawl survey and ventless trap survey indicators.

Georges Bank

Only trawl survey indicators are available for this region. While the surveys were disrupted by the COVID-19 pandemic and have high interannual variability, the available indicators show some early signs of decline.

Southern New England

Indicators generally aligned with conditions found in the 2020 stock assessment, including negative conditions inshore and neutral conditions offshore.

Staff provided an update on the development of the Draft Addendum XXVII, which was initiated to proactively increase biological resiliency of the Gulf of Maine/Georges Bank (GOM/GBK) stock by considering a trigger mechanism that would automatically implement management measures if the trigger is reached. The Plan Development Team (PDT) provided draft management options for consideration based on analysis and recommendations from the TC as well as guidance from the Board. The TC analysis showed that of the current biological management measures, changes to the minimum and maximum gauge sizes are most likely to have a positive impact on spawning stock biomass. Therefore, the PDT recommendations included management triggers based on an index of recruit abundance that would result in the implementation of changes to the minimum and maximum gauge sizes to increase spawning stock biomass. The PDT also proposed options to consider standardizing some management measures at final approval of the addendum. Following

the PDT's recommendation, the Board modified the objective of the addendum to clarify the goals of the action. Specifically, the new objective addresses declining trends in survey abundance indices since 2018, and specifies that the addendum aims to increase the protection of spawning stock biomass. Given the Board's guidance, the PDT will finalize the draft addendum document for the Board's consideration for public comment at the Winter 2022 meeting.

Staff also provided a progress report on the development of Draft Addendum XXIX, which was initiated in August 2021 to consider electronic tracking requirements for federal permit holders in the lobster and Jonah crab fisheries. This proposed action aims to address a critical need for high-resolution spatial and temporal data to characterize effort in the federal lobster and Jonah crab fleet. In particular, these data are needed to address several challenges facing the fisheries, including Atlantic right whale risk reduction efforts, marine spatial planning discussions, and offshore enforcement. While further work is still needed, the PDT has discussed potential specifications and requirements for tracking devices, harvesters, and states that will be necessary to ensure these data needs are met. The Draft Addendum will be considered by the Board for public comment at a standalone Board meeting later in 2021.

The Board discussed next steps for the development of a management strategy evaluation (MSE) for the lobster fishery. Though the

Board is still interested in pursuing an MSE in the future, it agreed to prioritize current efforts on Draft Addenda XXVII and XXIX, as well as state-level efforts related to large whale risk reduction and wind energy development. The Board postponed further discussion on the development of an MSE until the Winter 2023 meeting.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

No motions made.

ATLANTIC HERRING MANAGEMENT BOARD

Meeting Summary

The Atlantic Herring Management Board met to set the quota periods for the 2022 Area 1A fishery for Atlantic herring. In February 2021, the Board set specifications for the 2021-2023 fishing years for Atlantic herring, including the sub-annual catch limit (sub-ACL) for the 2022 Area 1A fishery of 1,184 metric tons. Per Amendment 3 to the Atlantic Herring Fishery Management Plan, quota periods shall be determined annually for Area 1A. The Board can consider distributing the Area 1A sub-ACL using bi-monthly, trimester, or seasonal quota periods. The Board can also decide whether quota from January through May will be allocated later in the fishing season, and underages

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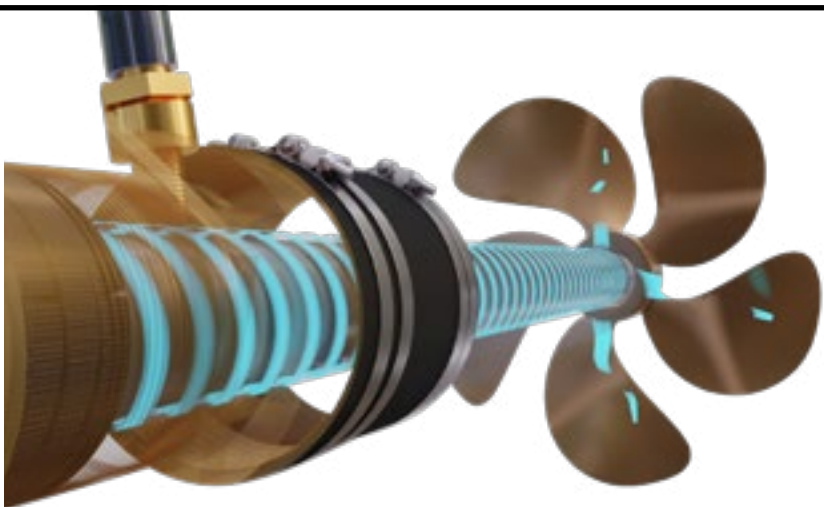
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Advertising Deadlines: The deadline for the January issue is December 3.
The deadline for the February issue is January 7.

MCN's Calendar

On-going Exhibits

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

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 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

15-17 Maine Boatbuilder’s Show
Portland Yacht Services
Portland

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

24 Harpswell Lobster Boat Races
Harpswell
Info: Amanda Peacock (207) 756-3104
Kristina York (207) 449-7571

2022

MARCH

3-5 Maine Fishermen’s Forum
Samoset Resort
Rockport
Info: mainefishermensforum.org

JUNE

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

Publisher's Note

Summer has come and gone and with everything that went on it went too fast for me. The previous summer was dictated primarily by the pandemic. People worked from home and events were cancelled, both causing a lot of people to stay home. It was perfect as I had several weekends that had no events and there were not many vehicles on the road. Short of having another pandemic or retiring, how can I get back to that?

I hate paying someone for something I can do. For years I have wanted to rebuild the wrap-around deck on my home, but just could not find the time. Finally, I figured if this was going to get done it needed to be done by someone else. After about a month and half they had the deck rebuilt and had done an excellent job. There was a giant fir tree right in front of the house blocking a view of the dilapidated deck from the road and from inside a great view of the Penobscot River. One evening the contractor asked when I wanted to remove it and I left that up to him and he replied ‘how about tomorrow morning?’ Of course, Ann knew it was coming down, but I did not tell her when. She was pretty surprised when she came up the driveway because it makes the house look totally different in a good way.

With fall in full swing, and the weather remaining good for this time of the year, I was hoping to get out on CINDY JEN a few more times. After changing the carburetor back in late June she had not had any other problems all summer. She is absolutely a great boat and fun to run around in. Well finding time did not happen, so next summer I am going to make changes so I can enjoy her more.

Last year we waited until after Thanksgiving to haul out, but there was a problem this year when Travis Otis in FIRST TEAM developed a major issue with his boat. While moving moorings to the beach at Searsport so he could haul them out for the winter one of the moorings got caught in the rudder. The problem that developed was a five-inch hole. With FIRST TEAM tied to the dock, CINDY JEN went back to work so his nieces could haul their remaining traps. One does not need to go to the gym if they haul out of her as she has no hauler. In the words of my

late father “it builds character.”

I can read some pretty esoteric books. Mostly I read something maritime related, but over the last few years I have interspersed these with some books on physics and mathematics. You know what they say about a Norwegian, “You can always tell a Norwegian, but you can’t tell him much.” Yes, we are pretty stubborn, but I think this is more of a challenge trying to learn something few understand. Most would recognize Michio Kaku since he appears often on television explaining aspects of science. He is an excellent writer and can explain a difficult concept so almost anyone can understand it. One of the books I have going is his “Hyperspace, A Scientific Odyssey Through Parallel Universes, Time Warps, and the 10th Dimension.” He not only explains the current science, but gives you the historical background. Now, I tried to explain to Ann that a fish in a pond was like being in another dimension. In this pond was a reed that reached out of the water and this fish could not understand what made the reed move, because the wind was from an outside dimension. The look I got from Ann was priceless!

Another book I am reading is “The Book Nobody Read, In Pursuit of the Revolutions of Nicolaus Copernicus,” by Owen Ginerich. Copernicus lived in the early 1500s and developed the heliocentric theory, which states that earth is not the center of the universe, but that the sun is. His book “De Revolutionibus” is the subject of this book and what it meant to the development of astronomy. I am still trying to figure out how he could measure the planets and stars to make this conclusion.

YES, finally I have completed the update of the database on “Vessel 4” for the website. It took a lot longer than I had hoped, but all worth it as I now have a good baseline to work from. My focus has switched and I am now working on ship disasters, developing an index, a chronological list, and detailed list. My hope is to have this done by the end of the year, but this could be optimistic.

by dead reckoning. Carrie had attended school in Boston and with her knowledge of mathematics was able to master the art of navigation enabling them to make much quicker voyages. They made at least two voyages to Spain.

In 1936 we were still feeling the effects of the “Great Depression”. My father, Chester Stanley, who was listed in the 1930 census as a master mariner was lobster fishing at that time. He set about one hundred traps, which at that time was about all one man could haul and tend in a day. The price he got was about fifteen cents a pound and if he was lucky he might catch one hundred pounds in one haul. It didn’t look like I would get to Searsport right away.

It was not until the late 1960s when I finally got to visit the Museum with my wife and four children. After that, I went there from time to time to do historic research and attend the history symposiums. Eventually I was asked to be on the collections committee where I served for several years before being asked to join the board of directors.

When asked to join I said, “Why do you want me? I have no money. I can’t support the Museum, monetarily, the way a director is expected to. The answer was, “We want you anyway. There other ways to support the Museum. You know more about the history of the Maine Coast than the whole board put together.” I hope that I am living up to that statement.

PENOBSCOT MARINE MUSEUM
By Ralph W. Stanley

When I was seven years old I read in the news paper that a marine museum was being organized in Searsport. I thought, “What a great idea! I would like to go there some day.” However, at that time Searsport seemed to me like the other end of the world. I never dreamed that some day I would be part of the Penabscot Marine Museum.

Even before the age of seven, I was already interested in history, always asking questions about what happened in the past. I grew up in my great grandfather, Captain Adoniram Judson Robinson’s house in Southwest Harbor. I knew that he was a sea captain and commanded a three mast coasting schooner sailing out of Bangor named the ANDREW NEBINGER.

In addition to Captain Jud all of my great grandfathers were sea faring people, Captain John Dix of Bartlett’s Island, Captain Robert Stanley of Baker’s island and Captain Enoch B. Stanley of Great Cranberry Island. Captain Enoch owned shares and was master of several fishing schooners. He also owned shares in a three mast schooner named CARRIE M. RICHARDSON, built at Southwest Harbor, commanded by his son-in-law, Captain Meltiah Richardson and navigated by his daughter, Carrie, Meltiah’s wife. Carrie was also my great aunt, my grandfather’s sister.

Captain Richardson’s navigation was

Update: Kirsten Neuschafer's GGR 2022

Another two or more months have passed since the last newsletter. How time flies, with just not enough hours in the day to accomplish everything that needs to be done! Tide and time certainly wait for no man or woman, and it is now less than a year to the start of the Golden Globe Race. Not only is the race drawing nearer each day, but the season is changing; going from the heat of just a few weeks ago into the chill of fall: a reminder that the winter will be here soon, with a pressing need to get underway.

Plenty has happened too since the last newsletter. Eddie and I were working round-the-clock towards getting the boat launched:

One of the obvious things before launch was to complete every bit of intended work below the waterline. In Minnehaha's case, all her previous layers of anti-fouling were first scraped, and then wet sanded off. It was quite a laborious task, that happened over many weeks and in gradual stages, until the hull was down to the protective epoxy layer, from where one could determine that there was neither damage, nor osmosis. As it turned out, Minnehaha's hull was in immaculate shape.

She first got a couple of layers of Inter-protect paint, and thereafter multiple layers of antifouling – in different colours, so that as the first layer wears through, one will be able to see the next layer's colour show. When painting a hull, one obviously gets to the point where blocking and jack-stands need to be shuffled around, so that no patches are left bare, and this can also sometimes take up a fair bit of time – but let's say, no stone was left unturned on the hull!

Then, after all the work that was done on the stern, Minnehaha's name had been scraped off, so that too needed to be replaced. Easy enough to have the vinyl cut and stick it on – but just an example of little detail jobs that all take their larger or smaller amount of time and organizing... Jobs like these were there in the hundreds, without going into the detail of naming them all...

All other jobs best left for a dry and controlled environment also took priority. One of these jobs was to prepare Minnehaha's deck for applying the Kiwigrip non-skid paint. This included roughing up the paint to about an 80-100 grit, after having taped off any areas that should remain smooth – like patterns within the tread, and borders around all deck fittings. To achieve a pleasant finish, and pleasing aesthetic look, all corners were given a smooth radius. Maybe not altogether surprising that the taping of all of this took considerably longer than the actual application of the paint. The paint itself was effective and easy to apply, and gave a coarse enough texture – so quite the pleasure to work with.

Amidst all of these ongoings, Eddie toiled away tirelessly, at reinforcing all sorts of fittings on the new mast. We had decided

in advance already, that having the more "old-school" tangs with compression tubes would probably be a solid way to attach the wires to the rig, so Eddie machined all those tangs and reinforcements himself – and as in with everything he does, this job turned out to be an absolute masterpiece – work that is not only very aesthetic, but more importantly, that in its ruggedness and strength really does give me a lot of peace of mind!

Many of the jobs were small and fiddly in nature, and the progress was not always noticeable – like discovering that the seals in the portholes were perished and needed replacing – a good thing to discover when it was still easy to take all the portholes out, while the boat was still under a roof.

The spray dodger also finally got worked on: the canvas from the old dodger was condemned, and Eddie then made up a new stainless steel dodger frame – of course another highly functional and strong work of art. The new dodger is a bit smaller for less windage than the old one, and is more than strong enough to hang onto, has handles that can easily be grabbed when and where needed, and has any amount of tweaking options for tensioning up the canvas, with all sorts of turnbuckles. However, in extreme weather, it would not be too laborious to just remove the whole thing. So once Eddie and I were happy with the dodger frame, we got those who know how to work professionally with canvas, to do the rest.

In this case it was upholsterer, Jim Perry, from Charlottetown. The demands on him for this dodger were, no doubt, somewhat out of the ordinary: for one, I asked him to make the dodger out of double layer of material. The reason for this request was of course strength, but also as it would be best to have highly visible colour - bright orange - for the dodger. Jim got to work without wasting any time at all, and before long, he had stitched together a fantastic dodger, and very patiently even did modification afterwards, to really tweak it to a custom item, always keeping in mind the need for strength. The dodger turned out really well, and it was obvious how much effort and work Jim put into making it. It was not up for very long though, before I removed it again, to prevent it from getting dirty in the ongoing work. Weeks later, once the boat back in the water and the mast stepped, I returned it.

There were other jobs going on in the background, of course, like electronic installations, carpentry, varnishing, painting, caulking and so forth, but we eventually set a date for the great launch. The first step in this procedure, was to get the boat off the blocking and jack-stands and onto the lobster-boat trailer. This is not exactly what one would call "conventional" transport of keel boats – but as we knew that this is how Minnehaha had been transported from the port of Summerside to

the shed, we obviously knew that that it was doable in reverse.

A great big thank you to lobster-boat transporter, Scott Gallant, for his incredible patience and skilled maneuvering in getting her loaded onto the truck. Needless to say, huge thanks to Eddie again, for pulling it all off smoothly, and without incident. Spectators watching the whole procedure might have said that I was a bit jumpy myself, but I was probably not the only one who thought it was a somewhat hair-raising operation. Also, looking back on 9 months of solid work to get Minnehaha to where she was, the stakes of damage were naturally a bit higher. Eddie, who knew only too well that all would go ahead without hitches, must have found everyone else's nervousness nothing more than amusing!

Once Minnehaha was loaded, the truck could pull her out of the shed, and then she spent her first night under open skies right outside the shed on the truck. At the crack of dawn, the following day Scott was back to drive her down to the commercial dock of the port of Summerside, where the crane driver of a Fitzpatrick and Snow crane was already on stand-by to get Minnehaha splashed into the water. Thanks to the Silverfox Yacht Club of Summerside for the use of the slings! The returning of Minnehaha back into the water was very smooth. Once she was floating, Eddie and I were quick to get below deck to make

sure that nothing was leaking. Everything dry. Engine soon fired, and all appeared to be running well, we took her for a spin just outside of the harbour, where it became apparent that the engine could not get up to full revs. Fortunately, Minnehaha has a brand new, 2-bladed feathering Max-prop, so it was a fun event to borrow some Scuba gear and tweak the pitch of the prop. Another two more test runs outside of the harbour wall, and two more adjustments to the pitch, and she was down to perfection – engine running smoothly, getting up to full revs, and not smoking unhealthily.

However, there was a little issue with a fuel leak, so before going too far, we took Minnehaha over to the fishing dock of Summerside, where she spent a whole week, while we worked to iron out a few post-refit teething problems: some minor plumbing issues,

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Update: Kirsten Neuschafer's GGR 2022

Continued from Page 6

which included the head, the fuel leak issues, and also tweaking the depth sounder. Then she was ready to go to the north side of PEI.

So, a motley crew of volunteers and friends got together one early morning, and cast off from the dock in Summerside. The crew consisted of master mariner Rayond Arseneault, Albert Arseneault, Arleigh Hudson and me. Dark clouds still lined the sky, and every now and again some heavy drops of rain came down. The sea was still churned up from a week of incessant wind, and the tide was also flowing, all making for a choppy and confused sea – but enough light to see and therefore avoid any lobster buoys. Coming around Cape Egmont, we had the tide in our favour, but the wind against us, which made for a particularly choppy patch of water, with short, steep little waves, but after that, the water smoothed out considerably, the sun came out, the wind swung in our favour. It turned into a delightful afternoon out on the water!

To add to the already great mood on board, a lobster-boat returning to port after a day's fishing, came up really close for a chat, and handed over 4 juicy, and generously-sized lobsters: one for each person on board. It was a really kind gesture, and the crew sat in the cockpit in the late afternoon sun, relishing a lobster feed. What could be better? Freshest catch – and yet another really kind bit of PEI generosity and hospitality! The night turned out to be an incredibly clear and beautiful one too. About 24 hours after leaving Summerside, the Minnehaha was at the entrance to French River. We motored in with caution, as the depths dropped quite dramatically, but managed to get all the way to the end of the river and onto the dock, where Eddie was standing by to catch a line. It was really a memorable trip, albeit only under engine and without a mast.

Yet another step in the process complet-

ed. And why motor without a rig to the north shore of PEI, many asked? Well, the answer was this: Minnehaha still needed to be sailed under jury rig before having the mast stepped – and in open seas! The North shore certainly is open sea, so to be based out of French River, was a perfect location for preparing for an open sea jury rig sail – but the other benefit was that of being much closer to the shed that had housed Minnehaha for the last 8 months, and where there were still any amount of tools, spares and bits and pieces.

We wasted no time in getting the jury rig figured out. Fortunately, we had already given it ample thought during the refit, and Eddie had already come up with machined parts that would attach two spinnaker poles together, with welded eyes for halyard and stay attachments. We had also already decided which sails to use. So, one day of trying out things on the dock was plenty to set out and actually try the jury rig out in action. This time Katelyn also joined for the day – very kindly, to take photographs and document the whole sail. The sail was successful all round! With a trysail as a jib and a reefed staysail as a main, Minnehaha was able to get up to 4,2 knots on a broad reach, and still primarily maintained over 2 knots, when sailing as close to windward as possible, which was somewhat forward of the beam. A fun and interesting little project, and another box ticked for the pre-requisites.

Then, there was nothing stopping us anymore from finally getting the mast stepped. The only thing we still needed to do, was to fit a storm trysail track and we still did various little odds and ends to the mast. With the same PEI innovation that got the old mast transported from port to shed when Minnehaha first arrived, so too was the new mast loaded onto hay bails on a trailer and brought from the shed down to the wharf at French River. A huge thanks to Darren Cousins for being willing to transport the mast, and then still hang

around all morning, to help get the mast up! Darren has been incredibly helpful, from the very moment Minnehaha approached PEI all those months ago in January, and despite the hard time we give him, like turning his shop into a chaotic shed, borrowing tools from him and not returning them and even stealing his ice-cream!, he still helps wherever he can. Darren, it really means a lot with a lot of good laughs! Thank you!

We had Todd Murphy doing the lifting of the mast with his boom-truck, and he jokingly mentioned that it was the first mast he was stepping for the week! Well, for a first-time mast-stepping, it went really smoothly, so thanks to Todd for the skillful boom truck operation! The mast landed up fitting as though it had always been a part of Minnehaha. Of course, initially it was secured with a whole lot of halyards, rather than the standing rigging, because the standing rigging still needed to be cut to length, and have its sta-locks fitted. This all takes time and thought – so these were then jobs that followed over the next days.

While still getting running rigging sorted and fine-tuning everything, another problem started to become apparent: the engine mounts that initially seemed OK, no longer seemed so, after having done a fair bit of motoring, so Eddie wasted no time in sourcing new ones, and once they arrived, he made quick and easy work of installing them. Really, a blessing in disguise, that we discovered the problem soon enough to still be here, where Eddie could make light work of this task.

On note of the rig, I would like to say an incredibly big thank you to Chuck Gates, without whose incredible generosity, there would be neither boat nor rig. Chuck, what you have made possible for me with regard to this race is immense, and I cannot tell you enough how grateful I am - not only for the support, but for your vote of confidence!

US SPARS have also been really supportive and informative in helping us customize this rig - and of course - without Eddie's meticulous work, and all the thought, time and effort that he has put into it, this rig would still just be a tube and a bunch of cables lying on the ground. I've said it before, but I will say it again: there could not have been a better person than Eddie Arseneault to be doing this refit!

We're imminently going to be doing sea-trials - and of course, there's no sailing a sailboat without sails. As we have started out with a brand, new rig, the old sails were not necessarily going to fit the new rig anymore. While the mast height and boom length have remained exactly the same, certain things have changed: we have added a Harken furling system to the forestay, which means altering the foresail to fit a furling foil.

Also, the mainsail track is no longer the same as the old one, and the old main was looking a bit sad.

Thanks to John Danly, we now have a full compliment of sails that will fit Minnehaha's rig. John, a former professional sailmaker from the Eastern shore of Maryland, very kindly and generously sourced and altered second-hand sails, that were in very good condition.

The mainsail was donated by Stan and Sally Honey off their Cal 40 in California, from where John's sister went to the effort of having the sails shipped to John in Maryland. John altered the sail there and sent it along with another foresail, staysail and spinnaker. John, I cannot thank you enough as well as Mr. Coolidge who helped coordinate the logistics! The sails are great, and will be really good for the interim passages leading up to the race!

Sandy MacMillan from the North loft in Lunenburg has also been incredibly helpful and willing to offer plenty of advice, and his loft will be putting a wire luff into the code 0 that came with the boat, and is still in mint

condition, as well as putting a luff tape into the old foresail.”

Work is still ongoing, getting finer details sorted, like making sure that all lockers can be secured, fitting lee-cloths, installing jammers and cleats on the mast, lazy-jacks etc. And not to mention the ongoing clean-up of Darren's shop that housed Minnehaha throughout the refit, where we made dust for so many months and distributed tools and spares all over the shop! Choosing which spares and tools to have on board, and which unnecessary things to do away with in itself takes thought and time. Then there is the task of making sure that all necessary equipment, charts etc. are on board. Some of the equipment I need for an ocean passage, includes EPIRB, satellite phone and tracking device – all things that need to be sourced and then delivered – not to mention funded somehow! So, slowly we are getting all the bits and pieces together, and moving closer towards a departure.

Minnehaha is looking as good and as rugged as I could have wished for – in fact, she much surpasses what I could have wished for! The prospect of a passage is certainly an exciting one! However, after all these months on the island and amongst the people who have treated me so incredibly kindly and have really made me to feel part of the family, it is going to be strange to leave. I look back often on the time that I have spent here, and over the changes of season that I have been able to live through here, and I marvel at how incredibly lucky and blessed I am, to have landed on Prince Edward Island; to meet such incredible friends, who would help me along the way in the manner that they have.

To have been able to work on Minnehaha with my own two hands and learn all about her, to be able to work with, and learn from someone who is as skilled, creative, patient and humorous as Eddie Arsenault is an incredible, once-in-a-lifetime privilege, that I would not have wanted to miss for anything! To have been taken up with such generosity and just like a family member by Darren and Susan Cousins to the extent that I feel exactly as at home in their house as I would in my own, is to gain a second family! To have had the unwavering support, encouragement and friendship of Arleigh Hudson, (not to mention her car!) for all these months, is gaining a life-long friend! The support, labor and friendship of Raymond, Peter and Albert Arsenault has been consistent throughout. I would also like to say a very big thank you to Alicia, Nic and Danny, who have made an awesome logistics team, and have been willing to jump in and help at any and all times of the night!

And there have been many other people who have been a part of this and have contributed towards making this possible including Jim and Sandal Keefe who gifted a beautiful, handmade quilt for my bunk, Eric deDoes who reached out with a generous offer of safety knives made especially for Minnehaha by his company Plante's Bouy Sticks and Jon Johansen who has been tirelessly sharing our news with his followers at Maine Coastal News. Minnehaha and I will certainly take a very large part of Prince Edward Island with us - I have hung a print of the Confederation Bridge, on the bulkhead, and I know that looking at this print and thinking of the islanders and of the incredibly rich time I have had here – of the people and memories, will be a great source of motivation and encouragement...

But we have not left yet, and there still remains a bit of work to be done! In between the work, I will treasure all the moments here, that still remain to me - in and amongst the beautiful autumn colours that have started to transform the landscape, and serve as a reminder that the winter is approaching and that time is ticking...

Kirsten

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BOOTHBAY REGION'S RICH FISHING AND MARITIME HISTORY

Explored in Collaborative Effort

It is no secret that the towns and villages that make up the Boothbay Region have had a long rich history of fishing and lobstering as well as boatbuilding. Those occupations were the backbone of those towns for centuries. It was also those occupations as well as the natural beauty of the area that attracted “rusticators”, “summer people” and tourists to the region. For years the traditional industries and tourism had coexisted mostly harmoniously but in the past 50 years or so, the balance has shifted so that the summer people and tourists have squeezed out much of the working waterfronts. It was this squeeze that prompted a small group of concerned fisherman, businessmen and teachers to form the Boothbay Region Maritime Foundation (BRMF.) They felt that it was important to ensure that viable, commercial, deep-water properties within the sheltered harbor that is essential to the maritime community and its economy be preserved.

The priority of BRMF is to preserve working waterfront so that fisherman can have a place to park their trucks, access their boats and sell their catch. To this end, BRMF is working to rebuild two of the four working waterfront properties in the waterfront district, the Sea Pier aka Carter’s Wharf and the Fisherman’s Coop wharf. BRMF also believe it is important to educate the public on the role that the maritime industries have played in these communities. To fulfill this goal, BRMF partnered with the Penobscot Marine Museum (PMM) and the Boothbay Region Historical Society (BRHS) to create a research collection of commercial working waterfront photos including historical and contemporary photos of fishing and boatbuilding in the Boothbay region. Thus far, hundreds of photographs from local organizations and individuals have been digitized by the archivists at PMM. Contributors have included the Boothbay Memorial Library, Boothbay Register, Department of Marine Resources as well as the Tibbetts and Brewer families, June Elderkin, Alden Stickney, Jean Chenoweth, Robbie Begin and Barry Gibson. The collection lives online on the PMM online database.

The collection is a community-sourced collection that relies on individuals and organizations from the Boothbay Region for photographs as well as the stories behind them. Participants in the project may wish to donate their photos to PMM or the BRHS, otherwise loaned photographs are returned

to their owners after digitizing. It is the hope that the interested public that sees these photos will share background information, names, places and stories through the online database’s feedback feature.

In August an exhibit drawing from the collection was created and put on display at the Boothbay Opera House. The beautifully framed prints and enlargements in the exhibit are offered for sale with the proceeds going support BRMF efforts. Due to popular demand the end date for the exhibit was extended through the end of the year. Cathy Sherrill, Executive Director of the Opera House, commented, “It’s been terrific seeing the response from both residents and visitors to the Maritime Foundation exhibit upstairs. We are all pleased to have it remain for viewing this fall – hoping that all the images get purchased! The Opera House still has performances coming to the stage this fall as well as the return of the Gingerbread Spectacular and holiday events in December. This will be a great opportunity for our community to see these great photos.” The show is sponsored by a grant from the Maine Community Foundation. The upstairs gallery at the Boothbay Harbor Opera House is open between 10 and 2, Wednesdays through Fridays, and is also open to ticket holders on the evenings of performances.

On the last day of each month, bids will be collected and winning bidders notified to make arrangements for payment and pick-up. Many photos have already been sold. These historical images make unique holiday gifts and would look great on the walls of your restaurant, inn or B&B. Don’t miss this opportunity to own a piece of local history.

To explore the collection online, visit PMM’s website, <https://penobscotmarinemuseum.org/boothbay-region-maritime-foundation-research-collection/>. To contribute photos, information or ask questions, contact PMM Photo Archivist Kevin Johnson at kjohnson@pmm-maine.org or call (207)548-2529.

The Boothbay Region Maritime Foundation is a 501 (c) 3 non profit organization formed in September of 2018. Their mission is to preserve working waterfront and our maritime heritage. They are rebuilding the Carter’s Wharf buying station, NOT building a park, and should not be confused with the Boothbay Harbor Waterfront Preservation group. For more information, visit their website, <https://www.boothbayregionmaritimefoundation.org/>.



The sardine carrier TRIDENT, built by Frank Rice of East Boothbay for the Neptune Packing Company of Boston and Boothbay Harbor. Courtesy of Boothbay Region Historical



A steamboat and fishing vessel share the waters of Boothbay Harbor. Circa 1915. Courtesy of the Boothbay Memorial Library

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Dory crews await the signal from their skipper aboard the schooner to cast off and begin setting their trawls for cod. Circa 1900. Courtesy of Boothbay Region Historical Society

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U. S. NAVY NEWS

Navy to Christen Littoral Combat Ship Santa Barbara

WASHINGTON - The Navy will christen its newest Independence-variant littoral combat ship (LCS), the future USS Santa Barbara (LCS 32), during a 10 a.m. CDT ceremony Saturday, Oct. 16 in Mobile, Alabama.

The Honorable Meredith Berger, performing the duties of Under Secretary of the Navy, will deliver the keynote address at the ceremony. Remarks will also be provided by Vice Adm. Jeffrey Trussler, Deputy Chief of Naval Operations for Information Warfare; the Honorable Oscar Gutierrez, Mayor Pro Tempore for the city of Santa Barbara, California.; and Mr. Rusty Murdaugh, President of Austal, USA.

Lolita Zinke, wife of former Secretary of Interior Ryan Zinke and the ship’s sponsor, will participate in a time-honored Navy tradition to christen the ship by breaking a bottle of sparkling wine across the bow.

“Tomorrow we christen the third USS Santa Barbara, named for the beautiful coastal city in central California,” Secretary of the Navy Carlos Del Toro said. “In so doing we move one step closer to welcoming a new ship to Naval service and transitioning the platform from a mere hull number to a ship with a name and spirit. There is no doubt future Sailors aboard this ship will carry on the same values of honor, courage and commitment upheld by crews from an earlier vessel that bore this name.”

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

The LCS class consists of two vari-

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

LCS 32 is the 16th Freedom-variant LCS and 32nd in the LCS class. It is the third Navy ship named in honor of the city of Santa Barbara. The first USS Santa Barbara (Id. No. 4522) was a single-screw steel freighter that was placed into commission by the Navy on April 15, 1918, in New York. The ship made four round-trip voyages to Europe during and after World War I and was decommissioned on Aug. 6, 1919, and returned to her owners. Later renamed American, the ship was sunk by German submarine torpedoes off the east coast of British Honduras (modern-day Belize) on June 11, 1942. The second USS Santa Barbara (AE-28) was commissioned on July 11, 1970. The Kilauea-class ammunition ship completed deployments to the Mediterranean, the western Pacific, and the Caribbean before being decommissioned in 1998.

Navy Hypersonic Rocket Motor Moves Closer to Flight Testing

From Office of the Navy Chief of Information

29 October 2021
WASHINGTON - The Navy Strategic Systems Programs (SSP) successfully conducted a second test of the First Stage Solid Rocket Motor (SRM) on October 28, 2021, in Promontory, Utah, as part of the development of the Navy’s Conventional Prompt Strike (CPS) offensive hypersonic strike capability and the Army’s Long Range

Hypersonic Weapon (LRHW). The offensive weapon systems will enable precise and timely strike capability against deep inland targets in contested environments.

“Today’s successful test brings us one step closer to the design validation of our new hypersonic missile that will be fielded by both the Navy and the Army,” said Vice Adm. Johnny R. Wolfe Jr, Director, Navy’s Strategic Systems Programs, which is the lead designer for the common hypersonic missile. “We are on schedule for the upcoming flight test of the full common hypersonic missile. Our partners across government, industry, and academia are continuing the excellent work that is essential to providing a hypersonic capability to our warfighters as quickly as possible.”

This SRM test is part of a series of tests validating the newly developed common hypersonic missile. This live fire test follows previous tests of the First and Second Stages on May 27 and August 25, 2021. This static fire test marked the first time the First Stage SRM included a thrust vector control system. The thrust vector control system is a key component of the missile booster that allows the rocket motors to be maneuverable in flight.

PROMONTORY, Utah - The U.S. Navy, in collaboration with the U.S. Army, conducts a static fire test of the first stage of the newly developed 34.5” common hypersonic missile that will be fielded by both services. (U.S. Navy photo courtesy of Northrup Grumman)

U. S. peer competitors are weaponizing and fielding hypersonic capabilities, creating warfighting asymmetry that must be addressed. These tests are vital in developing a Navy-designed common hypersonic missile that the Navy and Army will field. The common hypersonic missile will consist of the first stage SRM as part of a new missile booster combined with the Common Hypersonic Glide Body (CHGB).

The Navy and Army are on track to test the full common hypersonic missile that will be a catalyst for fielding the CPS and LRHW weapon systems. The services are working closely with government national laboratories and industry to continue developing and producing the common missile.

“This test continues to build momentum to deliver hypersonics capability for our warfighters in support of the National Defense Strategy,” said LTG L. Neil Thurgood, Director of Hypersonics, Directed Energy, Space and Rapid Acquisition. “Fielding hypersonic weapons is one of the highest priority modernization areas the Department of Defense is pursuing to ensure our continued battlefield dominance, and the joint team did a tremendous job executing this test and

keeping us on schedule.”

Information gathered from ongoing tests will further inform the services offensive hypersonic technology development. Hypersonic weapons are capable of flying at speeds greater than five times the speed of sound (Mach 5), are highly maneuverable and operate at varying altitudes. The common hypersonic missile design for sea and land-based applications provides economies of scale for future production and relies upon a growing U.S. hypersonics industrial base.

Teamwork and Innovation Save \$3 million, More Than 60 Days for USS New Hampshire

From Michael Brayshaw, Hendrick Dickson, and Matthew Maher

20 October 2021
PORTSMOUTH, Va. - Thanks to collaborative teaming between Norfolk Naval Shipyard (NNSY), Portsmouth Naval Shipyard (PNSY), Naval Sea Systems Command (NAVSEA), and Mid-Atlantic Regional Maintenance Center (MARMC), innovative repairs were recently completed on USS New Hampshire (SSN 778), saving more than 60 days and an estimated \$3 million.


Repairs were performed on main ballast tank vent valves essential to conducting operations for the Virginia-class submarine.

While New Hampshire was pier-side at NNSY’s Fleet Maintenance Submarines (FMB) at Norfolk Naval Station, MARMC divers were able to determine the problem. Next came the challenge of determining an achievable solution. In developing a plan to perform waterborne repair, NNSY partnered with PNSY, where another Virginia-class submarine, USS Texas (SSN 775), is in dry dock currently undergoing overhaul. Divers traveled to the Maine shipyard to use Texas to develop a mockup of the staging needed in New Hampshire.

“It really started with great relationships in the submarine community and leveraging those relationships to be innovative and think out of the box,” said NNSY Submarine Program Manager Pat Ensley. “As soon as we were socializing this emergent waterborne repair, I immediately reached out to the submarine program manager at Portsmouth Naval Shipyard, and called [USS Texas] Project Superintendent Kevin Belisle directly asking for his support and help on this initiative. Having a great relationship with Kevin, he leaned in immediately providing me the necessary photographs in the main ballast tank within 24 hours, points of contact from his team, history of work performed previously on USS New Hampshire, and most importantly the ability for our MARMC dive team to ship check and mock-up the staging to attempt

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U. S. NAVY NEWS

this repair.”

“In order to access the vent valves, which is located at the top of the ballast tank, we would have to construct scaffolding,” said MARMC Chief Navy Diver John Putnam. “We were able use USS Texas as a platform to stage construction before beginning repairs aboard New Hampshire.”

Further assisting the weeks-long repairs performed back at the naval station was a live camera feed enabling technical experts to communicate and provide direction in real time with the divers. Repairs required designing, developing and manufacturing specialized tools to keep the valves shut during the evolution.

The efforts on New Hampshire exemplify NAVSEA’s Core Principles in action, using Technical Competence across multiple NAVSEA sites to solve the problem, demonstrating Agility by valuing innovation and operating with urgency, exemplifying Affordability in saving millions of dollars, all to deliver Reliability in providing a critical asset back to the Fleet.

“Knowledge sharing is paramount for the Navy’s four public shipyards,” said Ensley. “Creative and analytical minds working together to solve emergent problems throughout the enterprise drives success. We need to continue to think under all circumstances to increase blue days underway and keep our submariners out on patrol.”

“Overall, amazing efforts by everyone involved returning 60-plus blue days back to USS New Hampshire to support operational commitments!” said Shipyard Commander Captain Dianna Wolfson. “This was a tremendous display of teamwork and creative thinking to solve this significant problem, and a shining demonstration of our commitment to deliver technical excellence and skilled craftsmanship to maintain and modernize our Navy’s Fleet—supporting all members who serve.”

Navy Releases Extensive Bonhomme Richard Fire Report, Major Fires Review

From Vice Chief of Naval Operations
Public Affairs

20 October 2021
WASHINGTON -- The Navy released today two reports related to the fire aboard USS Bonhomme Richard (LHD 6) on July 12, 2020: the results of the U.S. Pacific Fleet Command Investigation and a Major Fires Review commissioned by the Vice Chief of Naval Operations that examined all major fires in the Navy over the last 12 years.

The Navy convened the PACFLT command investigation on USS Bonhomme Richard to specifically examine all causal and contributing factors to the fire that re-

sulted in the total loss of the ship.

There were four categories of causal factors that allowed for the accumulation of significant risk and led to an ineffective fire response: the material condition of the ship, the training and readiness of the ship’s crew, the integration between the ship and supporting shore-based firefighting organizations, and the oversight by commanders across multiple organizations. The command investigation also concluded “a lack of familiarity with requirements and procedural noncompliance at multiple levels of command” contributed to the loss of ship.

VCNO Adm. Bill Lescher emphasized the Navy’s commitment to making urgent and necessary changes to correct the deficiencies and related root causes that led to the Bonhomme Richard fire.

“The loss of this ship was completely preventable,” said Lescher. “And the Navy is executing a deliberative process that includes taking appropriate accountability actions with respect to personnel assigned to Bonhomme Richard and the shore commands designed to support the ship while moored at Naval Base San Diego.”

Lescher designated the commander of the U.S. Pacific Fleet as the Consolidated Disposition Authority to handle administrative and disciplinary actions relating to military members. Recommendations concerning civilian employees will be forwarded to the cognizant supervisor for action. Based on a separate criminal investigation, Commander, U.S. 3rd Fleet preferred charges against one Sailor who is charged with aggravated arson and hazardizing a vessel. A preliminary hearing for the Sailor is scheduled for mid-November.

The investigation was exhaustive in scope, yielding more than 1,000 findings of fact associated with the fire resulting in 242 opinions based on those findings, 139 recommendations for corrective action by various organizations at levels throughout the Navy, and listing 36 individuals recommended for accountability actions.

Additionally, the report recognized the “bravery, ingenuity, and resourcefulness in the actions of Sailors across the San Diego waterfront and others who had a role in the response,” and identified 10 meritorious performance recommendations for actions taken during the firefighting efforts.

Alongside the Bonhomme Richard investigation results, the Navy also released the results of the Major Fires Review, ordered in January 2021 by the VCNO. A comprehensive historical review of major fires aboard U.S. Navy ships, the Major Fires Review aimed at identifying recurring trends in the causal factors of 15 major shipboard fires over the past 12 years.



On July 12, a fire was called away aboard the amphibious assault ship USS Bonhomme Richard (LHD 6) at Naval Base San Diego, while it was moored pier side for a maintenance availability, which began in 2018. (U.S. Navy Photo)

The expansive review included 12 major findings contributing to a current state of elevated risk for ships in maintenance availabilities with seven strategic recommendations for corrective actions.

The Major Fires Review revealed that ineffective learning, the persistence of underlying weaknesses in shipboard watchstanding standards, hazardous and combustible material stowage, and training were the primary issues contributing to a lack of enduring change and in shipboard fires.

To address the findings of the Command Investigation and the Major Fires Review, the Navy established a Learning to Action Board to both implement the recommendations and to assess their ongoing execution overtime, testing both whether the recommendations remain in effect and whether they are providing the intended effect.

The first L2AB convened October 13, 2021, and will meet quarterly to provide a structure, process, and forum to drive accountability for implementing and assessing approved recommendations through Fleet, Type Command, and Systems Command ownership.

“The Learning to Action Board provides the structure and cadence of accountability for learning that will make these recommendations come alive with urgency,” said Lescher.

Vietnam-era Frogman receives Purple Heart

From MC1 (AW/SW) Anthony W. Walker
22 October 2021
CORONADO, Calif. – For 51 years, Engineman 2nd Class (SEAL) Ray Smith Jr. has carried the memories of a mission in Vietnam on June 12, 1970. On October 7, 2021, Smith gained something new to remember his time serving on distant shores as a SEAL: a Purple Heart. Smith’s heroism and sacrifice were formally recognized in a ceremony at Naval Special Warfare (NSW) Center’s Basic Training Command (BTC) onboard Naval Base Coronado.

Capt. Bradley Geary, commanding officer, Basic Training Command, presented Smith with the Purple Heart award surrounded by Smith’s family and friends, on the same hallowed ground where Smith

Continued on Page 19



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What's In An Age?

By Sheila Dassatt

Just the other day, I received a call from an interested person, who asked me what is the average age of a Maine fisherman? Well, I have been pondering this question ever since. With all of the problems that we have been facing over the recent years, it made me wonder just who is the “endangered species?”

To answer the question, a young person can obtain their lobster license when they are eight years old. They need to have a sponsor that has a Class I Lobster license to teach them the apprenticeship and watch over them. They can build up their amount of traps as time goes on. We know some fishermen that are proud that they started when they were such a young age and have been able to maintain their occupation through their entire life.

My Dad used to tell us that he started when he was still wearing diapers and rubber boots! Said they all started at a young age, which probably wasn’t too far fetched. He and a lot of his friends and relatives claimed they started at a very young age.

When I first got my lobster license, it was before the zones were organized and there was no wait list. This was back in 1993, just before all of the rules changed. There was a lot more lobstering at that time and a lot more licenses. For the sake of

conservation, the wait list and apprentice program came into being. This was considered necessary at that time, which perhaps it was. I believe there were approximately 7,000 licenses then.

Times have been changing, but I can honestly say that the average age now is around 54 years old. It may be more than that now, but that was the last that I knew. I am proud to say that the fishermen and women that are 70 years and older are still out there fishing and holding onto their lobster licenses. As you have probably seen the latest articles about Virginia Oliver, who is over 100 years young, and still lobstering with her son. People have asked her son if he is thinking of retiring and his answer is, “how can I retire if my mother is still going?” He says this with a gleam in his eye, as I know he is very proud of her. A lot of guys that are my age are saying the same thing about their dads. Their father’s are still out there lobstering at ages well into their eighties.

Lobstering is a way of life, and I know that as long as they are out there lobstering, it keeps them going. My Dad went until he was 87, which was such a pleasure to be on the boat with him. He passed away when he was 88 and it was never the same on the boat without him. We would always finish the coffee in the thermos on our way in. What great memories, as I’m sure you

have too. The way the laws are changing, it will definitely put a damper on the older generation. I cannot see any of these guys setting triples, or trawls at these tender ages. They are also the ones that taught us their knowledge of good fishing practices and maintained the conservation that has made Maine as successful as it is. They also taught us safety and boat maintenance and handling. This is how it has always been done, for generations.

I have already written about the “Lost Generation” that were the first to be caught up in the waiting lists and needing sponsors for the apprentice program. Some of them were able to see it through, but there were some that just didn’t meet the criteria required to obtain their Class I Lobster License. This has decreased the amount of lobstermen out there. Now we have another generation coming up, and the attention on them is “do they feel they can depend on fishing entirely to make their living?” This is a very good question for these young folks. There are some very good young fishermen coming up in the ranks and I hope that they

can make it. They certainly have their challenges to cope with. A lot of young people that graduate these days go off to college or vocational schools to learn another trade, which may also be needed these days. We don’t want them to lose “heart” in what they are doing. The demands on the rules and the dangers of fishing longer trawls is also a concern. A lot of the boats that are going offshore are not really rigged to be big enough for the demands. Does this mean that they need to buy larger boats just to meet the demands of the new rules? It is a vicious cycle for sure!

So, in answer to the question of age, we do not want to see us phase out in time just because the demands are too much to meet. Once again, we do need to work together and stick together to get us through this Armageddon that we are in right now.

I will end this with a wish that everyone has a safe and healthy Thanksgiving. Even though we have our challenges, we have a lot to be Thankful for. Enjoy your families and just kick back and make some good memories!

Maine DMR News

Updates to Aquaculture Leasing and Licensing Statutes

The First Special Session of the 130th Legislature approved several changes to the laws governing aquaculture licensing and leasing. This notice is intended to provide industry with an overview of the recent statutory changes that the Aquaculture Division is now implementing. The statutory changes (unless otherwise noted) became effective on October 18, 2021.

Leases:

The fee for a lease transfer is now due with the application instead of at the time the transferred lease is executed.

Standard lease holders must now hold their lease for a minimum of two years before they can apply to expand the site. The two years is counted from the date the lease was executed.

Experimental leases held for commercial purposes can no longer be amended.

An application to renew a standard lease is now due 30 days prior to the expiration of the lease. Prior to this change, applications to renew were due 90 days prior to the expiration of the lease.

The reasons why DMR may initiate lease revocation proceedings have expanded to include operating a site in a manner that is substantially injurious to public health or violating minimum lease maintenance standards, which are con-

templated in Chapter 2.75 of DMR’s regulations.

Limited Purpose Aquaculture (LPA) Licenses:

The fee to apply for or renew a LPA license increases for Maine residents from \$50.00 to \$100.00. The fee increases for non-residents from \$300.00 to \$400.00. All 2022 LPA license applications will be subject to the respective fee increase.

Effective January 1, 2024: The holder of a LPA license will need to directly supervise any unlicensed individual who is participating in the activities authorized under the LPA. There are limited exceptions to this provision. As noted, this change will not take effect until January 1, 2024. DMR anticipates initiating rulemaking and issuing further guidance before this becomes effective.

Other changes enacted during the recent session expand DMR’s rulemaking authority over certain elements of the aquaculture leasing and licensing programs. For example, DMR now has the authority to establish fees for lease amendments. Proposed changes to aquaculture licensing and leasing associated with this expanded authority will be processed through agency rulemaking. When DMR initiates rulemaking, notice will be provided to industry and other stakeholders. The rulemaking process provides for public feedback on any proposed changes.

If you have any questions about these changes, please email DMRaquaculture@maine.gov.

LMA 1 Restricted Area for Lobster and Jonah Crab Trap/Pot Fishing Remains Open Until Further Notice

Lobster and Jonah crab trap/pot fishermen may continue to set trap/pot gear with traditional surface markings in the LMA 1 Restricted Area.

On October 16, 2021, Maine Federal District Court Judge Lance E. Walker issued an Order on Motion for Temporary Restraining Order and Preliminary Injunction.

This Order is in response to a lawsuit brought by District 4 Lodge of the International Association of Machinists and Aerospace Workers Local Lodge 207, et al., against Gina M Raimondo, in her Official Capacity as Secretary of the United States Department of Commerce, et al., No. 1:21-cv-00275-LEW, (D. Me.).

This Order states that NOAA Fisheries “may not enforce closure of the disputed area pending further order of the Court.” The Court’s action prevents the LMA 1 Restricted Area established in the recent amendments to the Atlantic Large Whale Take Reduction Plan from taking effect while the lawsuit proceeds. Lobster and Jonah crab trap/pot fishermen may continue to fish with traditional surface markings in the LMA1 Restricted Area until further notice.

This ruling only affects the LMA 1 Restricted Area; all of the other measures contained in the September 17, 2021, Final Rule will go into effect as planned.



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Commercial Fishing News

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

From the Director -

Since our last Director's Report, a lot has changed suddenly, which has put a little reprieve on the Closure of Area 1 due to protecting Right Whales. At this point in time, we are having a chance to continue on with our fishing, which we are grateful for with the offshore season approaching very fast. With this being said, the Plaintiffs, the Maine Lobster Union (MLU), Damon Family Lobster Company, Fox Island Lobster Company and Frank Thompson of Vinalhaven filed a lawsuit claiming that the Closure was illegal. With consultation with its legal team, the MLA filed an Amicus brief in support of the MLU's motion to stop the immediate implementation of the closure. We thank Judge Lance Walker of the U.S. District Court in Bangor for temporarily halting the seasonal closure of LMA 1.

For all that are involved with the Maine Fishery, we want to assure you that we are all involved with the efforts and support of all that has been achieved. This has been an ongoing battle for years, not just recently, and we have worked very hard to make sure that we have participated with the new rules and changes that have been made over the years. I have been involved with the Whale Rules since my beginning, which was 2004. The Whales and the Whale Take Reduction

Team has been around for a long time. We had trained fishermen to know how to help the whale if it was found entangled. As time went on, it was minimized to people that were specially trained for entangling issues, due to it being very dangerous to do so. The best we can do is to report the entangled whale to the proper authorities. D.E.L.A. has been involved longer than my duration with the association, and did a good job as whale stewards. Since that time, we have all joined together to attend meetings, the legislature and workshops. As associations, we have joined together to sign letters that involve all of us, due to sharing the same common cause. We plan to continue to work together, as *we are stronger together than apart*.

D.E.L.A. received a thank you letter from Senator Susan Collins for our support for Maine Department of Marine Resource's request for funding for the Planning for the Future of Maine's Lobster Industry Initiative. As a senior member of the Senate Appropriations Committee, she requested that funding for this initiative be included in the fiscal year 2022 Commerce funding bill. She is pleased to report that \$765,000 has been included for the project in the Commerce funding bill recently released by the Committee. There are several more steps in

the process before any appropriations bills are finalized and sent to the President for signature, including reconciling differences between the House of Representatives and Senate version of bill and passage of the bill by both chambers of Congress. It is her hope that Congress will work in a bipartisan manner to "complete these steps expeditiously." She wants us to know that this is an important development. Thank you, Senator Collins!

We are continuing with the Fisheries Working Group, which is led by the Governor's Energy Office. The next meeting is scheduled for Tuesday, November 16th. A description of the Advisory Committee, working groups and lists of members are available on their website: energy@maine.gov. The agenda and minutes of the meetings are listed for everyone's information. Again, I would like to stress that the Fisheries Working Group is to communicate with the well-being of the fisheries in mind. The meetings have very good information that has been shared by Carl Wilson, of the DMR and actual fishermen that have been involved with trawl surveys due to the windmill location for proposed sites. Our meetings are led by Deputy Commissioner Meredith Mendelson. If you have any questions or input, please feel free to check out the website or contact me, dassatt711@yahoo.com.

We are also still working with the "Protect the Gulf of Maine" group, that also involves a group of associations working

together to share information and input to the Fisheries Working Group. This group is on Facebook, if you would like to join and become part of the discussion. There are some very informative posts on that particular group.

There have been so many issues going on lately, it has been very challenging. We are looking at having our meeting soon, just finalizing a location (due to Covid restrictions) and a date that works well for everyone. We understand that a lot of gear is coming up this month, but we will work on a positive time and place! We also are always encouraging membership, we are stronger in larger numbers. Please take a look at the membership form in this paper and our website, downeastlobstermen.org.

Take care and have a Healthy and Happy Thanksgiving! Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 1

may be rolled from one period to the next within the same year. For the Area 1A 2022 fishing year, the Board adopted a seasonal quota approach with 72.8% available June-September, and 27.2% available October-December with underages from June through September rolled into the October through December period, if applicable.

The Board also discussed the postponed Draft Addendum III. In May 2020, the Board postponed final action on Draft Addendum III, which was initiated to consider new approaches for managing the Area 1A fishery under low quotas. This action was in response to the challenges encountered in managing the reduced sub-ACL based on the 2018 benchmark stock assessment, which highlighted declining trends in recruitment and spawning stock biomass. Draft Addendum III also considers expanding landing provisions across different permit categories within the days out program. Public comment on the Draft Addendum was received in February and March 2020 with four public hearings held in three states (Maine, New Hampshire and Massachusetts). In May 2020, the Board postponed final action on Addendum III until a final rule for the Council's Amendment 8 has been published and until the Council and Commission leadership conduct discussions on coordination of Atlantic herring management. To the first issue, NOAA Fisheries published the final rule on Amendment 8 in January 2021. To the second issue, Commission leadership indicated that coordination discussions between the Commission and Council are ongoing and a white paper may be developed based on the discussions. Further updates on this coordination effort will be provided at future Board meetings.

Finally, the State of Maine noted a potential loss of funding for the Maine Department of Marine Resources' Atlantic herring portside sampling in future years and the need to discuss funding impacts and sampling resources moving forward.

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

Motions

Move to allocate the 2022 Area 1A sub-ACL seasonally with 72.8% available from June through September and 27.2% allocated from October through December. The fishery will close when 92% of the seasonal period's quota has been projected to be harvested and underages from June through September shall be rolled into the October through December period.

Motion made by Ms. Ware and seconded by Mr. White. Motion is approved by consen-

sus.

TAUTOG MANAGEMENT BOARD
Tautog Regional Assessments Update
Show Improvements in Stock Status

The Commission's Tautog Management Board reviewed the results of 2021 Regional Stock Assessments Update, which found improvements in most regions. Stocks within the Long Island Sound (LIS) and Delaware/Maryland/Virginia (DelMarVa) regions are not overfished, with improved stock status for both regions from the last assessment in 2017. For LIS, New Jersey/New York Bight (NJ- NYB), and DelMarVa, fishing mortality also decreased with the stock not experiencing overfishing in any regions; also an improvement from the previous assessment. In the Massachusetts and Rhode Island (MARI) region, stock status remains unchanged with the stock not overfished nor experiencing overfishing.

Each regional assessment used information through 2020, including calibrated recreational data from the Marine Recreational Information Program (MRIP). Over 90% of the total harvest of tautog across all regions comes from the recreational fishery. In addition to regional indices of abundance from fishery-independent surveys, a catch per unit effort index was developed using MRIP data for each region because tautog are not easily sampled by standard fishery-independent surveys. The new MRIP estimates resulted in higher estimates of spawning stock biomass (SSB) and recruitment in all regions, but had less of an impact on fishing mortality.

The regional assessments for MARI and LIS indicated strong year classes in recent years have contributed to increasing trends in SSB. In the DelMarVa region, landings and fishing mortality have declined significantly since 2012, resulting in an increase in SSB over the time period. While the NJ-NYB region remains overfished, the SSB has been trending upward since the last assessment update.

Since no regions are experiencing overfishing, the Board chose to not make any management changes at this time. A more detailed overview of the tautog regional stock assessment update is available on the Commission website at http://www.asmfc.org/uploads/file/61705d532021TautogAssessmentOverview_Oct2021.pdf. It was developed to aid media and interested stakeholders in better understanding the results. The assessment update will be available on the Commission website on the tautog webpage the week of October 25th.

For more information on the stock assessments, please contact Katie Drew, Stock Assessment Team Lead, at kdrew@asmfc.org; and for more information on tautog man-

agement, please contact Kirby Rootes-Murdy, Senior FMP Coordinator, at krootes-murdy@asmfc.org.

Motions

No motions made.

ATLANTIC LARGE WHALE TAKE
REDUCTION TEAM UPDATE
Meeting Summary

NOAA Fisheries provided an overview of North Atlantic right whale mortalities and gear interactions by fishery and gear type along the Atlantic coast. It also updated the states on the efforts of the Atlantic Large Whale Take Reduction Team to develop recommendations to modify the Atlantic Large Whale Take Reduction Plan (ALWTRP) to reduce risk to North Atlantic right whales. NOAA is implementing the ALWTRP changes in two phases.

Phase 1 focuses on the Northeast American lobster and Jonah crab trap fisheries, and has undergone final rulemaking. Specific measures include additional restricted areas, reducing line strength, and improving gear identification. Full implementation of these measures have been stalled given a recent court ruling prohibiting the enforcement of the Lobster Conservation Management Area 1 (in-shore Gulf of Maine) Restricted Area for North Atlantic right whales and other large whales. NOAA Fisheries is considering its response to the court ruling, which may include re-evaluating the use of other measures to reduce the risk of entanglements and mortality.

Phase 2 focuses on a number of additional fisheries, including gillnets on a coastwide basis and Atlantic mixed species trap/pot fisheries. The Take Reduction Team is scheduled to meet in early 2022 to discuss possible measures and scoping results. The Team will meet again in Spring 2022 to develop recommended measures for the proposed rule; an additional round of public comment will be solicited following release of the proposed rule. The video recording of this session can be found here.

For more information, please contact Marisa Trego with NOAA Fisheries at marisa.trego@noaa.gov or visit the ALWTRP webpage at <https://www.fisheries.noaa.gov/new-england-mid-atlantic/marine-mammal-protection/atlantic-large-whale-take-reduction-plan>.

SHAD AND RIVER HERRING MAN-
AGEMENT BOARD

Meeting Summary

The Shad and River Herring Management Board met to consider updates to American shad habitat plans, progress on two Technical

Committee (TC) tasks, an update from U.S. Geological Survey's (USGS) Eastern Ecological Science Center on Alosine Science in Support of Interstate Management, and the election of a Vice-chair to the Board.

The Board considered updates to the American shad habitat plans for the District of Columbia and Virginia, as well as a new habitat plan from New York covering the Hudson River. Under Amendment 3 to the FMP, all states and jurisdictions are required to develop habitat plans that include information on habitat threats and restoration programs affecting American shad. Most habitat plans were originally approved in 2014 and were intended to be updated every five years but there were significant delays in the development of New York's plan. The Board approved the presented shad habitat plans, and will review remaining updates at its next meeting.

The TC Chair reported the results of the TC's work on the Board task to develop methods to evaluate catch of American shad in mixed-stock fisheries in state waters. After collecting available data from all states and jurisdictions pertaining to mixed-stock fisheries and bycatch, the TC recommended potential methods to assess the impacts of mixed-stock fisheries on out-of-basin stocks. The TC recommended developing management strategies to reduce impacts of out-of-basin harvest using an index of relative fishing mortality. This would require an increase in genetic sampling and/or tagging efforts to evaluate annual stock composition of mixed stock landings. The TC felt that the minor increase in sampling could easily be achieved and could provide a meaningful increase in assessment quality. Consistent with the TC's advice, the Board recommended that these methods be incorporated into the Delaware River Basin Coop Sustainable Fishery Management Plan to evaluate the mixed-stock American shad fishery in the Delaware Bay.

The TC Chair also provided a progress update on the TC task from May 2021 to prioritize systems with barriers to passage for shad recovery and develop an inventory of available data that would support the development of fish passage criteria. To date, the TC has identified Federal Energy Regulatory Commission hydropower projects that are a priority for shad recovery efforts, and is investigating what data are available that could be used to develop passage performance standards for these systems.

The TC expects to deliver a final report on this task to the Board at its next meeting.

The Board received a presentation on alosine science being carried out at the USGS

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Eastern Ecological Science Center (EESC). The EESC is conducting over 20 research projects in support of ASMFC-managed species, and three of those are focused on shad and river herring. These projects include genetic stock identification and tissue repository, applied research on innovative fish passage technologies, and disease research, and will provide important information to aid in shad and river herring stock assessment and management.

Lynn Fegley of the Maryland Department of Natural Resources was also elected as Vice Chair of the Management Board. For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to approve the Shad Habitat Plans from VA, DC, and NY as presented today. Motion made by Mr. Geer and seconded by Dr. Rhodes. Motion passed by unanimous consent.

Move to approve the Technical Committee recommendation to evaluate mixed-stock catch of American shad be incorporated into the Delaware River Basin Coop Sustainable Fishery Management Plan. Motion made by Mr. Maniscalco and seconded by Dr. Colden. Motion carries (16 in favor, 2 opposed).

Move to nominate Lynn Fegley as Vice Chair. Motion made by Mr. Hyatt and seconded by Dr. Armstrong. Motion carries without opposition.

ATLANTIC COASTAL COOPERATIVE STATISTICS PROGRAM (ACCSP) CO-ORDINATING COUNCIL

Meeting Summary

The ACCSP Coordinating Council met to take action on the administrative proposal and ranked Partner proposals to allocate funding for FY2021. The Council approved funding

of the top 7 maintenance proposals and 3 new FY2021 proposals as ranked by the Advisory and Operations Committees. The Council discussed the need to find new approaches to support biological sampling of herring, mackerel, and menhaden. Several members supported the transparency and robust process of project ranking discussions. The Council continued to balance increases in the ACCSP administrative grant and tradeoffs for funding across the areas of Partner projects and program priorities. The Leadership Team will meet in December to evaluate 2022 funds to support the approved projects and timing of hiring a software staff member.

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

Motions

Move to support the updated ACCSP administrative proposal, the top 7 maintenance proposals, and the remaining 3 new proposals as ranked by the Operations and Advisory Committees. The leadership team will be engaged to adjust the funding levels when known.

Motion made by Dr. McNamee and seconded by Ms. Fegley. Motion stands approved.

ATLANTIC MENHADEN MANAGEMENT BOARD

Meeting Summary

The Atlantic Menhaden Management Board met to outline priorities in completing the next benchmark stock assessment, provide guidance to the Plan Development Team (PDT) to further develop Draft Addendum I to Amendment 3, and discuss fish kills over the past year.

Earlier this year, the Board tasked the

Continued on Page 20

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Boat And Ship Yard News



Here is the keel of ROYAL outside being cleaned up by Megan and Joe Lowell and Bob Turcotte at Downeast Custom Boat Co. in Yarmouth.

Brooklin Boat Yard Brooklin

When you walk through the door in the main shop you will find the stations set up for the new Eggmoggin 47. She will be 18-inches wider, 4-inches more freeboard, a longer cockpit and a shorter house. Her owner is a very experienced racer from Newport, RI and knows exactly what he was looking for. He sails 12 metre racers in Newport, but this is going to be a family racer. They added beam and a deeper keel, which added more stability. With all the stations up they

are getting ready to put down the layers for her cold moulded hull. She is scheduled to be launched early this spring.

Next to her is a Wianno, Sr. from Cape Cod, which was T-boned by the owner's nephew and suffered damage to her starboard side at the cockpit. They have made repairs to her sheerstrake, deck and toerail. This project will be done early in November.

The 91-foot cutter SONNY, the flagship for North Sails, has been in for several months. She has all new paint and varnish and they are now completing the new hy-



At Samoset Boat Works in Boothbay they are finishing off this Mussel Ridge 28 as Gentleman's lobster boat.

draulic refit so she can fly big kites when racing. In the middle of November she will be launched and taken to Front Street Shipyard in Belfast to have her new mast, currently on its way from Holland, stepped just after Thanksgiving. She will then head south to compete in the big super yacht buckets at St. Bart's and Antigua. Then she will head to the Mediterranean to race there.

Up in the "Toy Box" they are working on a S & S motorsailer, which is being replanked. When SONNY leaves the main shop she will come down and be finished there.

In the Odd Fellows Hall at the head of the road they are finishing a Riva Aquaroma kind of replica for Michael Peters' design office.

Besides the new builds there is plenty of repair work to do. A little cruiser they built in the 1980s will be in to be repower. The Botin 55, OUTLIER, is back and they will be getting her ready for the Newport-Bermuda Race.

Ellis Boat Manset

The Ellis 36, which was being built for their charter fleet last year, was purchased by a customer before it was finished. So, they have another 36 under construction this winter for the charter fleet, unless a customer wants her. She will be laid up with a foam core, typical resins and a white gel-coat exterior so a potential owner that wants a different color can Awlgrip her. For accom-

modations she has a V-berth, head with full shower and galley. The last two they altered the galley so they could fit in a two seat bar with a touch-screen that can hook up to the Garmin electronics, which owners really liked. Shane Ellis, who is running Ellis Boat, said, "There is plenty of head room. We took out the plugs. We had plugs in our moulds for years and in the last three I took out the plugs. It now has 6-foot 6-inch head room through the whole boat including down in the cabin, nice and spacious. I think my dad didn't like the trunk cabin looking quite so tall, but when you get somebody that gets on the boat that is 6' 4" they appreciate the extra headroom and who knows who is going to end up owning the boat."

These boats are all powered with a 440-hp Yanmar diesels, which makes it easy to stock up on engine parts so if something does go wrong you could be back up and running quickly. Shane added, "I think, maybe I will do the Cummins 8.3 or something in that liter range, but I keep going back to the fact that the 440 Yanmar is quiet, it's a clean engine, it's efficient, it fits nice and snug down in there with a lot of space around it. The max speed is 23 to 24 knots but you could cruise around in the high teens all day long. We have kind of reached our semi-displacement hull speed. It is at a point where you are trying to push so much water, you could put another 150 hp in and maybe gain 4 knots, but for how much fuel?"

Continued on Page 18.

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Boat And Ship Yard News



At Brooklin Boat Yard they have this new Eggmoggin 47 sailboat under construction.

Continued from Page 15

Besides the new build they have several restorations to do, owners, new and old, just wanting to upgrade their boat. Some projects could not be completed last year so they are up first. Shane said, “One thing we did last year that was really cool was we extended the 24. We have an extension mould, which I know doesn’t sound like that big of a deal, but it allows for a conversion from the stern drive to an outboard. It ends up being a bolt-on, but it is really nice and snug. I made it so it was a sort of a multi-step thing so it is easy to get out of the water, off a dock and you can fit one or two outboards on it. We put a single 250 on a cute little lobster yacht and it came out really nice. We were going to Armstrong over and over again to sort of get the outboards back there and extend the boat but it didn’t really extend our hull and it didn’t give it the extra buoyancy. Now I am thinking, let’s just take the 24 mould and make some new ones with the extension built right into it.”

This is the answer for many who find they want a small house to get out of the inclement weather when it happens. They are still trailerable, but the problem is they take a lot of hours to finish, so they are not cheap. When asked if this could be done on the 28, Shane said the hull shape is different and would not be as good with outboards. Don Ellis sold his Ellis 36 and he is thinking he wants one of these 26s.

Downeast Custom Boats Yarmouth

There was a slight delay in getting the keel for ROYAL (1984, 36-foot Royal Lowell design and built), when it was discovered that the wood they planned to use would not work. Joe Lowell headed to New England Naval Timber in Connecticut and found what he needed. He said, “I was able to get everything outside of the heart, very few knots. The quality of the wood was really good. So, I came back and removed the keel and now I am making my patterns. After the patterns, I’ll start cutting out my timbers for the keel and putting it back together and bolting her up. Once I get it all bolted together, I will do the rabbet line, my rib notches and

what not and then we will put it in place.”

With hunting season, most, if not all of the crew, will be heading out into the woods, however, they still feel that the keel will be in place just after Thanksgiving. Joe then hoped to have her re-framed by Christmas.

Johns Bay Boat Co. South Bristol

On the morning of 16 October with heavy rain showers John’s Bay Boat Co. launched their newest creation, the 46-foot split wheelhouse lobster boat TWILIGHT II, for her owner of Friendship, who was also the owner of the first TWILIGHT. She is cedar over oak with a 7-inch keel. She is powered with an 800-hp C-18 Caterpillar diesel, with a 2.6 kW Northern Lights generator. Below the platform she has a tank for about 3,000 pounds of lobster, two tanks, which hold 550 gallons of fuel and a rope locker.

Even before TWILIGHT II was out the door, they had begun lofting a new 47-footer, but with just a 14-foot beam. John William owns the KHRISTYMICHELLE, which is a 44-footer with less beam and burns substantially less fuel. This boat is for his nephew, but he opted to go a little longer due to the size of his traps. Peter Kass, owner of John’s Bay Boat Co., explained, “When he first came, he said he just as soon get a boat like Uncle John’s. Then he said, ‘I got to thinking about the way I stack traps, and if we made her a little longer I’d be okay with it.’ Then he gave it some more thought and he said I think really 47-feet. Because he has 54-inch traps he needs a little bit more room per tier so she’s stretched all the way to 47-feet. Like John’s boat, 44 x 14-feet with a 9 liter Cummins, he steams 16½ knots and he can go 20 if he wants to. He’s got a good cruise and burns less than half the fuel that the 44 x 16-footers with 800 to 1,000 hp engines. This is also a \$50,000 engine instead of one costing \$130-140,000.”

Pete said they could not use the old moulds, because they were slightly damaged and opted to build new ones. The transom is framed and Pete was cutting the rabbet line into the stem, which he figured would be done the following day.



A Calvin Beal 36 being finished off as a sportfisherman at Mainely Boat in Cushing.

This boat will be done the end of next summer and then they will start on a large pleasure boat, which they are now working out the details for. This will be followed by a 34-foot pleasure boat.

There is also a lot of repair work that is on the schedule. The first TWILIGHT will be in to have her platform replaced. With the platform out, they will change her exhaust from dry to wet and add water tanks. Her new owner will not fish her, but does not want to completely change her into a yacht, just make her more comfortable for cruising.

They also have two repowers. One on a 41-footer that they built for a customer from Massachusetts. She is powered with a 3306 Caterpillar and that will be replaced with a Scania. A 42-footer from York will be coming in to have her Lugger with over 20,000 hours replaced.

There will also be several others coming in for their usual annual maintenance and cosmetic work.

Mainely Boats Cushing

Getting near completion is a Calvin Beal 34, which is being finished off as a sportfisherman for a customer from Massachusetts. For accommodations she has a V-berth, head to port, and a hydraulic and electrical room. Up in the shelter is a simple galley with refrigerator and sink and a bench seat. In the centre of the cockpit she has a big tuna tank and live well. She is powered with a 500-hp Cummins. She should be done the end of November, but with the windows not arriving until January, she will be shrink-wrapped and put outside.

Next to her is a Calvin Beal 44, which is being finished off as a lobster boat for a fisherman from Vinalhaven. They are just finishing up the last of the glass work and fairing as she will be Awlgrippied inside and out. Under the platform she has four live-well tanks, 600 gallons of fuel and a generator. For accommodations there are four berths, galley to starboard, an electrical/hydraulic room and a large compartment near the companionway for a toolbox. She is powered with an 800-hp MAN. She will also be fitted with a rubber deck, tailgate, trap rack, and big light stand.

Next, they have an Osmond 42, which has been stretched to 46 feet, widened to 17 feet and had 6-inches added to the sheer. She is being finished off as an offshore lobster boat powered with an 800-hp Scania. The engine is in-place as well as the bunks, but they will really begin work on her when the other two are done.

After this they have a Wesmac 38 coming in to be finished off as a spartan charter sportfisherman for a customer from New York. This will be followed by a Northern Bay 38, powered with a 1,200-hp MAN

going to Massachusetts as a well-appointed sportfisherman. Lastly, they have a Calvin Beal 34 coming to be finished off as a sportfisherman for a customer from Massachusetts. This will keep them busy right through 2022.

S. W. Boatworks Lamoine

They have just finished laying up a Calvin Beal 36 hull and top for Calvin S. Beal, which will be shipped to his shop on Beals Island to be finished off as a lobster boat. Another Calvin Beal 36 is heading Downeast to be finished off by her owner as a lobster boat. Now being laid up is a Calvin Beal 38 hull and top, which will be heading Downeast to Feeney’s Boat Shop in Cutler to be finished off as a lobster boat for a Mount Desert Island fisherman. Next, they have a couple of Calvin Beal 42s and a Calvin Beal 44 to lay up.

In the finish shop they have a Calvin Beal 36, being finished off as a walkaround sportfishing powered with a 750-hp Scania. She is about a third of the way done and presently they are working on putting the cabin sides up and making sure it is right. Stewart Workman added, “This is the first one and it is challenging. Things have to be symmetrical, it’s got to look good. It’s got a big engine and the hull is taller. It’s going to be pretty comfortable. I had drawings done because I have no room for any variants because everything just barely fits. I would not want to do a walkaround on anything smaller than 36, because you would not be able to use the forecabin.”

Down below she has a V-berth, head with a stand-up shower and a third bunk down the side. Stewart said, “The V-berth is a little challenging. The only challenge is where that deck steps down because that is right where your V-berths are. You may have to sleep with your feet forward to make it a little bit more comfortable. On paper it looks like it’s going to work.”

Another Calvin Beal 36 is in bay #2 and that is going to be finished off as a sportfishing boat.

Across the street in the bigger finish bays they have two Calvin Beal 42 sportfish yachts underway. These will take a lot of time to complete.

Just launched was a Calvin Beal 48 split wheelhouse lobster boat for Harold Poole. Down below she has a V-berth and a couple of work benches. Up in the wheelhouse she is finished off with oiled teak. Under the platform she has three fish holds, sprinkler system, 600-gallon fuel tank and a genset. She is powered with a 1,000-hp C-18 Caterpillar diesel and reached a top speed of 24 knots even though she was under wheeled. Since she will get heavier, as all boats do, they decided not to change the propeller.

U. S. NAVY NEWS

Continued from Page 1

first earned the distinction of being a Special Warfare Operator. Also present was the next generation of Navy SEALs, candidates currently in the assessment and selection pathway at BTC, who gathered to recognize a moment in history in action.

During his remarks, Geary reminded the candidates in attendance of the importance of reflecting on their heritage and recognizing the sacrifices of their forbearers.

“Naval Special Warfare is built on the shoulders of those who came before us and displayed the courage, integrity and grit we work to instill in our candidates every day,” said Geary. “Those in attendance today are witness to an exemplar of these qualities. While Ray was convalescing from his injuries, he was separated from the Navy and his Purple Heart was forgotten in the process. Today, we rectify that discrepancy – in his record and Naval Special Warfare’s history – here on this grinder, where it matters most.”

Smith was appreciative of the recognition by NSW.

Smith, a native of Mt. Clemens, Michigan, enlisted in the Navy on September 6, 1968. Following his graduation from BUD/S, he reported to SEAL Team One and was quickly deployed to Vietnam. While inspecting a village for arms and food storage bunkers, Smith and his platoon came under heavy fire. During the subsequent fire fight, Smith was shot in the arm. The bullet travelled into his neck and passed through part of his carotid artery. Smith was medically evacuated and treated for his injuries, ultimately being sent to Balboa Hospital in San Diego for additional care. Smith was discharged from the Navy in 1970 and began a successful career as an engineer.

In addition to members of the NSW community and Smith’s family, the ceremony was also attended by Army Capt. John Leandro, the pilot responsible for evacuating Smith from the battlefield following his injuries.

The Purple Heart, one of the oldest and most recognized American military medals, is awarded to service members who were killed or wounded by enemy action. The award was created in 1782 by George Washington to encourage gallantry and fidelity among soldiers by formally recognizing meritorious action.

Naval Special Warfare Center, located on Naval Amphibious Base Coronado, provides initial assessment and selection and subsequent advanced training to the Sailors who make up the Navy’s SEAL and Special Boat communities. These communities support the NSW mission, providing maritime special operations forces to conduct full-spectrum operations, unilaterally or with partners, to support national objectives.

Navy to Christen Future USNS Harvey Milk

05 November 2021

The Navy will christen the John Lewis-class replenishment oiler, the future USNS Harvey Milk (T-AO 206), during a 9

a.m. PDT ceremony Saturday, Nov. 6 in San Diego, California.

Mr. Stuart Milk, Co-Founder of the Harvey Milk Foundation and Milk’s nephew, will deliver the principal ceremonial address. Remarks will also be provided by the Honorable Carlos Del Toro, Secretary of the Navy; Vice Adm. Jeffrey Hughes, Deputy Chief of Naval Operations for Warfighting Development; and Rear Adm. Michael Wettlaufer, Commander, Military Sealift Command. The ship’s sponsors are U.S. Sen. Dianne Feinstein, of California, and Paula Neira, Navy Veteran and Clinical Program Director of the Johns Hopkins Center for Transgender Health. Ms. Neira will christen the ship by breaking a bottle of sparkling wine across the bow in a time-honored Navy tradition.

The Navy’s Military Sealift Command will operate the future USNS Harvey Milk, the second ship in its class. The ship is named in honor of the late politician and civil and human rights activist, who served in the Navy during the Korean War as a diving officer. After his naval career, Harvey Milk was elected to the San Francisco Board of Supervisors in 1977, becoming the first openly gay elected official in California. Milk was assassinated on November 27, 1978.

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187-class fleet replenishment oilers to provide underway fuel replenishment to Navy ships at sea. Fleet replenishment oilers are part of the Navy’s Combat Logistics Force.

In June 2016, the Navy awarded a \$3.2 billion contract to General Dynamics NASSCO in San Diego to design and construct the first six ships of the Future Fleet Replenishment Ship, the John Lewis-class (T-AO 205), with construction commencing in September 2018. The Navy plans to procure 20 ships of the new class.

U.S. Navy Conducts Salvage Operation in Panama

From U.S. Naval Forces Southern Command/U.S. 4th Fleet Public Affairs
PANAMA CITY - U.S. Naval Forces Southern Command/U.S. 4th Fleet deployed personnel to Vasco Nuñez de Balboa port in Panama to conduct a salvage operation Oct. 29.

Sailors from Mobile Diving and Salvage Unit Two (MDSU 2) and personnel from Navy’s Supervisor of Salvage and Diving (SUPSALV), at the invitation of the

Government of Panama, will remove the sunken vessel blocking use at a strategic port at the entrance to the Panama Canal. This operation will also provide opportunities for National Aero Naval Service Divers (SENAN) to dive alongside the U.S. diving team for subject matter expert exchanges. These interactions promote mutual understanding of, and interoperability between, both nations.

The operation to remove the sunken vessel, which has blocked Pier 3 of the Vasco Nunez de Balboa port since 2004, will aid accessibility to a critical Panamanian port. The project, which is expected to continue through the month of November, began after Panama asked the U.S. for assistance

with the salvage project in May 2020. The initial survey was conducted by MDSU 2 in September 2020.

Once the vessel is removed, all debris recovered will be turned over to a local recycling center to ensure proper disposal of any waste.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

Technical Committee (TC) and Ecological Reference Point Work Group (ERP WG) with identifying data needs and timelines for the development of spatially-explicit modeling approaches for menhaden. The TC and ERP WG produced a memo on potential spatially-explicit approaches, which highlighted that any of the approaches would likely extend the timeline for completing the next benchmark assessment, currently scheduled for 2025. The Board indicated completing the benchmark stock assessment in 2025 as planned was the highest priority. The TC and ERP WG will begin work on the single-species and ERP benchmark assessments following completion of the 2022 single-species stock assessment update. The benchmark assessments will focus on refining the ERP approach developed in the 2019 assessments. While some spatial considerations may be incorporated in the process of refining the ERP models, spatial modeling will not be pursued until the 2025 benchmark assessments are completed.

The Board was presented a progress update on development of Draft Addendum I to Amendment 3. The Draft Addendum proposes changes to three management topics: commercial allocations, incidental catch provision, and Episodic Event Set-Aside program (EESA). The PDT provided the Board with a memo that included a statement of the problem, objective, initial set of management alternatives, and PDT recommendations for each topic. The PDT also highlighted key questions to the Board to help guide developing the Draft Addendum further. The three topics are interconnected. For example, changes to allocation can affect incidental landings as well as the states’ need to participate in the EESA program. This has created additional complexity in the draft alternatives. The following highlights some of the Board’s key feedback:

Allocation

For the statement of the problem and objective, adjust language to reflect all current fisheries, not just directed fisheries

Remove uniform fixed minimum allocation, pooled quota, and open fishery management alternatives from the draft addendum

Further develop the tiered fixed minimum allocation alternatives, including a lower fixed minimum value (i.e. 0.01%) and include both two and three tiered options

For timeframes to allocate the remaining TAC, include both a long time series (2009-2020) option and as well as a range of weighted allocation options using weightings of both 50/50 and 25/75 in terms of earlier/recent landings

Incidental Catch

For the objective, adjust the language to clarify when landings should count against the directed fishery and highlight reducing discard mortality for all fisheries. Additionally, remove the management objective #4, establishing trip and seasons.

Maintain alternatives that adjust the incidental catch trip limit but have them only apply to non-directed gear

Keep the catch accounting sub-topic in the addendum, remove sub-alternatives that are gear specific, and add an alternative that evaluates incidental catch as part of total landings relative to the TAC with an overage payback provision

EESA

Develop alternatives that include 5% as a maximum value to increase the EESA

The increase in the EESA should come from either the initial TAC or adjustments to the fixed minimum allocation, not relinquished quota

Remove the alternative that would eliminate the EESA program

Develop an alternative that allows states to transfer quota into the EESA program prior to an overage of the EESA

Further develop an alternative that considers allowing a state to begin harvesting under

the EESA before the state quota is exhausted (i.e. 95% of a state’s quota is met, rather than 100%)

The PDT will continue work on the Draft Addendum with the aim of providing the document to the Board to approve it for public comment at the Commission’s Winter Meeting in January 2022.

Due to the meeting running late, the Board postponed reviewing the report on menhaden mortality events until the Winter Meeting. For more information contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator at krootes-murdy@asmfc.org.

Motions

No motions made.

EXECUTIVE COMMITTEE

Meeting Summary

The Executive Committee (Committee) met to discuss several issues, including the FY21 Audit; public information request policy; wind energy involvement; the Seafood Processors Pandemic Response and Safety Block Grant Program, the Commission’s Appeals Process; and receive an update on future annual meetings. The following action items resulted from the Committee’s discussions:

The FY21 Audit was reviewed by the Administrative Oversight Committee (AOC) and forwarded to the Executive Committee with a recommendation for approval. The motion to approve passed unanimously.

Mr. Beal presented the draft policy on responding to public information requests, which was drafted in consultation with the Commission’s attorney. After a thorough discussion, Mr. Beal was directed to incorporate aspects of the discussion and bring it back to the Committee for action at the January meeting.

Mr. Cimino requested discussion on the Commission’s role in coordinating the member states’ efforts with regard to offshore wind energy development. While the Bureau of Ocean Energy Management has the lead in wind energy development, Mr. Cimino believes there needs to be coordination among the Atlantic coast states so they speak with a unified voice. A robust discussion ensued, and Chair Keliher noted further discussion needs to take place at the January meeting to determine the appropriate role for the Commission.

The Committee discussed the Seafood Processors Pandemic Response and Safety Block Grant Program under the Department of Agriculture. Several states felt the amount available to them was not enough for the amount of work administering it would take; other states indicated they were interested but had questions. Mr. Beal will reach out to the Department of Agriculture to request a meeting to discuss this program with the states who are interested. State applications are due November 22.

The Committee discussed the revised Appeals Process and agreed with the recommended changes to the process; however, several Committee members said the allocation issue must remain as an issue that can be the subject to an appeal. Mr. Beal agreed there is a bit more work to do on the Appeals Process, and will bring a revised document to the Committee meeting in January.

The future annual meeting schedule is : New Jersey – 2022; North Carolina – 2023; Maryland – 2024

The Committee also agreed to hold the 2022 Winter Meeting as a hybrid meeting in Arlington, VA. The specific participation details will developed over the next couple of months. For more information, please contact Laura Leach, Director of Finance & Administration, at lleach@asmfc.org or 703.842.0740.

Motions

On behalf of the Administrative Oversight Committee, move acceptance of the FY21 Audit.

Motion by Spud Woodward on behalf of the AOC. Motion passed unanimously.

COASTAL SHARKS MANAGEMENT BOARD

Meeting Summary

The Coastal Sharks Management Board met to set 2022 specifications and elect a new Vice-Chair. Regarding specifications, NOAA Fisheries published the proposed 2022 Atlantic shark specifications in early August. The proposed rule includes a start date of January 1 for all shark management groups, with quota levels remaining unchanged from 2020 and 2021. NOAA Fisheries proposes an increase in the initial 2022 possession limit for the aggregate large coastal sharks (LCS) other than sandbar from 36 to 55 sharks per vessel per trip. This change is due to landings being well below the quota in recent years. NOAA Fisheries may reduce the retention limit as needed to ensure the quota is not exceeded. The proposed initial retention limit for blacknose sharks is 8 sharks per vessel trip. Taking into consideration the proposed rule, the Board will set the 2022 coastal shark specifications via an email vote after the final rule is published.

Last, the Board elected Erika Burgess of Florida Fish and Wildlife Conservation Commission as the Coastal Sharks Board Vice-Chair. For more information contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator at krootes-murdy@asmfc.org. 703.842.0740.

Motions

Move to approve the 2022 coastal sharks specifications via an email vote after NOAA Fisheries publishes the final rule for the 2022 Atlantic shark commercial fishing season.

Motion made by Ms. Burgess and seconded by Mr. Haymans. Motion passes by unanimous approval.

Move to nominate Erika Burgess (FL) to serve as Vice-Chair to the Coastal Sharks Board.

Motion made by Mr. Woodward and seconded by Mr. Miller. Motion passes unanimously.

BUSINESS SESSION SPUD WOODWARD ELECTED ASMFC CHAIR

Member states of the Atlantic States Marine Fisheries Commission (Commission) thanked Patrick C. Keliher of Maine for an effective two-year term as Chair and elected Commissioner Spud Woodward of Georgia to succeed him.

“I’m honored to be chosen by my fellow Commissioners to lead our efforts for the next two years, during which I hope we’ll once again be meeting in person. I look forward to concluding our introspective examination of de minimis status and conservation equivalency so we’re confident that we have the proper balance between flexibility and accountability. Allocation will remain one of our most contentious and potentially divisive tasks. However, I know the spirit of cooperation and mutual respect that’s the legacy of the Commission will lead us to decisions that are as fair and equitable as possible,” said Mr. Woodward.

Mr. Woodward continued, “I want to thank outgoing Chair, Pat Keliher for his steady hand on the tiller during a tumultuous two years, when he faced challenges unlike those of any of his predecessors. Newly elected Vice-chair Joseph Cimino and I will strive to emulate his success working with our stakeholders, state, federal, and academic partners, Congress, and especially Bob Beal and the outstanding staff to ensure Cooperative and Sustainable Management of Atlantic Coastal Fisheries is not just a vision statement but a reality.”

Under Mr. Keliher’s chairmanship, the Commission made important strides in furthering its strategic goals. Management accomplishments over the past two years include quick action by the states to end overfishing of Atlantic striped bass; implementation of ecological reference points to manage Atlantic menhaden; positive stock status for all four tautog populations after years of effort to re-

build the stocks; a new rebuilding amendment for bluefish; and the completion of benchmark stock assessments for American lobster, American shad, Atlantic cobia, and tautog. Further, advances in habitat conservation were made by the Atlantic Coastal Fish Habitat Partnership (ACFHP) through its funding of seven on-the-ground projects, which will open over 40 river miles and conserve over 300 acres of fish habitat. ACFHP also partnered with the Southeast Aquatic Resources Partnership and The Nature Conservancy to spatially prioritize fish habitat conservation sites through GIS mapping and analyses for the Atlantic region of the U.S. from Maine to Florida.

From a data collection and management perspective, the Atlantic Coastal Cooperative Statistics Program also made progress under Mr. Keliher’s leadership. The Program redesigned SAFIS eTRIPS, the first and currently only fisherman trip reporting application that meets One Stop Reporting initiative; and implemented state conduct of the Marine Recreational Information Program’s (MRIP) For-Hire Survey and electronic data collection for MRIP’s Access Point Angler Intercept Survey.

The majority of Mr. Keliher’s chairmanship occurred during the COVID-19 pandemic, a time in which his leadership truly shined. He maintained active communication with staff and fellow Commissioners, oversaw a seamless transition to virtual meetings, and consistently made decisions with the safety of Commissioners and staff in mind.

A native Georgian, Mr. Woodward has dedicated his life to marine fisheries management at the state and interstate levels. Now retired and serving as Georgia’s Governor Appointee to the Commission, Mr. Woodward worked for the Georgia Department of Natural Resources (GA DNR) for over 34 years, including serving as the Director of the Coastal Resources Division and Assistant Director for Marine Fisheries. In addition to his work with GA DNR and the Commission, Mr. Woodward has served on the South Atlantic Fishery Management Council since 2018. In the Commission’s 80-year history, Mr. Woodward holds the distinction of being the second Governor’s Appointee to serve as Commission Chair and Vice-chair. The first being Captain David H. Hart.

The Commission also elected Joseph Cimino, Marine Fisheries Administrator for the New Jersey Department of Environmental Protection, as its Vice-Chair.

Meeting Summary

The Commission, during its Business Session, considered approval of the 2022 Action Plan and election of new Commission leadership. The Commission reviewed and approved the 2022 Action Plan, which outlines the administrative and programmatic activities for next year. The Plan will be available on the Commission’s website, www.asmfc.org, under Guiding Documents early next week. By unanimous acclamation, the Commission elected A.G. Spud Woodward of Georgia and Joseph Cimino of New Jersey as Commission Chair and Vice-chair, respectively.

For more information, please contact Robert Beal, Executive Director, at rbeal@asmfc.org or 703.842.0740.

Motions

On behalf of the Administrative Oversight Committee, move to approve the 2022 ASMFC Action Plan as modified today.

Motion made by Mr. Woodward. Motion passes.

On behalf of the Nominations Committee, move to nominate Mr. Woodward as Chair of ASMFC.

Motion made by Mr. Gilmore. Motion passes.

On behalf of the Nominations Committee, move to nominate Mr. Cimino as Vice-Chair of ASMFC.

Motion made by Mr. Gilmore. Motion passes.

ATLANTIC STRIPED BASS MANAGE-

MISCELLANEOUS COMMERCIAL FISHING NEWS

MENT BOARD (OCTOBER 20, 2021)
Meeting Summary
The Atlantic Striped Bass Management Board (Board) met to consider approval of Draft Amendment 7 for public comment and to consider approval of Draft Addendum VII to Amendment 6 for public comment.

The Board received an overview presentation of the management options developed for Draft Amendment 7. The Plan Development Team (PDT) and the Technical Committee (TC) met multiple times between May and September to develop Draft Amendment 7. The Advisory Panel (AP) also met to provide feedback on the scope of draft options, which was included in the staff presentation. In August 2020, the Board initiated development of Amendment 7 to the Atlantic Striped Bass Interstate Fishery Management Plan (FMP) to update the management program to better align with current fishery needs and priorities, and build upon the Addendum VI action to end overfishing and initiate rebuilding. Since Amendment 6 was adopted in 2003, the status and understanding of the striped bass stock and fishery has changed considerably. The 2018 benchmark stock assessment indicated the striped bass stock has been overfished since 2013 and is experiencing overfishing, which changed perception of stock status. In May 2021, the Board approved the following four issues for development in Draft Amendment 7: management triggers, measures to protect the 2015 year class, recreational release mortality, and conservation equivalency.

The Board discussed the proposed management options for each of the four issues and removed some options from the document, primarily due to concerns that certain options would not be viable for implementation. For management triggers Tier 1 (fishing mortality triggers), the Board removed draft options A3, C2, and C4. For management triggers Tier 2 (female spawning stock biomass triggers), the Board removed draft options C2 and C4. For

measures to protect the 2015 year class, the Board removed draft option E (recreational harvest moratorium). For recreational release mortality, the Board removed draft options B1 and B2 for seasonal closures, and draft options C2, C3, and C4 for gear restrictions. For conservation equivalency, the Board removed draft option F (prohibition of CE).

The Board tasked the PDT with development of new options to add to the Draft Amendment 7 for the Board’s review at the 2022 Winter Meeting. For the fishing mortality (F) threshold management trigger, the Board added a draft option to consider a 2-year average of F in addition to a 3-year average. The Board tasked the PDT with developing a formal rebuilding plan for striped bass that could include a status quo F target and another option that would establish a F(rebuild) calculated as the F value projected to achieve SSB(rebuild) no later than 2029 under the assumption of the low recruitment regime. The Board also tasked the PDT with adding maximum size limit/slot options to the Chesapeake Bay recreational fishery measures section for protecting the 2015, 2017, and 2018 year classes.

The Board received an overview presentation of the management options developed for Draft Addendum VII to Amendment 6. The presentation included a report from the PDT regarding concerns about commercial quota transfers. The issue of commercial quota allocation was not approved for development in Draft Amendment 7. In order to provide a management option that could provide some immediate relief to states that were seeking a change in commercial quota allocation, the Board initiated Draft Addendum VII in August 2021 to consider allowing voluntary transfers of coastal commercial quota. Due to the PDT’s concerns and the Board’s current focus on Draft Amendment 7, the Board deferred consideration of Draft Addendum VII until May 2022 to allow for further development and

review of the transfer options.
For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org or 703.842.0740.
Motions
Move to consider a formal rebuilding plan for striped bass in Amendment 7 using methods described under “Management Response to Recruitment Trigger”. Option 1 would be status quo F target. Option 2 would establish a F(rebuild) calculated as the F value projected to achieve SSB(rebuild) by 2029 under the assumption of the lower recruitment regime.
Motion made by Ms. Ware and seconded by Mr. McMurray. Motion tabled until the end of the Draft Amendment 7 agenda item.

Motion to Table #1
Motion to table until the end of the Draft Amendment 7 agenda item.
Motion made by Mr. Davis and seconded by Mr. Gary. Motion adopted by consensus.
Move to add protection for the 2015, 2017, and 2018 year classes through adding a maximum size limit option/slot option in the Chesapeake Bay recreational fishery in section 4.2.1. Maximum size limit options developed by the PDT should aim to maximize protection for the 2015, 2017 and 2018 year classes consistent with the Technical Committee advice for the coastal analysis.

Motion made by Mr. Sikorski and seconded by Mr. Armstrong. Motion tabled until the end of the Draft Amendment 7 agenda item.
Motion to Table #2
Move to table until the end of the Amendment 7 agenda item.
Motion made by Mr. Nowalsky and seconded by Mr. Clark. Motion passes.

Main Motion
Move to defer consideration by the Striped Bass Board of Draft Addendum VII to Amendment 6 to the Atlantic Striped Bass Plan to allow further development and review of the transfer options. Motion made by Mr. Miller and seconded by Mr. Gary.

Motion to Substitute
Move to substitute to postpone Draft Addendum VII to Amendment VI until such time as striped bass is not overfished and overfishing is not occurring.
Motion made by Ms. Patterson and seconded by Mr. Fote. Motion fails (2 in favor, 14 opposed).
Main Motion
Move to defer until May 2022 consideration by the Striped Bass Board of Draft Addendum VII to Amendment 6 to the Atlantic Striped Bass Plan to allow further development and review of the transfer options.

Motion made by Mr. Miller and seconded by Mr. Gary. Motion approved without objection.
Move to remove Option F from the conservation equivalency options.
Motion made by Mr. Clark and seconded by Mr. Luisi. Motion passes (10 in favor, 4 opposed, 2 abstentions).

Tabled Motion #1
Move to task the PDT to develop a formal rebuilding plan for striped bass in Amendment 7 using methods described under “Management Response to Recruitment Trigger”. Options could include a status quo F-target and another option that would establish a F(rebuild) calculated as the F value projected to achieve SSB(rebuild) no later than 2029 under the assumption of the lower recruitment regime.
Motion made by Ms. Ware and seconded by Mr. McMurray. Motion approved without objection.
Tabled Motion #2
Move to add protection for the 2015, 2017, and 2018 year classes through adding a maximum size limit option/slot option in the Chesapeake Bay recreational fishery in section 4.2.1. Maximum size limit options developed by the PDT should aim to maximize protection

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

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Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 21

for the 2015, 2017 and 2018 year classes consistent with the Technical Committee advice for the coastal analysis.

Motion made by Mr. Sikorski and seconded by Mr. Armstrong. Motion stands approved without objection.

HORSESHOE CRAB MANAGEMENT BOARD

ASMFC Horseshoe Crab Board Sets 2022 Specifications for Horseshoe Crabs of Delaware Bay Origin

The Commission’s Horseshoe Crab Management Board approved the harvest specifications for horseshoe crabs of Delaware Bay origin under the Adaptive Resource Management (ARM) Framework. The Board established a harvest limit of 500,000 Delaware Bay male horseshoe crabs and zero female horseshoe crabs for the 2022 season based on the harvest package recommended by the Delaware Bay Ecosystem Technical Committee and ARM Subcommittee. Per the allocation mechanism established in Addendum VII, the following quotas were set for the States of New Jersey, Delaware, and Maryland and the Commonwealth of Virginia, which harvest horseshoe crabs of Delaware Bay origin:

The ARM Framework, established through Addendum VII, incorporates both shorebird and horseshoe crab abundance levels to set optimized harvest levels for horseshoe crabs of Delaware Bay origin. The horseshoe crab abundance estimate was based on data from the Benthic Trawl Survey conducted by Virginia Polytechnic Institute (Virginia Tech). This survey, which is the primary data source for assessing Delaware Bay horseshoe crab abundance, does not have a consistent funding source. Members of the Delaware and New Jersey U.S. Congressional Delegations, with the support of NOAA Fisheries, have provided annual funding for the survey since 2016.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to setting 2022 harvest specifications for the Delaware Bay, the Board considered a progress update on the ongoing revisions of the Adaptive Resource Management (ARM) Framework. In 2019, the Board directed the ARM Subcommittee to begin working on updates to the Framework to revisit several aspects of the ARM model and incorporate the most current scientific information available for horseshoe crabs and red knots. Over the past year, the ARM Subcommittee has been working to incorporate the Catch Multiple Survey Analysis model into the ARM, move the model to a new software platform, improve model structure, and update the red knot population model. The Draft Report on the ARM Revision will be reviewed by the Delaware Bay Ecosystem Technical Committee later this month. The Revision is tentatively scheduled to go to peer review November 16-18, 2021 and will be brought to the Board for its consideration at the Winter 2022 meeting.

The Board also reviewed state compliance and the Fishery Management Plan Review of the 2020 fishing year. All states and jurisdictions’ regulations were found to be consistent with the FMP and de minimis requests were granted to South Carolina, Georgia, and Florida. Although it is not currently a biological concern, the Board noted biomedical mortality has exceeded the FMP threshold of 57,000 crabs in recent years. The Board tasked the Plan Development Team to review biomedical mortality, discuss biologically-based options for setting the threshold, and consider updates to best management practices for handling biomedical collections. The Board also highlighted the need to better understand discard mortality rates for horseshoe crabs.

Finally, the Board elected John Clark of the Delaware Department of Natural Resource-

es as Vice-chair of the Horseshoe Crab Management Board. For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to select harvest package 3 (500,000 male-only crabs) for 2022 horseshoe crab bait harvest in Delaware Bay.

Motion made by Mr. Luisi and seconded by Mr. Geer. Motion approved by consent.

SPINY DOGFISH MANAGEMENT BOARD

Meeting Summary

The Spiny Dogfish Management Board met to consider analysis on the commercial trip limit and whether to adjust specifications for 2022/2023 fishing year; the Fishery Management Plan (FMP) Review for the 2020 fishing year; and receive an update on the 2022 research track stock assessment.

Earlier in the month the Mid-Atlantic Fishery Management Council (MAFMC) was presented with analysis on the impact of the federal trip limit on market price. While price per pound has varied between \$.20-\$.25 over the past five years, the federal trip limit has remained constant at 6,000 pounds. The price range was similar even when the trip limit increased from 3,000 pounds in 2013 to 6,000 pounds in 2016. Based on input from its Advisory Panel upon reviewing the analysis, the MAFMC recommended to NOAA Fisheries that it increase the federal trip limit to 7,500 pounds for the 2022/2023 fishing year. The New England Fishery Management Council (NEFMC) will be considering whether to recommend adjusting the trip limit at its next meeting in December. The Board discussed whether to adjust the trip limit in state waters for the northern region states (Maine through Connecticut) to be consistent with the potential measures in federal water. There is uncertainty on whether NEFMC would recommend the same trip limit level as the MAFMC. Taking into consideration the timing of a pending decision by NEFMC, the Board decided to postpone action to consider adjusting the trip limit in state waters for the northern region until the Winter Meeting in January 2022.

The Board was presented the FMP Review for the 2020 fishing year. Commercial landings decreased in 2020 by 30% from 2019 and was approximately 55% of the coastwide quota. According to industry input, the decline in landings has been driven by low price per pound and effort. The Board approved the FMP Review, state compliance, and de minimis requests from New York and Delaware.

The Board also received an update on the research track assessment. The Work Group was formed this past summer and will consider incorporating spatial distribution of the species by season and over time through tagging data and using new modelling approaches such as stock synthesis. The research track assessment is scheduled to be completed for peer review in July 2022. Following peer review a management track assessment will commence to evaluate how to use information from the research track assessment to inform management decisions.

For more information on management, please contact Kirby Rootes-Murdy, Senior FMP Coordinator, at krootes-murdy@asmfc.org.

Motions

Main Motion

Move to set at least a 7500- pound trip limit in the Northern Region (ME through CT) for FY 2022 contingent upon NOAA Fisheries adopting at least a 7500-pound trip limit for federal waters. If at least a 7500-pound trip limit is not approved in federal waters, then the 6,000-pound trip limit will remain in the Northern Region.

Motion made by Mr. Kane and seconded by Ms. Patterson. Motion postponed.

Motion to Substitute

Move to substitute to set the northern

region (ME through CT) state waters trip limit for FY 2022 equal to the trip limit in federal waters approved by NOAA fisheries.

Motion made by Mr. Gates and seconded by Ms. Ware. Motion postponed.

Motion to Postpone

Motion to postpone action around the state waters trip limits for FY2022 until the ASMFC winter meeting.

Motion made by Ms. Ware and seconded by Mr. Borden. Motion passes (7 in favor; 3 opposed, 1 null, 1 abstention).

Move to accept the FMP Review and state compliance reports for the spiny dogfish 2020/2021 fishing year and de minimis requests from New York and Delaware.

Motion made by Ms. Madsen and seconded by Ms. Meserve. Motion approved by consent.

AMERICAN EEL MANAGEMENT BOARD

Meeting Summary

The American Eel Management Board met to consider extending Maine’s glass eel quota, the Fishery Management Plan (FMP) Review for the 2020 fishing year, and receive an update on the 2022 benchmark stock assessment.

Addendum V (2018) specified Maine’s glass eel quota for 2019-2021 at 9,688 pounds. Under the Addendum, the quota could be extended by Board action for three additional years, but only at the status quo level (9,688 pounds). An increase in the quota would require a new addendum. Taking this into consideration, the Board extended Maine’s current glass eel quota for fishing years 2022-2024.

The Board was presented the FMP Review for the 2020 fishing year. Commercial yellow eel landings decreased in 2020 by 51% from 2019. According to industry input, the decline in landings has been driven by decreased demand for wild-caught eels from the U.S. for European food markets. Maine’s 2020 glass eel landings were 9,652 pounds, below the 2021 state quota. Approved 2020 aquaculture plans for both Maine and North Carolina did not harvest any glass eels. The Board approved the FMP Review, state compliance, and de minimis requests from New Hampshire, Massachusetts, Pennsylvania, District of Columbia, Georgia, and Florida for their yellow eel fisheries.

The Board also received an update on the benchmark stock assessment. The Stock Assessment Subcommittee (SAS) previously noted challenges in modeling approaches given the species unique life history, range, and data limitations. The SAS is currently developing a coastwide delay-difference model and various trend analyses. The benchmark assessment remains on schedule for peer review in 2022.

For more information on the stock assessment, please contact Dr. Kristen Anstead, Stock Assessment Scientist, at kanstead@asmfc.org; and for more information on management, please contact Kirby Rootes-Murdy, Senior FMP Coordinator, at krootes-murdy@asmfc.org.

Motions

Move to extend Maine’s glass eel quota at its current level 9,688 pounds for an additional three years (2022-2024)

Motion made by Mr. Keliher and seconded by Mr. Reid. Motion approved by consensus.

Move to approve the American Eel FMP Review and state compliance reports for the 2020 Fishing year, and de minimis requests from New Hampshire, Massachusetts, Pennsylvania, District of Columbia, Georgia, and Florida for their yellow eel fisheries.

Motion made by Mr. Keliher and seconded by Mr. Woodward. Motion is approved by consensus.

INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD

Meeting Summary

The Interstate Fisheries Management Program Policy Board (Policy Board) met with the Mid-Atlantic Fishery Management Council (Council) to receive an update on the development of the Recreational Harvest Control Rule Addendum/Framework. Following this discussion, the Policy Board met to review an Executive Committee report (see Executive Committee meeting summary earlier in this document); review an update from NOAA Fisheries; discuss a task for the Management and Science Committee; and review progress on the East Coast Climate Change Scenario Planning Initiative.

Update on Draft Addendum/Framework on Harvest Control Rule for Bluefish, Summer Flounder, Scup, and Black Sea Bass

A joint Commission Plan Development Team (PDT) and Council Fishery Management Action Team (FMAT) have been working on the Harvest Control Rule Addendum/Framework as part of the Recreational Reform Initiative. Staff presented updates to the proposed options, including refinements to the metrics used in each option and accountability measures, as well as a summary of the peer review of two recreational fishery models which could be used to inform the setting of management measures under the options. Staff also reviewed recommendations from the PDT/FMAT for next steps for the Policy Board and Council to consider.

Given the scope of work required on the document’s full range of options, the Policy Board and Council deferred approving the Draft Addendum/Framework for public comment, and instead will revisit the draft in either December 2021 or early 2022 to provide the PDT/FMAT more time to complete the document. In addition, the PDT/FMAT will continue to assess how the recreational fishery models should be used for developing measures for each of the harvest control rule options. Once approved, the Draft Addendum/Framework will be released for public comment and presented through public hearings.

As a result of the revised timeline, the harvest control rule will not be ready for use in developing 2022 recreational measures for bluefish, summer flounder, black sea bass, and scup. Recreational specifications for all four species will be discussed at the December meeting of the Council and relevant Commission species management boards.

For more information the harvest control rule, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org, Julia Beaty, Fishery Management Specialist with MAFMC, at jbeaty@mafmc.org, or Savannah Lewis, Fishery Management Plan Coordinator, at slewis@asmfc.org.

NOAA Fisheries Update

NOAA Fisheries reported that it will be considering ways to reduce sea turtle bycatch in several trawl fisheries in the Greater Atlantic Region, including summer flounder, longfin squid, and Atlantic croaker in the near future. For several years, NOAA Fisheries has been conducting research with the industry on various gear modifications that could reduce turtle mortality. More details on the specific measures being considered will be presented to the Commission at its Winter Meeting in late January 2022.

Management and Science Committee Tasking on Conservation Equivalency

The Executive Committee previously raised questions and concerns regarding the use of conservation equivalency (CE) in Commission FMPs. The Committee tasked a subgroup to create a list of tasks for the Management and Science Committee (MSC) to address regarding general concerns that have been raised either by members of the Executive Committee or species management boards, e.g. Atlantic striped bass. Staff presented the list of tasks proposed by the subgroup for the MSC (see PDF page 33 of supplemental

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

city, being situated about two miles away, is especially advantageous.

The shifting panorama that presents itself to any one standing on the shores of this delightful island is simply entrancing. The harbor dotted with sailing craft, with the little island steamers darting to and fro, while the great ocean steamers pass majestically out to sea makes a most charming picture. The island is well supplied with beautiful and commanding building sites with an abundance of the purest water and good beaches for boating purposes, a good wharf and a fine chance for landing conveniences for boats. The owner will sell the whole block of thirty-five acres with its twenty cottages and all improvements or any part thereof, to desirable parties who will build first-class cottages thereon.

This is without exception one of the best opportunities for a few private parties to purchase and control the most desirable piece of summer resort property that can be found, combining more of the advantages of a summer resort than any like property on the coast.

Long Island.

This is another sizable island, containing some 600 or 700 acres. It is situated between Peaks Island and Little Chebegue, some six miles from Portland. There are two hotels on the island. Of these the Dirigo House, Joseph Perry, proprietor, has accommodations for 75 guests. He has a cottage attached to the hotel alsok and is well located for fine views on the water front. This is a favorite resort for Montreal people. The Granite Spring Hotel, Ernesto Ponce, proprietor, was opened last season and has accommodations for 100 guests. There are some 60 or more cottages on the island and two or three restaurants which cater more especially for clam bakes and parties. In the eastern part of the Island are a few boarding houses. Both the Harpswell and Casco Bay Steamship line of steamers land at Long Island. Good springs supply the island with pure water.

Hope Island.

This island is one of the most beautiful in Casco Bay. It contains nearly one hundred

acres, is seven miles from the city of Portland, runs by a gradual incline from the water and is covered with mosses, ferns and a dark forest growth. It has many charming drives and points, and the facilities for swimming, fishing and boating are unsurpassed.. It combines Little Chebeague, Great Cheabeague and Jewells Islands, while in the distance Mount Washington can be distinctly seen. It lies to the East of Little Chebeague on the route of the Harpswell Line of steamers. An old farm house and a comfortable cottage comprise the buildings on this Island. For many years it was owned by the late Dr. Durgin of Portland. It is now owned by Hons. Nathan and Henry B. Cleaves who have made many improvements on this property.

Wolf’s Neck.

Wolf’s Neck is another of the choice gems of Casco Bay, It is situated in the town of Freeport and has quite recently been laid out in a most beautiful park by its ownere, Edmund R. Mallet, Jr., who is among the most active business men in the State of Maine. It is legendary in its history and its mounds, shell heaps, and Indian relics plainly prove an interesting history of the early days of Maine. Wolf’s Neck is about one and one-half miles long, and varies in width from a third of a mile or less. A growth of pine and other evergreen tres lends attractiveness to the upper part of the point, while towards the lower and narrower part, groves of tall and majestic oak, clear of underbrush and capable of wonderful improvement under the eye of the landscape gardner, are the splendid adornments which nature has added to the commanding rise of land that extends almost to the extremity of the Point. From the highest part of this land, the sea and land views are very fine. On the one side is the Harraseeket river, sparkling in the sunlight; in front is Casco Bay with its shining islands and beyond the islands the broad Atlantic Ocean in full view; and on the other side is Casco Bay again; turning from the sea view on three sides to the land view, the eye ranges up a long valley where are some of the pleasantest villages in maine. The point, therefore, is in the bay rather

than on it, and the saline elements of which the atmosphere is largely constituent come in fresh on every breeze, whether it blows from landside or ocean. In fact, it is one of the ideal spots of charming Casco Bay, and is reached by a beautiful drive of five miles over a foilaged-fringed highway from Freeport on the Maine Central Railroad, or by steamer from Portland.

The City Hotels.

The Falmouth hotel on Middle Street, J. K. Martin, proprietor, takes a high rank among the leading hotels in New England. It cost about \$550,000 and its furnishings are all up to the highest standard. It has 250 rooms, and 500 guests can be accommodated within its walls. Mr. Martin has been proprietor of the Falmouth during the past eight years and previous to that time was ten years at the head of the City. He has had 34 years experience in hotel life. He has 110 employees in the hotel. He has a highly cultivated farm in Deering where he has a fine flock of Jersey and Holstein cattle, a lot of finely bred horses and 100 hogs. His milk and vegetables are all furnished from this farm.

The Preble House has a fine location at the head of Monument Square, and has a capacity to accommodate 250 guests. It is first-class both in its furnishings and management and its present proprietor, M. S. Gibson, has made his guests happy for the past eighteen years. He was the first president of the Maine Hotel Proprietors’ Association, which office he held two terms. He is also an ex-president of the Hotel Men’s Mutual Benefit Association of the United States and presided at the annual meeting of the association in May. He has run the Ottawa on Cushing’s Island some years. The Ottawa is located on high land overlooking the broad ocean, the bay with its hundreds of islands, the city of Portland and Cape Elizabeth. The island is full of interest and beauty and the coastwise steamers and vessels pass in full view. Steamers leave the wharf at the foot of Exchange Street every hour.

The City Hotel has a fine location on Congress Street corner of Green Street. E. C. Sweet from Bangor became proprietor

in September, 1888. He has introduced steam cooling apparatus, new ranges for steam cooking and is now furnished with all the modern steam improvements through Morandi, agent for the well known firm of the Smith & Anthony Stove Co., Boston. Mr. Sweet has put the hotel in first-class condition throughout and its rank is now first-class. Mr. Sweet has been in the whole-sale drug business twenty years and having traveled extensively has gained hosts of friends everywhere. It is needless to say that he has an excellent patronage. His clerks are F. L. Thurber and F. G. Marden, Thomas A. Webb is the steward.

The St. Julian Hotel is located on Middle Street, corner of Plum, and during the past few years H. W. Underwood has been the proprietor. Very extensive improvements have been made during the past year. What was formerly the barber’s shop is now the billiard hall, there is a new sample room, and also fire escape. The house is heated by steam all through. There is a steam heat all through the house, electric lights, electric bells, etc. it has 64 sleeping rooms and the house has been put in fine condition throughout. The changes have been made to meet the requirements of the Portland boom which was seen to be coming about one year ago. This hotel should have a large patronage.

The United States Hotel has a fine location on Monument Square. It has 140 rooms and is well managed by the proprietors, Foss & O’Connor.

The Durant House, Congress Street, has accommodation for 50 guests. It is well managed and has an increasing patronage.

Eagle Hotel, India Street, can accommodate from 50 to 70 guests.

The Merchants’ Exchange, located on Temple Street, has 50 sleeping rooms and is a popular hotel. Mr. Watson is a director in the Maine Hotel Proprietors’ Association.

The Chase House, located on Congress Street, has had the well-known professional cook, W. F. Robb for landlord during the past eight years. He has just completed a large addition ot his ouse, consisting of dining room, store rooms and sleeping rooms.

National Sailing Hall of Fame Welcomes 11 Legends

NEWPORT, RI – The National Sailing Hall of Fame (NSHOF) announced the induction of eleven sailors during a ceremony, held on Saturday, October 16th, 2021, in Newport, Rhode Island. The Class of 2021 includes:

- Alexander “Red” Bryan and Cortlandt “Bud” Heyniger – founders of Alcort, Inc. and designers and producers of the iconic Sunfish.
- William “Carl” Buchan – championship sailor, Olympic gold medal winner and 1988 defender of the America’s Cup.
- Agustin “Augie” Diaz – Rolex Yachtsman of the Year; Star, Snipe and Laser World Champion; and 505 North American Champion.
- Gilbert T. Gray – Olympic gold medalist in the Star Class debut Olympiad, race official and chief measurer.
- Lynne Jewell Shore – one of the first women to win an Olympic gold medal in sailing, Rolex Yachtswoman of the Year and former Executive Director of Sail Newport.
- Rear Admiral Stephen B. Luce – the founder of the U.S. Naval War College (1884) and leading educator on seamanship and training for the Navy.
- Jane Wiswell Pegel – a three-time

- Martini & Rossi (now Rolex) Yachtswoman of the Year and winner of several National and North American Championships in sailing and iceboating.
- Dawn Riley – the first woman ever to manage an America’s Cup syndicate and the first American to sail in three America’s Cups and two Whitbread Round the World (now The Ocean Race) races.
- Richard “Dick” Rose – a thirty-year member of World Sailing’s Racing Rules of Sailing Committee, he is considered “the” international authority on the Racing Rules of Sailing.
- The Lifetime Achievement Award recipient for 2021 is Captain William D. “Bill” Pinkney, the first African American to solo-circumnavigate the world via the Capes. “The men and women we recognize today do not live in a world of make believe,” said Gus Carlson, president of the National Sailing Hall of Fame, as the induction commenced. “They do not hide and hope for someone to save them. They change things themselves. When it comes to measuring their lives, they do so by testing them ... and there is no question they have passed those tests.”
- The members of the Class of 2021

joined 90 current Hall of Famers, all of whom will be featured in the Legends of Sailing exhibition at The Sailing Museum, which is scheduled to open in May of 2022. Induction was held in the newly renovated Armory Building and future home of The Sailing Museum, which also served as the former site of the international press corps during the 12 Metre America’s Cup era. The Ceremony also honored members of the Class of 2020 who were recognized in a virtual ceremony last year.

The Induction Weekend was a reunion of sailing’s Who’s Who as previous inductees joined the celebrations to welcome their peers into the Hall of Fame. Existing Hall of Famers in attendance included: Betsy Alison, Ed Baird, Stephen Colgate, Robbie Doyle, Robbie Haines, Peter Harken, Stan Honey, Gary Jobson, Bob Johnston, Allison Jolly, Dave Perry, Mark Reynolds, John Rousmaniere and Tom Whidden.

Providing introductory and congratulatory remarks, US Sailing President Cory Sertl welcomed inductees and guests. As they took the podium to accept their honors, each of the inductees expressed their gratitude, thanked those who inspired and supported them throughout their careers, recognized the achievements of those who came before them and illustrated what it means to be part of the great sport of sailing.

“I cannot express accurately the emo-

tions today that I feel, it’s really overwhelming,” said Lifetime Achievement Award recipient, Captain Pinkney. “The sea provides the most level playing field of any sport. It cares nothing about your age, your sex, your color, your religion, your nationality. And your ability, or lack thereof, will be extracted in a short period of time by a stiff breeze, a squall or a storm.”

Inductees were nominated by sailors from across the United States. Nominations were reviewed by a selection committee comprised of representatives from the NSHOF Board, previous inductees, the sailing media, the sailing industry, community sailing, a maritime museum, the cruising community and US Sailing. Nominations are accepted year-round at nshof.org/nominations. The deadline for Class of 2022 nominees is January 31.

The National Sailing Hall of Fame was founded in 2004 as a non-profit educational organization dedicated to preserving the history of sailing and its impact on American culture; honoring those who have made outstanding contributions to the sport; demonstrating its value as a hands-on tool for scholastic and life skills learning; and inspiring and encouraging sailing development and participation. The members of the National Sailing Hall of Fame will be celebrated in The Sailing Museum, scheduled to open in May 2022 in Newport, RI. nshof.org

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

The New Glen House.

Among the prominent and active business men of Portland who have done much in building up its trade and developing its resources is Charles R. Milliken Esq. Mr. Milliken, formerly of the large wholesale grocery firm of W. & C. R. Milliken, is at the present time President of the Portland Rolling Mills, and also a leading owner of the recently organized Portland Company. He is largely interested in the extensive paper manufactory at Mechanic Falls and several other Maine industries. Mr. Milliken is also proprietor and manager of the popular and widely known Glen House in the White Mountains.

Portland is one of great connecting links of business during the summer to the White Mountain region of New Hampshire which is reached by the White Mountain Division of the Maine Central Railroad via, North Conway to Glen Station and the Glen House, and also by the Grand Trunk Railway via, Gorham to Glen House. The attractions that cluster around this grand and charming retreat must be seen to be fully appreciated. The new Glen House is the handsomest in its architectural appointments of any hotel among the White Mountains. From Portland it is reached via Glen Station 62 miles over one of the most charming driveways in New England. The scenery along this road is wonderfully grand and inspiring. To reach it via the Grand Trunk R. R. the traveler goes from Portland to Gorham 90 miles thence by coach eight miles. There are no stage lines in the country that cover more of the grandeurs and glories of the White Mountain region than the above mentioned.

The Glen House stands upon the slope of Mt. Carter from whose broad piazza the visitor looks out upon a world of beauty. Prominent among all others is Mt. Washington, rising from the valley of the Peabody, only a few minutes walk from the house. Here we see the great chasm that slopes down to the great wonder world of Tuckerman's ravine. From the piazza may also be seen the Summit House and the rains as they slowly climb along at the top of the mountain. To the right Mts. Madison, Adams and Jefferson look down into the great "Gulf of Mexico." The combination at this point of these four highest of these four highest of the White Mountain range is indescribably grand. Among the points of interest in the vicinity of the Glen house are Glen Ellis Falls and Crystal Cascade. Four miles distant are Thompson's Falls, Emerald Pool and many other attractive points are near by.

Old Orchard Beach.

The Famous Seaside Resort which Possesses The Finest Beach in the World. This world-wide and popular summer resort is twelve miles southwest of Portland, on the line of the Boston & Maine R. R. Its greatest attraction is its most wonderful and magnificent beach, stretching from Pine Point to Biddeford Pool, a distance of ten miles over a hard, smooth white sand, that makes the finest and most attractive beach in the world. The scenery along this seashore is as varied and charming as any that can be found along the whole Maine coast. The water system of Old Orchard is of the best and the supply is drawn from unfailing springs of pure water, located in the near vicinity. The pine trees are of large growth and the forest can be traveled without any inconvenience. The aroma constantly exhaling from the pine forest is not only delicious to the senses, but has a remarkable curative effect upon persons effected with pulmonary complaints. It is not only a pleasant and attractive summer resort, but is becoming widely known as a great sanitarium as well.

Old Orchard contains some 25 hotels

and boarding houses, the largest and most prominent of the former being the Old Orchard House which stands on high land with its acres of beautifully laid out grounds in front, sloping to the ocean. It has a capacity for 500 guests. An elevated plank walk leads to the great beach, while in the vicinity of the house are 400 acres of pine woods. E. C. Staples is the proprietor. The Sea Shore House, F. G. Staples, proprietor, can receive 250 guests. This is par excellence a most popular location for bathing facilities and withal most popular. Mr. Staples is the President of the Maine Hotel Proprietors' Association. Near by the Sea Shore House, E. B. Sears' mammoth bathing house is located, which contains 150 rooms finely fitted upon for the use of the bathers on the beach. On the second floor are a few elegantly furnished lodging rooms and a reception room for the convenience of guests. Hotel Fisk near by is another most popular house. It stands on the sea wall and can accommodate 300 guests. Hotel Belmont can entertain 125 guest. The Lawrence is another fine house and most delightfully situated with capacity for 200 guest. The Aldine is another finely located house and has capacity for 150 guests.

In brief no tourist who visits any part of New England during the summer months should fail to look upon the grandest and most beautifully attractive ocean beach in the known world.

The Underwood Spring.

Maine's Greatest Natural Curiosity and Her Widest Known Product.

When Weymouth, the English explorer, first visited the coast of Maine, he found a portion of the shores of what is now known as Casco Bay jealously guarded by a small tribe of Indians, known as the Sekokis, who maintained a permanent camp at a spot that appeared to have peculiar charms for them.

Having his curiosity excited by this unusual departure from the customary nomadic habits of the other aborigines that he had come in contact with, he opened friendly relations with them and found that their solicitous care of the locality arose from the fact that their most valued possession was a remarkable spring that issued from a ravine that made up from the shores of a small cove, and that the place was used by them as a sanitarium for their own sick and wounded and those of neighboring tribes. Weymouth notes that he filled his water-casks at the spring. The Sekokis at that time were a small and decaying tribe, but the evident antiquity

of the mounds that they or their predecessors, in the occupancy of the region, had constructed in the vicinity, showed that the spot had for generations possessed peculiar charms for its owners.

The first white settler who claimed possession of the spring and surrounding land, was one Jonathan Underwood, a scion of the ancient Dublin family of Underwoods; and the spring has continued to bear his name during the 250 years that it has been known to the scientists of America and Europe. The aboriginal owners for years disputed the claim, and as late as 1760, a descendant of the first Underwood claimant was ambushed and slain at the spring. The peculiar characteristic of the spring early attracted the attention of the naturailists who visited it, its immense volume,---200,000 gallons in twenty-four hours---its unvarying flowage, and its undiscoverable source, giving ground for a revival of Descartes theory that all springs have their origin in the ocean and are supplied by capillary attraction. No satisfactory explanation of the reason for its existence has been arrived at, and it remains as much a mystery to the scientifically curious of to-day as it was to its simple Indian owners.

The following extracts from the writings of one of America's highest authorities on therapeutics, and the report of one of her most learned societies, give ample evidence of the value placed by the Medical Profession, on the waters of the Underwood Spring as a remedial agent;

"Great attention is being paid by writers on sanitary subjects to the question of drinking water---both as a means of conveying disease when foul, and as a remedial agent

when pure---and it is hardly possible to take up a publication in which such "such experts" air their knowledge, without finding some reference to water.

With a certain amount of truth in all that has been printed on the subject, there is mixed up a good amount of humbug, and the American public in its anxiety to escape contagion have purchased large quantities of bottles labelled as coming from the Apoli-naries, Poland or other kindred so-called "springs"---but which never saw the localities they claim to come from---containing filthier liquids than they could draw from their Croton or Schuycill faucets.

The most of the so-called "springs" whose owners have taken advantage of this present craze about water to place their product on the market, are not springs, but simply the waters of some neighboring pond or river finding its way to the surface by and underground passage, and charged with all the impurities that it gathers on the way. The case of the well-known "spring" whose owners supply the demand for its waters in dry seasons from a convenient stagnant pond full of decaying vegetable matter is a good illustration of the value of most of the "spring" waters that are being so freely sold. The scientifically celebrated Underwood Springs at Falmouth Foreside Springs at Falmouth Foreside, on the coast of Maine, are the only springs on this continent whose waters have all the characteristics---namely, an unvarying flowage, an unchanging temperature, an undiscoverable source, an absolute chemical purity---that give spring waters any value as a remedial agent over and above the ordinary water supply of the average town or city."

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Alfred L. Loomis, M. D., J. L. Cabell, M. D., and Clarence C. Rice, M. D., the Committee appointed by the Clitheological Association of America, to investigate the mineral waters of the United States, says in a lengthy report to that society; “It remains to be proved that there are more cures recorded at these springs which contain an abundance of mineral matter than would be effected at a spring of remarkable purity containing a palatable quantity of carbonic-acid gas, as the Underwood Spring Water of Falmouth Foreside, Maine. Many of the most striking therapeutic effects are seen at springs which contain but a few grains of mineral ingredients. And no one can deny that pure water can be prescribed in such a variety of ways as to produce many different physiological actions.”

And the waters of but one other spring in America are mentioned by this committee as approaching in remedial qualities those of the Underwood. Prof. Frank L. Bartlett of Portland, who is probably the most experienced analyst in America, says “the water of the Underwood Spring is the purest I have ever analyzed, and so far as I know, is unequalled by any water in the world.” These unsolicited testimonies from the brightest authorities in the United States have forced the attention of the Medical Profession in all quarters of the globe to this one of nature’s greatest gifts to man, the Underwood Spring.

Portland and Bangor, Friday, May 30, 1890.
Portland’s Newspapers.
The Enterprising and Wide-A-Wake Publications that Supply the News for Denizens of the Forest City.

The Odd Fellows Register, the only publication of the Order in New England, is printed in Portland, is an eight paged forty-column paper and is a credit to New England Odd Fellowship. It was established in 1877 by M. M. Reynolds of Providence, RI, and has been issued monthly ever since. It costs only one dollar per year and is worth the money to any member of the Order who is desirous of keeping up with the growth of this great benevolent institution.

The Masonic Journal.
The Masonic Journal, a neat thirty-two page magazine, was started in Portland in 1887. The present editorial board is the strongest of any Masonic publication in the world. Two Past Grand Masters, Marquis T. King and Josiah H. Drummond, and Grand Master Albro E Chase will bring the Journal to a high degree of success. T. D. Sale, thte Business manager is a man of push and energy and will make this paper known throughout the entire jurisdiction.

The Portland Advertiser.
The Evening Advertiser, or the “Old Advertiser,” as it is so familiarly known in Maine has comfortable and conventient quarters at 195 and 197 Federal Street. The counting room occuppies the first floor of the building and the editorial and composing rooms the second floor. All the rooms are spacious and airy, and the office as a whole is the largest and most convenient news paper establishment in the city. Last year Mr. George S. Rowell, who had been business manager for over twenty years, succeeded the late H. W. Richardson as editor of the Advertiser, having purchased a controlling interest in the stock. The balance of Mr. Richardson’s stock was taken by Mr. Walter C. Emerson, who is the news editor. The other gentlemen on the editorial force are Mr. Joseph H. Files, Associate Editor, and William H. Brownson, local editor. Outside of its news boys and carrier’s service the Advertiser employs twenty people. This journal was founded in 1785 and is the oldest newspaper in Maine and one of a very few in

New England that have had an existence of over a hundred years. The new management has been blessed with a growing circulation and an increasing advertising patronage.
Portland Press.

The Portland Publishing Company of which Hon. James P. Baxter is President, Mr. B. C. Hinds, Clerk and Treasurer, and the Hon. C. F. Libby, Mr. S. W. Thaxter, Mr. George S. Hunt, Mr. W. S. Dana, Mr. Elias Thomas and Mr. L. H. Cobb are Directors, is engaged exclusively in newspaper publication. Its publications are the Portland Daily Press, issued every morning except Sundays at \$7 per year, with a discount for advance payment, and the Maine State Press, issued every Thursday at \$2 per year in advance. The Company regularly employs about fifty hands. As a general and local newspaper the Daily Press is without a superior in the State, having advantage of the Associated Press despatches, besides collecting special news from all parts of the territory which its circulation covers. As an advertising medium it is unrivaled by any other publication of a similar character in the State, its circulation being large and constantly increasing and of the best quality. In politics it is Republican, and is the leading organ of that party in the State. The Maine State Press circulates largely in the rural districts, and is an excellent medium for reaching the agricultural population. Both the Press and the Maine State Press were estalished in 1862.

The Eastern Argus.
The Eastern Argus daily and weekly, is the oldest paper in Maine having been established in 1803, long before the most of our readers were born. It is Democratic in politics and published by John H. Adams & Co. at 99 Exchange Street, Printer Exchange, and is well conducted ably edited and claims the largest bonafide circulation in the State. The daily is published every morning, Sundays excepted and over 10 people are directly employed in the office of publication.

In point of news, the Argus has long ranked at the head of the dailies of Maine. Its telegraphic service is of the best. While receiving the full and complete despatches of the Associated Press it does not depend solely upon the association but has special correspondents of its own in every city and leading town who are ever awake to the interest of the paper and send the happenings of their locality with correctness and dispatch. The policy of the Argus is to publish what the people want and to present it in such a form as to please all. You cannot read the Argus without finding something that will interest you personally. Its staff embraces the ablest talent to be procured and its special writers are too well known to need mention. Their letters speak for themselves and are always eagerly looked for.

Take it all in all the Argus is an ideal paper for its field and no person who desires to be at the front in the matter of news and public interest, be afar or near, can afford to be without this excellent paper. Its business department has been brought to the acme of perfection and its system of dealing with the public is thoroughly appreciated as its crowed advertising columns amply testify. The Argus was the first to reduce its price and it is delivered to subscribers at the low rate of \$6.00 per year or 50c per month in advance.

The Portland Sunday Times.
The Portland Sunday Times was established by Giles G. Bailey, who still remains its editor and proprietor. The first number appeared on Sunday morning, August 8, 1875, being issued from a small back room on the second story of William Block on Congress Street. It started without a subscription list,

but its edition of 1500 copies was sold, and its circulation has been constantly increasing while at the present time it reaches nearly five thousand. In July, 1876, the office was moved to its present central and convenient quarters at the corner of Market and Newberry Streets. In August, 1881, the paper appeared in as greatly enlarged form, and in the following year new and smaller type gave space for much additional reading matter. In the issue of November 14, 1886, four more columns were added, making a nine column folio. Thus far the press work of the paper has been done in another office, but on the morning of August 19, 1888, the proprietor was enabled to issue an eight page paper, just double the size of the first number upon a press belonging to his establishment. The office is now equipped with the largest double cylinder press in the state and a new Dexter folder of the latest pattern, which folds, pastes and cuts each paper.

The Times has had the Associated Press despatches from the start, and has thus been enabled to give its readers several hours’ later telegraphic ness than any Boston Sunday paper that reaches Portland. A specialty is also made of local news, having a large corps of reporters and suburban correspondents. While in every respect a newspaper, The times is always clean and wholesome, as it has been the aim of the proprietor to make it a welcome visitor to every household. There are five persons on the editorial staff, and in the mechanical departments eleven men are employed.

Portland Evening Express.
The celerity with which the Portland Evening Express has risen into popular favor, both as a newspaper and an advertising medium has been the source of much favorable comment on the part of the citizens of our state. Its growth has not been of the mushroom description, but on the contrary has been stead and sure, until to-day this paper claims a bona—fide daily circulation of about seven thousand copies. The first issue of the Portland Evening Express was printed in 1884, its size at that time being 13 x 25 inches. Today’s Express is 25 x 40 inches, four pages, and at frequent intervals an eight page edition is issued. The rapid and solid growth of its circulation is no greater than the substantial increase of its advertising patronage, which consists of the leading business houses of this and other states. The chief aim of the Express is to procure the news. It gives employment to a batailion of 103 workers. Of this number 25 are employed in the home office and the other seventy-eight are accredited correspondents.

The home office of the paper is a very convenient one, ample in rooms and designed especially for the manufacture of a live newspaper. In the spacious basement the foundation is already laid for a beautiful Webb perfecting press, which tellingly emphasizes the height to which human ingenuity can attain. This machine takes the white paper from a continuous roll, prints it on both sides, cuts and counts the completed sheets as they are delivered at the rate of 20,000 per hour. It is indeed a wondrous contrast to presses in use in olden times. This press does not use types at all but works from semi-circular plates a papier-mache cast istaken of the forms, the plates are cast and then ready for the press. The type then goes back to the composing room for re-distribution. After the edition is printed the metal plates are melted up to be recast for the next edition. No other newspaper in the state has a Webb perfection press printing from stereotypod plates. The highest speed attained by the presses of other Maine dailes is 5000 copies per hour.

The Express has news facilities of the

best, is soon to have the finest press and claims the largest circulation of any daily in Maine. If the paper is a criterion of the future there are brilliant prospects for this paper.

The Portland Transcript.
The Portland Transcript is a literary weekly, for the home circle, occupies a unique position among New England periodicals, and enjoys a large circulation outside the limits of its own state and section of the country. It was established by the late Charles P. Ilsley, in 1887, and in its first volumes appeared the New England legends of Mr. Ilsley which became very popular, and have since been published in book form.

For more than forty years the paper has been under the management of its present editors, and the junior member of the present publishing firm of Elwell, Pickard & Co., have been connected with the Transcript for thirty years. This long service of the editors and publishers has given to the management a steadiness, and a familiarity with the wants of the public, that have resulted in phenomenal success. Mr. Edward H. Elwell assumed the editorial management of the Transcript in 1848. Mr. S. T. Pickard, his associate, began with the Portland Electric in 1862, and ever since the two papers were united, in 1855 has been one of its publishers and editors. Mr. C. P. Pickard has been business manager since 1860. There are probably but very few publishing firms in America that have lasted without change so many years.

The secret of the success of the Portland Transcript is to be found in its steady adherence to the policy of making a perfectly clear and wholesome newspaper for the family circle. Among its contributors have been a large proportion of the bright and talented writers, in prose and verse, who have conferred honor upon the literature of the New England states. Of late years, its circle of contributors has greatly widened, and it has correspondents in every state and territory of our own country, and in many foreign countries. It publishes a weekly edition of 25,000 copies, which are distributed in every town in Maine, New Hampshire and Vermont, and indeed in every part of New England and the British Provinces. There is no state or territory where its readers may not be found, nor indeed any foreign country. The Transcript Monthly is published as a supplement of the Weekly and contains a large amount of agricultural, horticultural, and household matter, together with scientific and industrial notes, making it an eminently practical and useful periodical. As it is sent to all readers of the Portland Transcript, and has besides an independent clientage its circulation is even greater than that of the weekly.

The Transcript is printed upon a Hoe double cylinder press, with an ingenious attachment, which folds, cuts and pastes the papers, and delivers them automatically upon the mailing table in the story above the press room. The office, on mailing days, (Wednesdays), is a hive of industry worth visiting. At the mailing table the papers, as fast as directed and put in bundles, are sorted inot U. S. mail bags, in such a way as to require little handling in the Portland post-office.

Those who are curious to see the whole operation of printing, folding and mailing a periodical with a world wide circulation are invited to visit the office of the Transcript, No. 44 Exchange Street, any Wednesday of the year. The first Wednesday of each month is a particularly favorable time for a call, as the monthly and weekly are then being mailed together.

The Other Papers.
Which are published in Portland at the present time are the following: Zion’s Advocate, Christian Mirror, Sunday Telegram,

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Portland Globe, Board of Trade Journal, North East, Bethel Flag, Ambassador, Masonic Token, Pythian Herald, and Herald.

By Sea and Rail.

The Model Railway and Steamship Lines Which Give Portland Her Superior Transportation Facilities.

The Boston and Maine Railroad.

The great Boston and Maine system has its eastern terminus in the city of Portland, using the magnificent new Union Station as its headquarters in this state. The General agent in Maine is Milton L. Williams, Esq., known as one of the most experienced railroad men in the country. The train service afforded by the road I will nigh perfect, and its rolling stock is unexcelled. The magnificent vestibuted trains which it runs in summer in connection with the Maine Central road are famed all over the country. The two great divisions running into Maine formerly known as the Boston & Maine and Easternly. The vast travel from the South and West coming to Maine for the summer holidays is transported over this system and close connections are made in Portland with all the other lines in Maine.

Portland and Rochester Road.

The Portland & Rochester Railroad opened a new and diretdet route from Portland to New York by way of Rochester, NH to Nashua connecting there with the line to Worcester, MA. thence to New York making the most direct route to the great metropolis and saving many miles of travel between Portland and New York. This line is one of the most prominent and popular railroad enterprises with the business men of Portland and affords many pleasant and favorable points for excursions along its route.

The line runs through a beautiful stretch of country and has one of the best road beds in the country. The road passes the beautiful villages of Saccarauna, Gorham, crosses the Saco River and runs through the Waterboro to Alfred, the home of the settlement of the Shakers; from here to Rochester, NH it traverses a stretch of country with scernery that is unsurpassed in its rugged grandeur. At Rochester it connects with the road to Worcester and also with the Dover & Winnepesaukiek railroad running to Alton Bay. The road is 52 miles long and is a model piece of railroad property.

The President is the Hon. George P. Wescott of Portland, the Superintendent is J. W. Peters, Esq. and the Treasurer is William H. Conant. As a connecting link between Maine and the South and West the Portland & Rochester road is one of the most important pieces of road in this vicinity. Its rolling stock is of the best, it engines of the latest construction and very powerful and its property is kept in the best of condition, and its management is in the hands of railroad men fo long experience and much ability.

The Steamboat Lines.

Portland has one of the finest hargors in the world, and admittedly the deepest and best in the United States. It is the winter port of the big fleet of ocean steamers of the Dominion and Allan line plying between Portland and Bristol, England, and Portland and Liverpool via Halifax.. These steamers bring thousands upon thousands of tons of freight to this port and on their outward trip carry to the Old World our dressed beef and live stock, provisions, grain, machinery and manufactures. During the winter season when Portland becomes the port of entry for all of Canada the wharves along the Grand Trunk dock swarm with laborers. The coastwise steamers are embraced in the fleets of the International Line; Maine Steamship Company; the Nova Scotia Line, the Portland, Mt. Desert & Machias Line, the Portland Steam Packet Company and

the Casco Bay Line, as well as the various smaller craft plying between Portland and the towns within a fifty mile radius.

The steamers, of the International Line make two trips per week from December to May and four trips per week from May to Decemher with additional trips in July and August during the height of the tourist season, between Boston, Portland, Easport and St. John, New Brunswick the fleet consists of the steamers CUMBERLAND, STATE OF MAINE, NEW BRUNSWICK and CLEOP-ATRA. The general officers of the company are J. B. Coyle, President and Manager, H. J. Libby, Secretary and Treasurer, E. A. Walron, General Freight and Passenger Agent.

The Portland, Mt. Desert and Machias line plies between Portland, Rockland, Bar Harbor and Machias. The steamer CITY OF RICHMOND, Captain Dennison, runs on this route. Payson Tucker Esq., is the General Manager of the line.

The Portland Steam Packet Company's boats run daily between Portland and Boston. This line does an immense business and furnishes about the only competition in freights that the railroad have. The line is very popular and is patronized by thousands who prefer a comfortable night on the water to a hot, dusty ride in the cars. The fleet consists of the steamers TREMONT, FOREST CITY, and the elegant new steamer PORTLAND which will shortly go into commission. The general officers of the line are J. B. Coyle, Manager, T. F. Liscomb, Treasurer and General Agent.

The Casco Bay line consists of harbor steamers and they run daily boats the year around connecting with the Harpswell and other places. Montgomery S. Gibson is the President and C. W. T. Goding is the General Agent. J. F. Liscomb is the Treasurer.

The Portland & Boothbay Steamboat Company runs daily between these two places and intervening points. A. Montgomery is the President and General Manager.

In the summertime there are several lines of harbor steamers making trips every few minutes between Portland and the beautiful islands in Casco Bay.

Portland Custom House Statistics.

Appended are statistics for fiscal year ending June 30, 1889.

Value of merchandise imported, Portland Board of Trade.

An Active and Wide-Awake Organization.—What it Was Accomplished For Portland and Vicinity.

The prosperity of the City of Portland has veen due by far more to the efforts of the Board of Trade than to any other body of men. Its record is a most honorable one, and reflects credit upon the men who first founded the institution, and those that have kept it up all these years.

The inception of the idea was put into active operation by a meeting held I Mercantile library building on Free Street in May 1858. The late lamented William W. Woodbury was the first President. Mr. Woodbury resigned soon after his election abd John B. Brown, Esq., was elected, filling the office by successive re-election until 1868, when he declined further election and was succeeded by Hon. T. C. Hersey.

The act of incorporation was approved by Governor William G. Crosby on March 22, 1854 and at once entered upon a career of success and usefulness, recognized by the citizen at large. During the first years of its history the Board had no fixed location, but met at various places, but its present excellent location was secured in 1868, since when it has been an established institution. During that year, too, by suggestion of M. N. Rich, Esq., (and here let us pause to say that Mr. Rich has been the head and front

of the good work done by the borad ever since he assumed the duties of its secretary, which was in January 1864) the Merchants' Exchange was established. This had been a most valuable and interesting feature of the Board sicne the day of the establishment. During the war the latest ness of the movement of armies was recorded there and since that time the news of the world has never been sought for there unavailingly.

A summary of the work done by this Board must, of necessity, be a much abbreviated one. It is to be regretted that many things of the greatest importance cannot be mentioned in the space allotted for this article. It seemed a survey of the harbor and establishment of water line, the removal of the Custom House and post office in 1854, prepared the docks for the Great Eastern, secured an international code for suppressing privateering, secured the establishment of Fort Gorges, built up the International steamship Company, and the Bangor & Machias Steamboat Company, stopped the tapping of the Grand Trunk system at Prescott (a scheme of the Boston Board of Trade which would have diverted the establishment of buoys and steam whistles at Cape Elizabeth on the commerce of this port, secured the location of the Rolling Mills, the Portland Company, the Glass Works, the shored manufactory, the sugar refineries and many other manufacturing concerns, originated the Portland & Ogenzburg Railroad, deepened the harbor so as to admit the largest steamers at any time, has advocated with great power every measure of legislation calculated to increase the formation of the State Board of Trade. These and many other things it has done, and perhaps the greatest of all, it has never allowed its interest or that of its members to flag for a moment, for the material growth of the city.

The officers of the Board are: President, Jacob S. Winslow. Vice Presidents, William G. Davis, Eben Corey and George Walker, Secretary, M. N. Rich, Treasurer, Charles S. Forbes. Directors, Woodbury S. Dana, William Leavitt, George W. Woodman, Theodore C. Woodbury, Samuel J. Anderson, George S. Hunt, Lyman St. Cousins, Charles R. Milliken, E. G. Spring, Seth L. Larrabee, George M. Moore, Albert B. Hall, Lewis A.

Goudy.

The standing committees are as follows:

Arbitration, Francis K. Swan, Albion Little, John W. Deering, John E. DeWitt, Joseph A. King.

Railroad & Steamboats—Samuel J. Anderson, John B. Coyle, Frederick Smith, Payson Tucker, M. L. Williams.

Merchants Exchange—M. N. Rich, William Allen, Jr., Philip G. Brown, Edward W. Kent. P. S. Nickerson.

Meteroligical—Cyrus H. Farley, M. N. Rich, D. W. Clark.

Board of Manufactures—Charles R. Milliken, Charles S. Fobes, Woodbury S. Dana, Edward B. Winslow, Thomas S. Laughlin, Seth L. Larrabee, Lewis A. Goudy.

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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.

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13' BOSTON WHALER, 2000. 2000 Mercury 25 hp 4-stroke. Includes EZ Loader bunk trailer. \$8,900. newmeadowsmarinafreeport@gmail.com 207-869-4008.

15' BLUEFIN, 2003. Fiberglass runabout. 2003 Mercury 25 hp 40 stroke. Includes bunk trailer. \$7,900. newmeadowsmarinafreeport@gmail.com 207-869-4008.



A small white speedboat with an outboard motor is shown on the water. The boat is sleek and has a person visible in the cockpit. The water is calm with some ripples.

20'HYDRASPORT,2000. Powered by Johnson 150 hp 2-stroke. Runs great! Bimini top and console cover. Includes Load Rite roller trailer. \$13,200. newmeadowsmarinafreeport@gmail.com 207-869-4008.



A black and white photograph of a small, light-colored motorboat with a cabin, resting on a trailer. The boat is positioned on a grassy area with trees in the background.

A black and white photograph of a speedboat on a trailer. The boat is dark-colored with a light-colored cabin and a curved windshield. It is positioned on a grassy area with trees in the background. The boat is supported by a trailer with two visible axles and wheels.

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