

# Maine Coastal News

Volume 35 Issue 1

January 2022

FREE

## Ralph Stanley, Boatbuilder & Historian, Passes Over Bar



This is the 33-foot Friendship Sloop HIERONYMUS built by Ralph Stanley of Southwest Harbor in 1962.

SOUTHWEST HARBOR – It is with a very, very heavy heart that we learned of the passing of noted boatbuilder and maritime historian Ralph Stanley of Southwest Harbor at the age of 92 on 7 December.

Ralph grew up in Southwest Harbor. His father was a lobsterman and did some ground trawling. He also worked for a summer family in Northeast Harbor.

So why did Ralph not become a commercial fisherman? He said, “I was not very strong that way. I was sick a lot when I was a kid. I had pneumonia and when I was 24 years old, I had tuberculosis. I was operated on for that and have been fine ever since. But by that time, I was into the boatbuilding.”

Ralph got into the boatbuilding business when he wanted a boat for himself. He explained, “I got out of school and I had always wanted to build a boat. I wanted one for myself and the only way I could see to get one was to build it. I worked one summer and got enough to buy some materials and got the boat planked up and the next summer worked again and made enough to put a down payment on an engine and get enough materials to finish the boat. I got it done and that is when I figured I would never tackle another one. I was some glad to get it done.”

A couple of months later Ralph was asked to build another boat, this time for a customer, and he could not wait to get started. It was actually a pleasure boat but built

in the lobster boat style.

Ralph predominately learned boatbuilding on his own. When he was a child, he would roam the boat yards of Southwest Harbor and there he leaned about boat construction. He used to go to Southwest Boat, Ronald Rich’s, Raymond Bunker’s, and over to Bernard to Bob and Cliff Rich’s shop just watch them. When he started to build his own boat and would get stuck on something he would go to one of the other builders and see how they had done it.

Since 1951, Ralph built one or two boats a winter up behind his father’s house on Main Street in an old paint shop which had belonged to his grandfather. Ralph then moved to the Clark Point Road and erected a storage building in 1971. The next year, he built the building shop.

The early 60s saw Ralph begin building sailboats with the 33-foot Friendship Sloop *Hieronymus*. He said, “One of the people my father worked for back during the war chartered an old Friendship Sloop. He remembered the Friendship Sloop and wanted one built. So, when he got ready, I built it for him.”

Since he built the first Friendship Sloop Ralph quickly became an authority on them. He has built a number of new ones and has rebuilt several.

Ralph was always fascinated with the Friendship Sloops. He said, “Even when

I was a little boy, I remember seeing a Friendship Sloop and it held my attention. I like how they look, the way they sail and the way they set in the water.”

When Jarvis Newman got the *Venture*, he was hoping to sail her but she leaked so badly he had to haul her up. Jarvis hoped he could get Raymond Bunker, who did not have any boats to build that winter, to help him rebuild her. Ralph explained, “He got discouraged with it and at one point he was going to burn it up. Along came somebody and they wanted to buy it. They hired him to restore it. So, he thought he could get Bunker to do that, but Bunker chewed on his pipe a little bit and said, “God, I can’t work on that thing.” So that night Jarvis was on my doorstep asking me to work on it. As it happened, I did not have a boat to build and I told him I would come down and start it but if I got a boat to build, I would have to stop. It was about the first of November and we worked for two months on it and got the hull restored up to the point of just working on the deck.”

In the two months times the two had replaced the keel, frames, planking and decked her over. In 1972, Jarvis got the *Dictator* and he wanted Stanley to help rebuild her over at his shop, which he did.

After he built the building shed on the Clark Point Road Ralph rebuilt the *Amity* for Russel Wiggins. After that he rebuilt the

*Morningstar* and then was going to rebuild the *Amos Swan*, but after a closer look they found that there was nothing to save. So, they just sawed her up and built a new boat.

When looking back on some of the old-time builders Ralph reflected on some of his favorites. He said, “Raymond Bunker, I always liked his boat. Even the models that Chester Clement, who built at Southwest Boat until 1936 or 37. I was never in the shop when they were building, but I have seen a lot of his boats and they made quite an impression. They always had a good sheer, a good flare to the bow and a fairly good camber to the stern. Bunker always had a good sheer and they were a good going boat and the planks were always good and laid in fair, no hard bunches. I think some of them tended to be a little wet but they were good going boats. I also liked Bob and Cliff Rich’s boats.”

When asked about fiberglass boat, Ralph commented, saying, “When I build a boat, I can always see things in that boat I would change on the next one. If I was building a fiberglass boat, I would have to make a mould and every boat would have to be the same. I would lose interest in building that second boat. Putting that fault back in the boat would just turn me off”.

“However, I think fiberglass has got a

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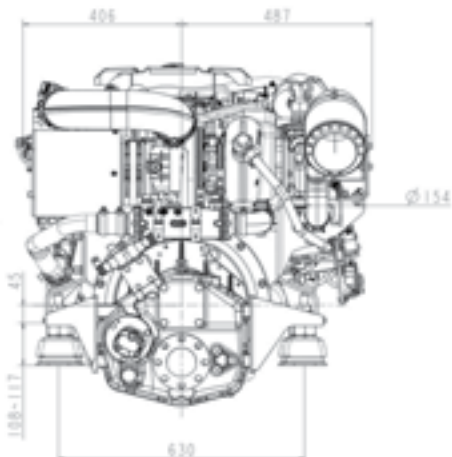
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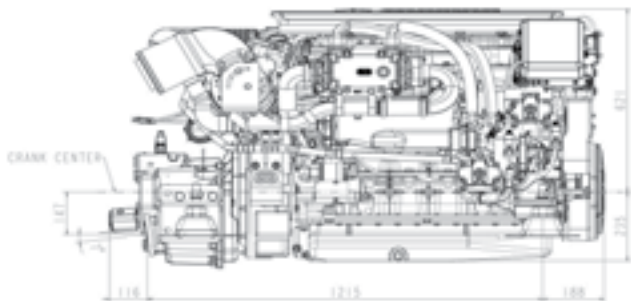
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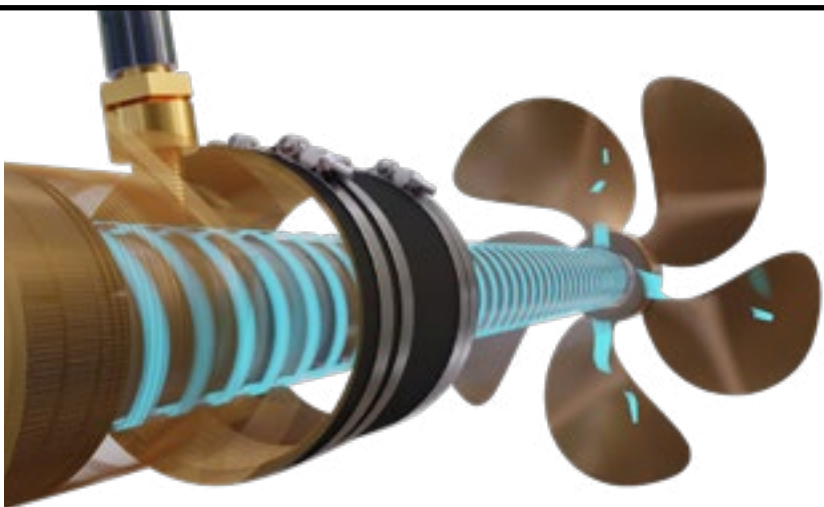
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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news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

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**Advertising Deadlines:** The deadline for the February issue is January 7.  
The deadline for the March issue is February 4.

# MCN's Calendar

**On-going Exhibits**

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

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

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

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

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

**2022 JUNE**

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

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

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

**JULY**

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

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

# Publisher's Note

One of the worst things is having to redo something because you did not think your procedure out correctly. With the vessel list updated and off to the website person I decided to begin two lists for shipwrecks, one that is an index and another in chronological order. The headings for the chronological list is: official number, rig, tons, and location. The headings I used for the index list is: rig, tonnage, date of disaster and the location of the disaster, but I should have included the official number. This created a little more work that was not necessary if I had been thinking about how one would search the vessel list when looking for additional information on a specific vessel. These initial lists have about 10,000 vessels and we all know that this is a fraction of the vessels lost over the last few centuries.

Over the years I have read the name Samuel Johnson, who was a very prominent British writer in the 1700s and mostly known for a dictionary he wrote. I picked up a biography on him and in the introduction was a statement that I found interesting, who were the most read authors in the past and are they still relevant today? Of course, the most prominent British writer of the past was William Shakespeare and second was Samuel Johnson back in the late 1700s and 1800s. Today, Shakespeare is still well read, but Samuel Johnson has fallen out of favour. I would say that Jane Austen as taken over the second spot, but other names that could be top British authors of the past are Daniel Defoe, Charles Dickens, Sir Arthur Conan Doyle, Patrick O’Brien, and Robert Louis Stevenson to name a few.

If you were asked who the top American authors of the past were the names that come to mind for me are James Fenimore Cooper, Nathaniel Hawthorne, Washington Irving, Henry Wadsworth Longfellow, Herman Melville, Edgar Allen Poe, and Mark Twain.

I am not sure with the extremely poor educational system this country possesses if many students would know or have read any of these authors. There is some value in reading them, but one could argue just how much. Is there still value reading the ancient authors of Greece and Rome? If it is historically factual than I would say yes. However, I would have a hard time with the ancient stories, even though some are very interesting.

I am not very far into the biography on Samuel Johnson, but I think young people of today should definitely read it. Living at this period was not easy. You had to find a way to subsist and if you did not you would not live. Health was always an issue as there was no place to turn if you came down with a serious sickness. Many of the diseases at that time were not treatable. You also must realize that the medicines they possessed did not work and at times were worse than the disease. The poor were poor and there were no handouts. You worked from sun up to sundown six days a week and then came home to do everything that needed to be done there to keep the house in order. Pre-teen boys went to work to support the family. Many worked on farms or became an apprentice in a business or trade. However, some thought it best to join the Royal Navy and it was Samuel Johnson who wondered why England needed prisons when they had the Royal Navy. Even the better off did not have it easy. Many, like Samuel Johnson, were sent to boarding schools and what happened in these places would have the teachers locked up for life today. If you did not perform as expected you were flogged. They stated that flogging was used to keep the offender away from the gallows. Remember simple crimes like stealing were often punished by hanging.

There are many people who love to read biographies and see the paths that others chose and how they influenced their lives. There are many choices in life and if we looked back, we can certainly see how life might have been drastically different had we made different choices. I like interviewing people about their life and how they got to where they are. I also try to expand my questions and capture as much peripheral information as I can. I want to know as much as I can especially about other people in their lives and of course the boats they either owned or worked on. Some of these interviews have captured obscure aspects of our maritime history, which otherwise would have been lost. I still get numerous comments on our maritime history section, but I have had a lot of people comment about the interviews we do. It is great that people love to read them, but I hope that years from now I have captured what future historians would like to know about the people of the Maine coast.



This is the launching of the five masted schooner FANNIE PALMER which took place in November 1900 at the yard of George L. Welt of Waldoboro.

# Scott Worthing of Webhannet River Boat Yard

WELLS – Many times when I ask someone if I can interview them, their first response is that they have nothing special to say about their life. I had asked Scott Worthing of Webhannet River Boat Yard in Wells this question and that is the response I got. However, one morning we were talking about the Boat School, people he had worked for and how he got to where he was today and it was obvious that he had a lot to say. After a quick rebuttal to his reservations showing that he did have a lot to say we sat down for one interesting interview.

Scott grew up in the small fishing village of Camp Ellis in Saco, which is at the mouth of the Saco River. It was a very different place then as most of the people made their living from the water. They were commercial lobstermen, gill netters, clam diggers, worm diggers and there was a bait and tackle shop. This was downtown, not uptown and the people uptown did not look favourably upon them. “They were a different class of people,” added Scott, “and ironically, today now it is some of the most prized real estate in the city. Because of that demand for waterfront property a lot of those families that I grew up with were taxed right out and now there is a lot of out-of-state influence. The demand on the river has grown too. I remember as a kid on July 4<sup>th</sup> you might see 50 boats on the river, now you probably see 2500. It is crazy.”

Scott’s father, who was born in Saco, was an executive in the grain and feed industry and his mother was a nurse. They owned a Chris Craft cabin cruiser and would cruise the coast in the summer and this Scott absolutely loved. They also had a little plywood skiff with a 1957 3-hp Johnson. “I remember taking trips and going to midcoast Maine,” said Scott. “It was like a floating camper. I would sleep out on deck because I was the boy and my mom, my sister and my father would sleep in the V berth up in the cabin. That is probably where my interest started, being on the water. I always felt comfortable on that boat. Then when I got my own little skiff, I started doing my own exploring. Boy, I had some good times as a kid.”

Scott went everywhere in his little skiff. He did some fishing, some skiing, and some camping. He added, “I spent every waking moment on that boat. I do not know if I have had as much fun on a boat since then.

Unfortunately, when Scott was eight years old, he lost his father. “My grandfather, my mother’s father, passed away a year before my dad did,” said Scott. “My father had his first heart attack in Boothbay Harbor on the boat. Smitty and I were sleeping on deck and my mom, sister and my father were up in the V berth and all of a sudden, I see Smitty get up off his cot and went down into the cabin. Smitty got us off that mooring and Boothbay Harbor Hospital had a dock and

I remember thinking we are going awful fast through the mooring basin and he tied us up to the dock and they met my father, the doctors, and nurses, at the dock with a wheelchair. I remember my dad saying this is one hell of a July and then they wheeled him away. That was my last memory of my dad on the water. He came home that December and died in the house of another heart attack.”

This was in 1966. Following his father’s passing, the family moved to North Miami, Florida where his grandmother lived, but kept their place at Camp Ellis where they would come back summers. Scott was not happy in Florida, saying, “When I got a license, I used to go to this place called Haulover Beach and go fishing. Every day that I was in Florida I dreamed about the day I could come back to Maine. I remember when I graduated in 1975 my mom asked me what I wanted for a graduation gift. I said, ‘Mom, I want you to have the car packed up and when that bell rings at 3:15 I am going to meet you and take me back to Maine. She said, ‘What about your diploma?’ I said, ‘They can mail it to me,’ and this is where I have been ever since.”

The Chris Craft cruiser was gone, but Scott still had his skiff. Later, with the money he earned from mowing lawns he purchased a Boston Whaler. One summer he went as stern man on a local lobster boat. He added, “I worked for a man named Norman Vachon, who had a boat named MOON SHADOW. It was 28-footer, kind of home built wooden lobster boat. He was a retired Canadian hockey player, but he did not fit the image of a Maine lobsterman. The next summer I went to work for the highliner in the harbor and his name was Jim Nevakept. Jimmy had a Royal Lowell 35 or 36 and her name was SUNRISE. Boy, didn’t I love that boat. I could not wait to get back to Maine in the spring, but of course it meant getting it ready and building traps and I was not getting paid for any of that but I knew eventually I was going to get on the water and that is where my heart was. Jimmy passed away and I ended up working for a man named Howard Cutler. Howard was a schoolteacher at Thornton Academy and had summers off. He was the consummate outdoorsman. He loved to hunt, loved to fish, loved to trap and he bought this lobster boat and was taking 6 pack charters out and ground fishing. Boy, didn’t I love that. I learned a lot from Howard. He was tough and gruff. I remember one day, we did not have an anchor windlass, I was the anchor windlass. We were out ground fishing and he would anchor up and I would have to go up and haul the anchor when we would want to move. One day I was sick and I did not feel much like hauling the anchor, but I did not have a choice. I went up forward and I dug my heels into the toe rail and I started hauling



Webhannet River Boat Yard's crew: Matt Bastille, Scott Worthing and Tim Wallace.

that anchor up and I was sick. I had my back to Howard, and he was in the wheelhouse. I remember him saying “When the going gets tough, the tough get going.” I was hauling that anchor, throwing up and he did not care. Those are good memories.”

The following year when Scott returned from Florida, he worked on Howard’s new boat getting it ready for the season. She was built at Arundel Shipyard in Kennebunkport and was named PEGASUS. Scott added, “I think she was built by Ben Emery in that shop. I worked with Ben years later and he told me about building that boat. In the mid-80s I ended up re-ribbing her. She was an inspected vessel and she failed her hull inspection. Howard asked me to do the job and I said, ‘I would be happy to, but I have to have her closer to home.’ I cannot drive into Portland every day; can you bring her to me? He said, ‘Sure, there is a spot in Camp Ellis behind the old bait and tackle shop we

can put her there.’ They trucked her down and I got up on the boat and there was like twenty more broken ribs. I remember talking to the boat hauler and he had a guy that was running behind him, kind of watching things, and he said, ‘Geez I was watching that boat jump around on the trailer, bouncing up and down,’ because she was so lightly framed, they broke the rest of the ribs in her getting her down there. That was one of the first jobs I had doing a repair. I was probably working for peanuts but I was in Camp Ellis and I was working on a wooden boat. What is there not to love?

Scott said, “I was making my own decisions and playing by my own rules and I was not making good decisions and I was not following the proper rules.”

Scott lost his Maine license and went back to Florida where he still had a one. He

**Continued on Page 6.**

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# Scott Worthing of Webhannet River Boat Yard

**Continued from Page 5.**

worked for the Singleton shrimp fleet in Key West, making 10-to-14-day trips and sleeping on the beach when in port. He got tired of that and went to Miami pretty disgusted. He found a job on the steel research vessel EL TORO from John Hopkins University in Dania. When in port they worked on the boats, mostly fighting rust. Scott liked the other crew members and was looking forward to going out on a research trip, but he got a letter from Washington County Vocational Technical Institute in Eastport saying that he had been accepted at The Boat School. He said, “I had a decision to make, did I want to go to Eastport or did I want to hang out here in Fort Lauderdale. The only thing I missed about Florida was the pretty girls and I wanted to be back in Maine.”

With no license he was stuck in either Eastport or Calais during the winter of 1979. Most of the boat work was done at the Maine Marine Trade Center in Eastport and the rest of the classes were in Calais where the dorms were. Some of his classmates were: Peter Buxton, Mary Dombrowski, Scott Edgerly, Randy Johnson, Marshall St. Cyr, Rocco Santosani, Richard Stanley, Bob Turcotte, John Vinal and Charlie Woodworth. The head of the school was Junior Miller and the teacher for boat construction was Carl Felix and for boat design, Ernest Brierly. Scott explained, “Carl was very soft-spoken and must have been in his late to mid-70s. He used to wear this blue shop coat and he had white hair and beard. Everybody in the class loved Carl, he was just a gentle soul and was a wealth of knowledge. I remember one day we were building half models of the Buzzards Bay; it was one of our tests. We got scored on how accurate those half models were. Carl had made up templates and you would have lines drawn on the half model and he would take those templates and he

would put it up against that body section and see how close you were. Some of the students were not happy with the end result, so, after they got their grade, they chucked them in the garbage can. I remember seeing Carl, he was bent over a trash can, and he was fishing one of these half models out. I remember he walked over to the bandsaw and he started cutting the half model and he made the most beautiful half model out of the one a fellow student had thrown into the garbage.

“I do not want to forget Ernie Brierley,” continued Scott. “He was from the Isle of Wight (England), a super smart guy and passionate about his students. I remember him giving a lecture and watching the sweat pour right off of him, because he was working so hard to teach us. I learned a lot in that design class about wooden boat construction and design. It was the perfect storm for me, because I needed guidance, I needed to feel a passion for something and they provided me with that.”

During Scott’s freshman year they built Whitehalls and in their senior year they would build the Buzzards Bay 15. Scott was looking forward to the senior class instructor, but on the last day of his freshman year he learned that he was not coming back. His place was taken by Dean Pike. Scott was paired with his roommate Richard Stanley, who had worked in his father’s shop (Ralph Stanley of Southwest Harbor) for a number of years. Scott explained, “I don’t think he was interested in being at The Boat School. He had a lot of skill as a ship carpenter and had probably forgotten more than all of us knew, he was just a natural.”

Between the first and second year of Boat School the students needed to find a job in the industry. Scott went to work for Rumery’s Boat Yard in Biddeford, which at the time was owned by Bob Williamson. They were finishing off a boat for a Camp Ellis fisherman and that boat, NOLELLA G.,

is still fishing today. “I was fresh out of my first year at school,” said Scott, “so they put me in the office and I was the procurement guy. I bought all of the components for the boat and I learned about purchasing.”

After finishing his final year at The Boat School, Scott returned to Rumery’s for another year. He mostly worked out in the yard moving boats and at that time there was no hydraulic trailer. “It was house jacks, fork trucks, sledgehammers and big steel rollers and that is how we move stuff,” said Scott.

He left Rumery’s to go to work at George Patten’s in Kittery. At the time they were building the 36-foot Pipe Dream sloops, a Francis Kinney design, for the charter fleet at Bass Harbor Marine in Bass Harbor. George had just built a new shop on Route 1 behind the Lion House Restaurant. “It is the first time that I have ever been fired,” said Scott. “We were rebuilding a vintage powerboat and I had to build some teak louvered doors. I had done a lot of cabinetry for him, but I had never built teak louvered doors. They came out beautiful. I had probably three or four days into these louvered doors and I remember how proud I was until I hung them up and went oops, the louvers were upside down. He had his foreman come out, he did not fire me he laid me off, but nonetheless I got my walking papers. I was feeling pretty down and I am like how could you screw up like that? Upside down, really?”

Scott then went to work for Arundel Shipyard in Kennebunkport. He said, “Jamie Houtz was the foreman and Byron Swett was there. Byron could do it all, he had worked for Herb Baum and was like a Carl Felix with a bad attitude. I learned a lot from Byron. Also, there was Mary Marsters, Phil Johnson and a girl named Nancy who Phil ended up marrying. Phil was the mechanic. That was some of the best times of my life working in a boatyard because it was like taking a step back in time. Here we were in the middle of Kennebunkport, but we were in our own little world, wooden boat world. Arthur was from Marblehead and his friends brought their boats to us to work on. I learned a lot about classic small craft and rigging, which is something we did not do at The Boat School. I left Arundel Shipyard about the same time that Jamie did, because when Jamie left the whole environment kind of changed.”

Jamie went to Rumery’s and Scott followed. Rumery’s was now owned by Greg Carroll who had friends that owned Concordias. Scott said, “I walked in the door, he hired me and took me out into the shop and there was a 36 Jarvis Newman that an owner had brought to him. It was a lobster yacht with a wooden flybridge and the flybridge was rotten. Greg said, ‘This guy needs a new flybridge get me an estimate.’ I started poking around and I realize that the whole cabin was rotten. I went into Greg’s office and said, ‘We have got bigger problems than just the flybridge, everything is rotten.’ He said, ‘Work up an estimate,’ so I did. I remember in Boat School if you think it is going to take 100 hours tack on 20 or 30 percent. I did the estimate, triple checked it and then I tacked on 25 or 30 percent. I walked into Greg’s office and put the estimate down on the desk. As I was walking out Greg was walking in and I said, “Greg the estimate is on your desk.’ Like so many people they do not read the estimate they just go to the bottom line on the back page and I could hear him screaming as I was out in the wood shop, “30 percent.” Anyways I got the job and the estimate with 30 percent was spot on. Thank you, Ernie Brierley. The boat owner was delighted. His name was Bob Banfield, “Cookie.”

When Scott finished this project he left and opened his own business, Saco River Boat Works. “I was a little bit discouraged, but I am going to try this on my own,”

continued Scott. “I had the desire and I had a pickup truck with tools. I started selling myself to different boat yards and I knew enough commercial fishermen that needed repairs. I started to develop more customers, commissioning and decommissioning and so I was staying pretty busy, but I was not making any money. At about this time I had reconnected with Cookie. One spring he called me up and said, ‘I would like to have you do some work on the boat.’ We meet we talk about some repairs. The next Sunday, I meet him and talks about more repairs. The next Sunday he drives up and says, ‘There is a boatyard in Wells that is for sale. If you have got a minute, I would like to take you over and show it to you.’ At the time I was getting growing pains and I was trying to think of a way ‘how can I get bigger?’ Cookie drives into the parking lot and pointed at this place. The place is derelict.”

The property was owned by the Town of Wells and the present owner was not doing what he had said he would so the town was looking to make a change. “I did not have two nickels to rub together,” said Scott, “but I was hungry. I went home, grabbed a legal pad, and started drawing up a business plan. I spent the whole week thinking about it. The next weekend I met with Cookie and I gave him my plan and asked him if he would lend me the money and he did. I had Cookie paid off in two years. Every time I would get money, I would give it to him. I ate a lot of peanut butter and crackers, but I loved it. This was mine and it was a blank canvas.”

There was probably 25 boats and 25 trailers abandoned on the property that were junk. This was all removed as Scott cleaned the yard and the two buildings up so he could begin operating. One problem was the former owner owed money and Scott could not get the water or phone turned on, or ice delivered. Scott had always worked on bigger boats, but this yard and the harbor with its tide constraints was populated with small outboard boats.


As the years passed the yard has grown its customer base and has become a remarkably successful operation. They haul with a hydraulic trailer and commission and decommission their storage customers. Scott gives a lot of the credit for his success to his wife Brandy, who has been with him for 25 years and 18 at the yard. He said, “When she came here, she brought a new perspective to the business. She took over the office and then took over the store and has brought a lot of sunshine to this boatyard. For years people walked through the doors and they wanted me, well they do not ask for me anymore, they asked for Brandy. She is a lot easier to deal with, she is prettier and she smells better. The progress we have made here in this business is attributed to her. This boatyard, it is a work environment, but a lot of our customers are our friends. We have developed relationships with these people and a lot of these friends that we have now were kids and their parents were friends when we started.”

The sad aspect of being in business for a long time is when your old customers have passed on. Many of the old timers were special having worked the harbor for years struggling just to survive, but the stories they possessed were captivating.

Scott looked back at his time at Webhannet and said there was just thing in the business plan that he did not accomplish and that was working on wooden boats. This has left a void that he might want to change, and fortunately he still can.

If you are traveling down Route 1 in Wells and you want to do some saltwater fishing, go kayaking in the marshes of Wells or find a great place to store your boat in the future stop in. This is one of those jewels off the beaten path.

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# SETTING UP YOUR WORK BENCH FOR MODEL BUILDING

SEARSPORT—The weather has turned cold and with Christmas just weeks away some are looking for something to do inside out of the elements. You can sit in front of the television and binge watch shows or stare into that evil rectangle and get sucked in by social media or just maybe the spouse has a nice long list they would like to see you do. None of those appeal to me, I want to create something so I decided to build a wooden ship model.

Where do you start? My first thought was setting up my work bench with the tools needed. I am sure we can ask the internet, but it is a lot of fun to ask Al Ross of BlueJacket Shipcrafters in SearSPORT for his suggestions.

Al began by saying, “If we are starting out, and let’s assume they have no tools whatsoever, a lot of times people will go out and spend hundreds of dollars on stuff they really don’t need. If they start out with a kit, most kits you can build with a small handle with a No. 11 blade, a pin vice, a razor saw, needle nosed pliers, some good tweezers, and diagonal cutters for cutting brass rod. If you are going to do a solid hull model then you are going to need a small block plane, some course rasps and gouges.”

Al added a warning, “If you are going to buy the bigger tools, or even the smaller tools, you don’t want to buy cheap stuff because they won’t take or hold an edge. My gouges for instance, they are English and they run me about \$50 apiece but I have had them for 30 years and they are still good.

Make sure your tweezers are good ones. “Like everything else I’ve had them for so many years,” said Al. “They are very good stainless-steel ones that are curiously made in Pakistan. You can buy cheap tweezers but after a while they bend. Some of the workspaces you will need to get right down into a tiny space so you need a nice set of tweezers.

Because the blocks usually come undrilled you will need a drill set. Al added, “If you had a 1/20,000ths to 1/32,000ths drill bits that would cover just about everything unless you are building pond models and then you have to have bigger ones. We have the numbered drills that go from 80, which is about 1/10,000ths up to I think 61. Anything bigger than a 1/16th you can get at the hardware store. Let’s say a model in the 1/8th to the foot scale maybe you will be using 20,000ths for most part.

“A good set of needle files is always nice to have,” continued Al. “You could do pretty much the same with sandpaper as you can with a needle file depending on what you are doing. Normally I go from 60 grit down to 600. I use wet and dry sandpaper. The wet is for sanding after you have primed it 3 or 4 times. For most applications 220 is just fine unless you use Balsa wood which is a four-letter word spelled with five letters.”

Remember this all depends on the model that you have decided to build and “it depends on what you think you can do,” added Al. “If you are literally just starting out, it’s always best to get a relatively inexpensive kit and see if you like it because you can spend all this money on tools, build your

first kit and say, oh crap, I don’t like this.” The most used tool on Al’s bench is the X-Acto knife, for which he buys the blades by the hundreds. Al said, “As long as you change them a lot and you can tell when they start to lose their edge.”

Some of you will want to build a sailing vessel and you will need a good set of tweezers, good vice, a good set of fly-tying scissors. If you get the little cheap scissors, they are no good. If you go to a sporting goods store, they will cost you, but they last. The other thing is only use them for rigging. You could buy some rigging tools, but you can also make them. I have made a lot of my own tools over the years because you look at something and say well, I really don’t want to buy it if I can make it. Basically, some are just a dowel and a piece of brass or aluminum rod bent into certain shapes. The rigging tools really don’t require much of anything. It’s just patience and knowledge.

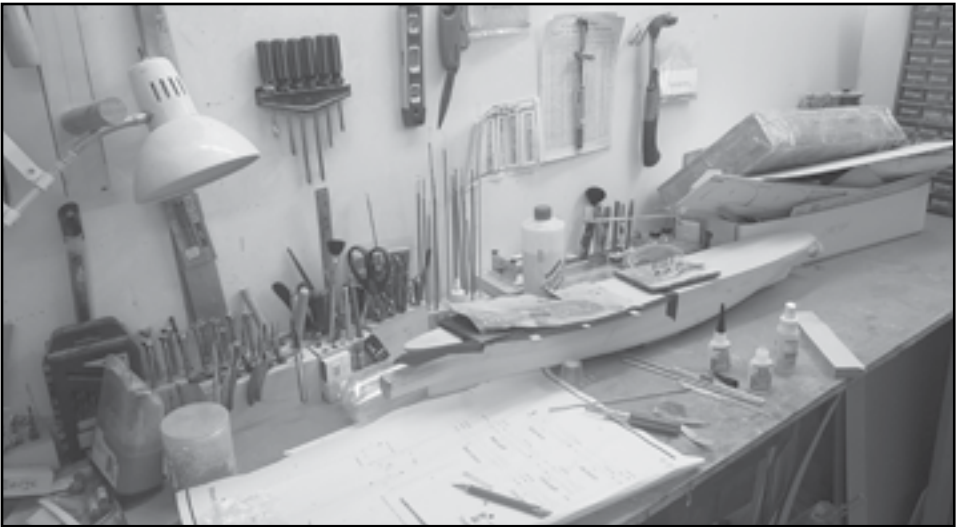
Painting a model is one of the most important aspects of the building process and to do this right you will need good brushes. Al explained that the cheap brushes will shed hairs and you do not want that to happen. He added, “I don’t brush a lot, I usually spray but the paintbrushes I do have are from an art supply, they are good ones. They are also expensive, but as long as you take care of them, they last.”

If you want the best finish you want to spray and you can buy a nice single action airbrush with all the accessories for \$50. You will also need a compressor which is another expense probably about \$200. You can use a regular compressor as long as you have got a regulator on it. Al added, “It will give you a lot better finish and for when you screw up, and you do, find that imperfection, sand it out, and spray it. You can adjust the spray on your airbrushes so there is practically nothing coming out of them and you just start spraying really thin coats. If you are good, you can’t tell where the repair is. There are single or double action guns. I have never been comfortable with the double action guns, Again, if you take care of your airbrush, mine is 40-odd years old and works just like the day I bought it.”

Make sure you purchase a good quality one. Al suggested Posh, which is a Japanese company. He also said stay away from the plastic guns because they will clog up.

Glue is not a tool, but you will need a bottle of it. You want CA (cyanoacrylate) and Al suggests that you use medium, which allows you five or six seconds before it sets up. Al stated, “The type depends on what you are doing. If I am gluing up boards to make a block to carve or if I have something I want to take a while making and sure it’s positioned right, just plain old tight bond glue. On rare occasions I use the contact cement. I never use epoxy except more as a paint when I am a carving master on bass wood. I will coat it with West System just because it is hard. The only time I might use an epoxy glue is for doing the radio control boat putting the shaft log in because it is stronger.”

“Don’t be afraid to use whatever



This is Al's bench where most of the work is done on a model. Note that most of the tools are within arm's distance.



A view of Al's benches at BlueJacket Shipcrafters in SearSPORT. Remember he has been collecting tools and other items for several decades.



works,” said Al. “Some people are very snooty. Unless you are building under a contract for a museum or the military, they have very specific requirements. Remember there are reasonably rationales for using certain things, longevity being one.

Some kits come with tools and they are sufficient for what you have to do. Other

models usually list the tools that are needed in the instructions.

BlueJacket Shipcrafters also sends out a monthly newsletter that has building tips.

Now, just find a model to build, a nice table, get the tools and on a cold snowy day start the project.

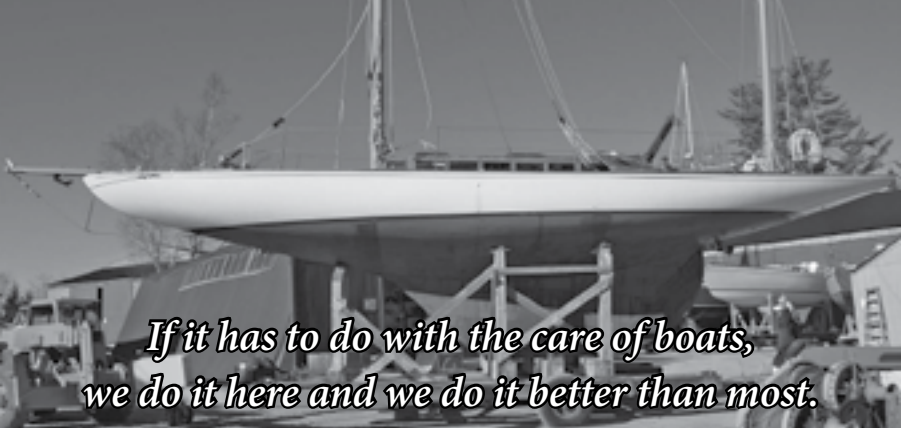
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# U. S. NAVY NEWS

## Navy to Christen Submarine New Jersey

12 November 2021

The Navy will christen one of its newest Virginia-class fast-attack submarines, the future USS New Jersey (SSN 796), during an 11 a.m. EST ceremony on Saturday, Nov. 13, 2021, at Huntington Ingalls Industry, in Newport News, Va.

The principal speaker will be Adm. Michael Mullen (ret), the 17th Chairman of the Joint Chiefs of Staff and the 28th Chief of Naval Operations. Mr. Frederick “Jay” Stefany, acting assistant secretary of the Navy (Research, Development, and Acquisition) and Vice Adm. Johnny Wolfe, Jr., Director, Strategic Systems Programs, will also deliver remarks. The submarine’s sponsor, Ms. Susan DiMarco Johnson, will christen the ship by breaking a bottle of sparkling wine across the bow in a time-honored Navy tradition.

“Shipbuilding has always played a key role in shaping the future of our national security,” said Mullen. “The impressive community of men and women involved in the construction of the future USS New Jersey should be extremely proud as they continue a legacy of extraordinary USS New Jersey ships and the future of our maritime security.”

The future USS New Jersey (SSN 796) is the third Navy vessel named in recognition of the state and is the 5th Block IV Virginia-class submarine to be built. The first USS New Jersey (Battleship No. 16) commissioned in 1906 and then sailed as part of the around-the-world cruise of the Great White Fleet. It spent most of its career in the Atlantic and West Indies, decommissioning in 1920.

The second USS New Jersey (BB 62)

was commissioned in early 1943 before sailing for the Pacific. It served as a fast carrier escort and shore bombardment platform in the war against Japan, earning nine battle stars through the end of World War II. Although decommissioned in the post-war drawdown, it returned to service three more times over the next 45 years; once for the Korean War, once for Vietnam, and again for service in the 1980s at the end of the Cold War. New Jersey now serves as a museum ship in Camden, New Jersey.

Virginia-class submarines are built to operate in the world’s littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility, and firepower directly enable these submarines to support five of the six maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence. Virginia-class submarines are replacing Los Angeles-class fast-attack submarines as they retire.

## Navy to Christen Future USNS Apalachicola

12 November 2021

WASHINGTON - The Navy will christen its thirteenth Spearhead-class expeditionary fast transport, the future USNS Apalachicola (T-EPF 13), during a 10:00 a.m. CT ceremony Saturday, November 13 in Mobile, AL.

The Honorable Brenda Ash, Mayor of Apalachicola, Fla., will deliver the principal ceremonial address. Remarks will also be provided by Vice Adm. Darse Crandall, Judge Advocate General of the Navy; Ms.

Bilyana Anderson, Deputy Assistant Secretary of the Navy for Ships; Mr. Steven Cade, Executive Director, Military Sealift Command; Mr. Rusty Murdaugh, President of Austal USA; and Mr. Stan Kordana, Vice President of Surface Systems, General Dynamics Mission Systems. Former Georgia Sen. Kelly Loeffler, the ship’s sponsor, will christen the ship by breaking a bottle of sparkling wine across the bow in a time-honored Navy tradition.

“This ship honors the city of Apalachicola, Florida, a city that represents America’s fighting spirit and dedication to duty,” said Secretary of the Navy Carlos Del Toro. “Apalachicola, like the other ships in the EPF class, will provide our warfighters the necessary high-speed sealift mobility and agility to accomplish any mission. I am thankful for this ship and its crew who will serve our nation for decades to come.”

The future USNS Apalachicola is the thirteenth ship in its class and will be operated by the Navy’s Military Sealift Command. The ship is named in honor of the city of Apalachicola, Fla. and will be the second U.S. Navy ship to bear that name. The first Apalachicola (YTB 767) was a Natick-class large harbor tug launched in 1963. The tugboat spent the majority of its service in the Puget Sound-area providing harbor services to various ships. Apalachicola was stricken from the Navy List in 2002.

EPF class ships are designed to transport 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots. The ship can operate in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities and on/off-loading the Abrams main battle tank (M1A2).

The EPF includes a flight deck for helicopter operations and an off-load ramp that will allow vehicles to drive off the ship quickly. EPF’s shallow draft (less than 15 feet) further enhances littoral operations and port access. This makes the EPF an extremely flexible asset for support of a wide range of operations, including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport.

## Future USS Quentin Walsh Marks Start of Fabrication

17 November 2021

### From Team Ships Public Affairs

EAST BRUNSWICK, Maine - The Navy and General Dynamics Bath Iron Works (BIW) marked the start of fabrication for the future USS Quentin Walsh (DDG 132) with a ceremony at BIW’s Structural Fabrication Facility in East Brunswick, Maine, Nov. 16.

DDG 132 will be a DDG 51 Flight III guided missile destroyer centered on the AN/SPY-6(V)1 Air and Missile Defense Radar and will incorporate upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet. The Flight III baseline begins with DDGs 125-126 and continues with DDG 128 and follow on ships.

The ship is named for Capt. Quentin R. Walsh, a United States Coast Guard officer who earned the Navy Cross during World War II.

“We are engaged in a long-term competition and the future USS Quentin Walsh will provide the strategic capabilities needed to support the fleet for decades to come,” said Capt. Seth Miller, DDG 51 program manager, Program Executive Office (PEO) Ships. “Capt. Walsh provided selfless service to his country and this warship will help to continue his honorable legacy.”

BIW is also in production on the future

Carl M. Levin (DDG 120), John Basilone (DDG 122), Harvey C. Barnum Jr. (DDG 124), Patrick Gallagher (DDG 127), Louis H. Wilson Jr. (DDG 126) and William Charette (DDG 130).

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



## Namesake’s Grandson Visits USS Winston S. Churchill

18 November 2021

### From Lt j.g. Ethan Baybutt, USS Winston S. Churchill Public Affairs

NAVAL STATION MAYPORT, Fla. - After attending the Nov. 10 USS Winston S. Churchill (DDG 81) change of command ceremony at Naval Station Mayport, the Honorable Rupert Soames, OBE, toured the ship at BAE shipyard in nearby Jacksonville, Fla.

The ceremony’s guest speaker, Soames is the destroyer’s sponsor and grandson of the ship’s namesake, Winston S. Churchill, who was the British Prime Minister during World War II.

“It’s always a fantastic time for any ship to have its sponsor aboard,” said Cmdr. Brian Anthony, the new DDG 81 commanding officer. “It was a great honor for us to update the Honorable Mr. Soames on Churchill, the challenges and successes of its crew.

“I am delighted to demonstrate how it continues to deliver as the Navy’s most combat ready ship.”

In addition to being the ship’s sponsor, Soames is also the Group Chief Executive Officer of SERCO, a company which has approximately 60 employees working on USS Winston S. Churchill’s depot modernization project. He toured the ship and paid particular attention to the projects in which his company is engaged.

“My grandfather would be immensely proud of this ship and all who have sailed, are now sailing or will sail in her,” said Soames. “USS Winston S. Churchill represents all that is right between our countries and she is a fine global ambassador of peace and naval power.”

USS Winston S. Churchill is a 9,500-ton, 509-foot long, AEGIS-equipped, Arleigh Burke-Class destroyer. It is the 31st destroyer in this class to be built for the U.S. Navy and is capable of simultaneously fighting air, surface, and subsurface battles.

The ship was built at Bath Iron Works in Bath, Maine, and commissioned at her first homeport of Norfolk, Va., March 10, 2001. Mrs. Janet Langhart Cohen, wife of the then-Secretary of Defense William S. Cohen, commissioned the ship alongside Lady Mary Soames, the daughter of Sir Winston Churchill, and the ship’s honorary sponsor from the United Kingdom.

Uniquely, DDG 81 is the only U.S. Navy vessel to have a Foreign Naval Officer permanently assigned to the ship’s company. The ship’s navigator is, and has been since the ship’s commissioning, a rotating, British Royal Navy Officer.

It is also the only U.S. Naval vessel to fly a foreign ensign; the Royal Navy’s White Ensign is flown as well as the Stars and Stripes. It is the fifth U.S. warship to be

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# U. S. NAVY NEWS

named in honor of an Englishman and the 16th warship to be named for a foreign national, but it is the only one in active service today. USS Winston S. Churchill’s mission is to provide a forward naval presence and ensure the world’s oceans remain free and accessible to all.

## Navy Accepts Delivery of Future USS Minneapolis-Saint Paul (LCS 21)

18 November 2021

**From PEO Unmanned and Small Combatants (PEO USC) Public Affairs**  
MARINETTE, WIS. – The Navy accepted delivery of the future USS Minneapolis-Saint Paul (LCS 21) at the Fincantieri Marinette Marine (FMM) shipyard Nov. 18.

The future USS Minneapolis-Saint Paul is the 11th Freedom-variant LCS designed by the Lockheed Martin-led industry team at Fincantieri Marinette Marine, Marinette, Wisconsin. Delivery marks the official transfer of the ship from the shipbuilder, part of a Lockheed-Martin-led team to the Navy.

“Today marks a significant shipbuilding milestone in the life of the future USS Minneapolis-Saint Paul, an exceptional ship which will conduct operations around the globe,” said LCS program manager Capt. Mike Taylor. “I look forward to seeing Minneapolis-Saint Paul join her sister ships with 100 percent of propulsion power available for unrestricted use.”

LCS 21 was accepted after rigorous testing of a combining gear modification that will allow for unrestricted operations, addressing a class-wide flaw that was discovered as the Fleet deployed these ships in greater numbers. LCS 21 is the first Freedom-variant ship to receive the fix.

The future USS Minneapolis-Saint Paul is the second naval ship to honor Minnesota’s Twin Cities although each city has been honored twice before. The first US Navy warship named Minneapolis-Saint Paul was a Los Angeles-class submarine launched in 1983 who took part in Operation Desert Shield/Desert Storm. USS Minneapolis-Saint Paul (SSN 708) was the first submarine to carry Tomahawk missiles specifically designed for use in strikes against Iraq during the Gulf War. Having served for over two decades with distinction, the submarine Minneapolis-Saint Paul was decommissioned in 2007.

Several more Freedom variant ships are under construction at Fincantieri Marinette Marine Corp. in Marinette, Wisconsin. Pending successful at-sea testing of its combining gear modification, Cooperstown (LCS 23) is planned to deliver in January 2022. Additional ships in various stages of construction include Marinette (LCS 25), Nantucket (LCS 27), Beloit (LCS 29) and

Cleveland (LCS 31).  
The Littoral Combat Ship (LCS) is a fast, agile, mission-focused platform designed to operate in near-shore environments, winning against 21st-century coastal threats. The LCS is capable of supporting forward presence, maritime security, sea control, and deterrence.

## Navy to Christen Future Littoral Combat Ship Marinette

19 November 2021

**From Office of the Navy Chief of Information**

WASHINGTON - The Navy will christen the future USS Marinette (LCS 25) as the newest Freedom variant littoral combat ship (LCS) during a 10:00 a.m. CST ceremony Saturday, Nov. 20, in Marinette, Wisconsin.

The principal speaker is the Honorable Meredith Berger, Performing the Duties of the Under Secretary of the Navy. Additional speakers include Vice Adm. William Galinis, Commander, Naval Sea Systems Command; Rear Adm. Casey Moton, Program Executive Officer for Unmanned and Small Combatants; and the Honorable Steve Genisot, Mayor of Marinette, Wisconsin; and shipbuilders Steve Allen, Lockheed Martin Vice President of Small Combatants and Ship Systems, and Dario Deste, President and Chief Executive Officer of Fincantieri Marine Group. The ship’s sponsor, the Honorable Jennifer M. Granholm, will break a bottle of sparkling wine across the bow in a time-honored Navy tradition.

“The future USS Marinette will be the second U.S. Navy ship honoring the important naval heritage and shipbuilding history the city of Marinette is known for,” said Secretary of the Navy Carlos Del Toro. “I have no doubt the Sailors of USS Marinette (LCS 25) will carry on the proud legacy from generations past and will stand ready to respond to any mission, wherever, and whenever, there is a need.”

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

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

LCS 25 is the 13th Freedom-variant LCS and 25th in the LCS class. It is the second ship named in honor of the city of

Marinette, Wisconsin. The first Marinette (YTBT-791), a Natick-class large fleet tugboat, was launched in 1967 and performed miscellaneous tugging services in the 5th Naval District, headquartered at Norfolk, Virginia.

## Alaskan Native Solomon Atkinson: Family Man, Patriot and Countryman

23 November 2021

**From Petty Officer 1st Class Alex Smedegard, Naval Special Warfare Group One**

SAN DIEGO – Alaskan Native Solomon Atkinson led an extraordinary life. He left his community and his career as a commercial fisherman to serve 22 years in the military and become one of the first U.S. Navy SEALs. A husband, father, mayor, veterans affairs advocate and community leader—his lifetime achievements by anybody’s standards are nothing short of remarkable.

“Sol, [as he was often called], did what he thought was best for his family, community, and country,” said JoAnn Atkinson, Sol’s wife. “He did what any man would do—follow his heart and do his best.”

Sol was born in 1930 in Metlakatla, Alaska, and raised by his parents in a small Tsimshian village located along Port Chester Bay on Annette Island—it remains the sole Indian Reserve in Alaska.

The small village of less than 500 people

provided ample space for Sol to develop skills to hunt, fish, and live off the land. As the son of a successful fisherman, it came as no surprise that he would follow in his father’s footsteps. When Sol was older, he returned home from boarding school in the summers to work fish alongside his father.

“It was one summer when he was fishing near Seattle that he saw a recruitment poster for the Underwater Demolition Teams (UDT),” said JoAnn. “He thought it looked cool and at that point decided he wanted to become a frogman [the precursor to present day SEALs].”

When he was 21, Sol decided to leave his community and enlist in the U.S. Navy. In 1953, he volunteered for the UDT teams and became a frogman just as he imagined. When the first SEAL teams were established in 1962, Sol volunteered again and became one of the first Navy SEALs and one of 60 plankowners, or founding members, of SEAL Team 1.

As a SEAL, he deployed to Korea and the Pacific, completed three combat tours in Vietnam, and became a SEAL instructor for new recruits where he received the nickname “the Mean Machine”.

“He earned that nickname because he was in charge of [physical training] for new recruits,” said JoAnn. “Sol was always

Continued on Page 22.



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# Do You Remember?

By Sheila Dassatt

Last week, I had the privilege of being a guest on the radio show, “Boat Talk” which is on the local WERU station in Orland. I wasn’t quite sure what to expect, as I had never done this before and I write much better than I talk. Jon Johansen was the moderator and I felt sorry for him because I knew I needed to give him more than one word answers! I have a tendency to say more with less when I’m giving a presentation, sort’ve to the point. So with this being said, one of the first questions that Jon asked me was “do you remember when you lived in Stonington as a child?” A what was it like then and how do you see it now kind of a question.

Well here goes, yes, I do remember what it was like then? Of course, this was a while ago, so life was a lot different then. Life was a lot simpler then, when we were able to go and play and not have worries about where we were. I remember Ivan Arey, showing up with his fish peddling truck, which was always a nice visit. The houses were all built close by with a view of the harbor, mostly so we could see the boats coming in at the end of the day, there were no cell phones then, to keep in constant contact. Each neighborhood had a little Mom and Pop store for necessities such as bread and milk for the day and of course the penny candy counter. We

lived in Greenhead, which was a beautiful little neighborhood. It still is.

Us kids used to go down to the local lobster and bait dealers, Clyde Conary’s back then, just to play around the dock. Quite often, if we didn’t pay attention, our older brothers would hide and then plaster us with bait. I’d go home smelling like a bait barrel! This sounds like a dream compared with the careful monitoring that the kids have nowadays. You see, everyone kept an eye on us and knew exactly who we belonged to. We could even be corrected by our friend’s parents and think nothing of it. It’s just the way it was.

Along the shore road on Greenhead, the little houses were close together with hard working people living in them. One of the shore houses was where you could go to buy your crabmeat because most of the fishermen’s wives picked crabmeat while their husbands were out to haul. This was also a way of life and a little extra income as well. Once in a while, my uncle would stop by my grandmother’s with a bucket of crab claws just for her and she would pick them out for the family. She also would make pies and cakes, her house always smelled like a bakery! Life was good!

Times have changed a bit since then. Now, we are facing a much bigger scenario with the fishery and our livelihoods. I don’t

know if you have noticed, but as I go back now, I see a lot of houses that were there years ago, but they have all been dressed up or renovated to a much fancier house now. They are nice, but they are not authentic or traditional any longer.

One of the biggest issues that we are facing now is housing that is affordable, especially for the local families and workers that live in Maine year round. I can see it happening. Yes, I suppose it is nice to have a house in Maine and it is good income to rent these places for a thousand dollars or more for one week. It is big business. I’m not putting anyone down, but we need to maintain a working community year round in these beautiful communities. I was so surprised to see entire neighborhoods gone dark in the winter because the houses have all been winterized and locked up for the season. I’d really like to know the percentage of local homes with folks living in them compared to the amount of houses that are locked up and empty. How do you maintain a local economy that way? I’m just wondering... Yes, there is a tax base, but what about the businesses that need to make a living year round? With the Covid issue as well, it really puts a limit on the normal survival of some local businesses.

I understand that some necessary businesses have closed due to lack of housing for the workers who come in to work. How can

this be when there are houses everywhere but posted with no trespassing signs on the property? I have seen a reach out for people to possibly rent some of these homes, even temporarily, while housing is made available. I’m sorry, but people really need to care about one another, especially when there is such a dire need.

With all of the issues that the fishing communities are facing, this is one more hardship to consider. The actual “working waterfront” is getting smaller and smaller all of the time. It doesn’t happen overnight, but it happens gradually, mostly when people don’t even see it happening until it’s too late to turn back. I can honestly say that I have lived long enough to see it happen in more than one community and now it is a concern for those of us that make out living on the waterfront. As time goes on, there has also been complaints about the noise of our boats going out to haul early in the morning. I can honestly vouch for this (I will admit, our boat is a little loud), but this is a universal happening. We have been told to shut our boat off at the dock because it was disturbing others at the dock, *in a different community* that now has mostly yachts. This is all food for thought, for taking a long hard look at what is evolving before our eyes.

Yes, I remember...and I hope it isn’t too late to help make a difference. We need to maintain our way of life here and now.

## Ralph Stanley Passes Over the Bar

Continued from Page 1.

place,” said Ralph. “I like to build a wooden hull and glass everything on top. The last boat we did the whole top was glassed and with a wooden boat that is where all the problems come from. If everything is glassed on top that is good insurance that it will never leak and rot on top.”

Ralph felt that there will always be somebody who will want a wooden boat. “To me the people who want a wooden boat want a first-class boat with a lot of good work in it,” and he was correct.

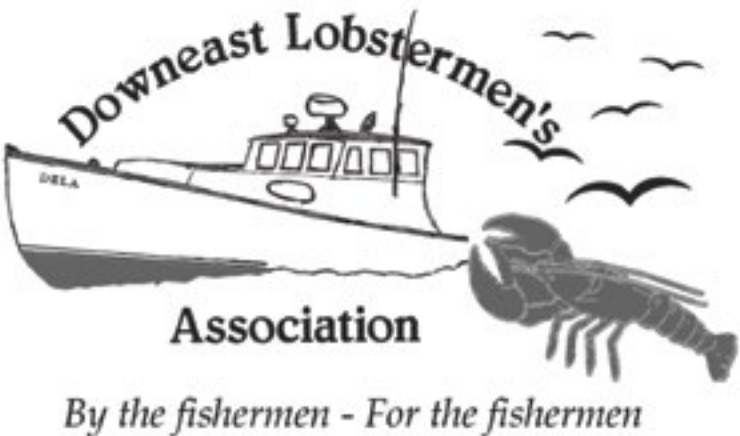
Ralph continued to build until he was joined by his son Richard, after Richard graduated from The Boat School in 1982. Together they would build wooden sail and power boats until the mid-1990s when Ralph retired. Ralph still worked in the shop from

time to time, but his focus was now on the maritime history of Mount Desert Island. Even when he was building boats full-time, he was constantly doing research at the local libraries or learning from the old-timers what had happened there in the past. With all the research he did over the years he wrote numerous articles on Friendship Sloops and Mount Desert Island even publishing a book “The Stanley’s of Cranberry Isles and Other Colorful Characters” in 2020. Right up until his passing he was still working on various maritime history subjects.

Ralph was also involved with the Penobscot Marine Museum in Searsport. He had been a board member for years and was always vocal about the direction the Museum should be going. He was also their biggest draw when they held an event involving him, it was always standing room only as he talked on a variety of subjects.

As his career was winding down Ralph was given numerous awards, one very impressive one came from the National Heritage Fellowship. He was also honoured by the Friendship Sloop Society; The Boat School and the State of Maine announced a Ralph Stanley Day in 2004. That same year Craig S. Milner published the book, “Ralph Stanley, Tales of a Maine Boatbuilder.”

There is no question that Ralph was one of the most well-known boatbuilders of the Maine coast and it is extremely sad to have lost him. Over the years of publishing this paper I came to know Ralph quite well. He was a joy to sit down with and discuss maritime history or what we should be doing at the Museum. I, like many, many others, will certainly miss him.



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Commercial Fishing News

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

From the Director -

Here we are, past Thanksgiving and looking at Christmas already! The wind has been very brutal this fall, so most of us are still bringing our gear in for the winter rest. I say “rest” but it is still the time to clean, paint and repair all of the gear that is coming up. There may be some time to take a little vacation, which is welcomed after the push to haul a good part of the spring and summer.

At this time, we are still trying to deal with the Covid Virus, which in some places, it seems to be more severe than other places. It was with great difficulty for the Forum Board of Directors to vote as to whether to hold the 2022 Fishermen’s Forum. All things were considered, right down to discussing it with the Samoset and researching other gathering’s policies. Some are being held, with fairly strict policies, which we didn’t think that would work well here. So with deep regret, there will be no live Forum again this coming year. We also understand that this is getting very frustrating, which adds to a society that is already frustrated and stressed.

We are on a “yo yo” policy when it comes to the whale closure in Area 1. This has been unbelievable! The Area had about

one good month to get some fishing in, then the policy changed and we were given two weeks to remove everything. The Associations have not slowed down at all with the science and legal struggles that we are all facing. Science is already trying to track the movement of the whales, to make sure that they are actually in that particular area. The only lobstering that can be done in that area now is the experimental ropeless fishing which requires a special permit. This is also a very expensive experiment for the fishermen that want to give it a try. This closure will last until January 31<sup>st</sup>, 2022. Then what will be next?

The Department of Marine Resources is planning to start having Zone Meetings once again which will include the members of the boards, but the public will be able to attend through Zoom contact. The first meeting is set for the Lobster Advisory Committee on December 15<sup>th</sup>. If you are able to Zoom in, you will simply need to register ahead of the meeting. This will give you the information that lets you into the meeting.

Another thing that I’d like to help with understanding is the increase of the tags. I tried to explain on Social media, but there was so much anger that I didn’t get caught

up in it. It was explained in the letter from the Commissioner about the price of the tags increasing for the DMR. I called the Commissioner and asked if this included the shipping as well. Yes, the tags are sent to Augusta to the DMR from the manufacturer, then the DMR sorts and sends them out to us via U. S. mail. The handling and shipping is included in the tags that are sent to us. This is just my message to you, to try to help with understanding the process. Please, I’m just the messenger!

The Fisheries Working Group is continuing to have meetings concerning the Windmills that we are facing. We have our next meeting on Tuesday, December 7<sup>th</sup> From 4:30 to 7:00. We have a very involved group of fishermen in attendance with these meetings. One of the latest developments is the MDOT is looking at Searsport as the ideal site to handle the needs of the offshore wind industry. This could involve building hugs platforms and pieces of giant towers and turbines and assembling them there. This need is bringing Sears Island back into the spotlight. The MDOT Commissioner says there will be lots of conversations with conservation groups, lobstermen, the town and others. This will involve Penobscot Bay once again. So we have a lot to consider when it comes to accepting the move for offshore wind power. Just because it has been said to be happening, doesn’t make it so. Not yet! We need to know a lot more about the ramifications of these giant turbines before we can feel that this is the answer. This is

why we have the Fisheries Working Group in place.

DELA would like to welcome a new member aboard! We welcome Doug Peterson of South Addison to our membership. As most know, we send the Maine Coastal News to each member in the mail. This is our communications newsletter along with a lot of valuable news that is in this publication.

We encourage everyone that is reading the Maine Coastal News to consider the membership form that is included in this page. With all that we are struggling with in our fishery, each member is very important to our voice and strength with our fight for survival. If you have further questions about our association, feel free to contact me at any time, we’re here to help, [dassatt711@yahoo.com](mailto:dassatt711@yahoo.com) and 207 322-1924.

Have a Very Merry Christmas and a Happy and Healthy New Year! Sheila

Maine Dept. of Marine Resources

**Notice from NOAA Fisheries - Northeast Lobster Fishermen: LMA 1 Restricted Area Now in Effect**

This notice is being published on behalf of NOAA Fisheries: Fishermen must remove all trap/pot gear from this area, and may not set new gear in this area

On November 16, 2021, the United States Court of Appeals for the First Circuit stayed the preliminary injunction issued by the lower court that prevented the roughly 967-square-mile LMA 1 Restricted Area, established by the 2021 amendments to the

Atlantic Large Whale Take Reduction Plan, from going into effect.

Lobster and Jonah crab trap/pot fishermen fishing in the LMA 1 Restricted Area must remove all trap/pot gear from this area, and may not reset trawls being actively fished, or set new trawls in this area as of today. The area will remain closed through January 31, 2022.

Given the capacity of offshore fishing vessels to remove and relocate trawls as well

Continued on Page 20.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Restoring Polluted Areas Helps the Environment and Communities Rebound

November 17, 2021

NOAA and partners have supported communities through restoration at two urban Superfund sites in Massachusetts and Washington. We’re increasing access to parks, and getting locals involved in habitat restoration through training and job opportunities.

From Los Angeles to Portland, and Boston to Tampa Bay, the U.S. coasts are home to many urban areas. Close to 40 percent of the country’s population live along the coast, and that number is growing. Along with people, urban coastal areas often have both historical and operating industrial infrastructure, such as factories and ports. These industrial features sometimes lead to hazardous materials making their way into waters and soils, as well as fish and wildlife.

When pollution happens in any coastal community, NOAA works with teams of state, tribal, and federal agencies, called Trustees. Together, we assess the impacted resources and services. Then we work with responsible parties to secure funding to restore them. This work is backed by more than 30 years of science and collaboration.

Pollution’s Social Costs

Often, the “services” provided by our natural resources—like recreational fishing, boating, and going to the beach, or storm protection and clean water—are impacted by pollution. These natural resource services have economic value, and part of our work focuses on restoring them. Examples include building parks and piers, or improving infrastructure for cleaner water.

Engaging Communities in Restoration

We also work with impacted communities to restore the environment. Through the power of state, regional, and local partnerships, we leverage our knowledge, resources, and funding to reach more effective solutions together. These partnerships can include working with conservation corps that combine habitat restoration with job creation and employ people from the communities impacted by pollution.

More than 100 of these natural resource damage cases across the United States are in various phases of assessment or restoration. Here, we highlight two cases in urban areas that have seen strong environmental and community restoration results.

New Bedford Harbor is a major commercial fishing port and industrial center in southeastern Massachusetts on Buzzards

Bay. From the 1940s to the 1970s, manufacturers discharged wastes containing highly toxic chemicals and metals into the harbor and bay. The toxins contaminated hundreds of acres of sediment at the bottom of the harbor. In fact, one location contained the highest concentrations of PCBs ever documented in a marine environment. These industrial chemicals cause developmental and neurological problems in babies and children, and accumulate easily in fish and shellfish.

NOAA and partner agencies on the New Bedford Harbor Trustee Council include the U.S. Fish & Wildlife Service and Massachusetts Executive Office of Energy and Environmental Affairs. We are using \$20.4 million of restoration settlement funds to restore natural resources and services impacted by the contamination. Since 1998, the Council has implemented 37 projects restoring fish passage and habitats, preserving land, and restoring public access and recreational opportunities.

The Council has funded the construction of portions of two recreational parks in the City of New Bedford: More than \$2 million for the construction of Riverside Park at a former mill site. Completed in late 2005, Riverside Park also provides the urban community with harbor access. \$2.4 million to the City to construct a community center, and other facilities, and reconstruct a stone fishing pier at Fort Taber Park. Completed in 2004, this park also provides access to the bay and harbor.

Another \$1.2 million in settlement funds were awarded to the Buzzards Bay Coalition to develop the Acushnet Sawmill Park, called The Sawmill. Finished in 2015, the park was a 19-acre former industrial lumber yard on the Acushnet River. The Coalition worked with contractors, the City of New Bedford, and hundreds of community volunteers to restore the area. They removed acres of pavement and buildings, restored natural river banks, replanted wetlands and wildflower meadows, and built nature trails and scenic overlooks along the river. The public park protects the river’s health and offers local residents a beautiful place to explore the outdoors.

Combined, these projects took formerly industrialized and generally inaccessible land and gave people more ways to access the water to enjoy nature and recreation activities.

Industrialization of Commencement Bay in the early 1900s led to filling in a vast

area of tidal habitats. It also led to dredging and widening the meandering streams and rivers that flowed into the bay for maritime traffic. Beginning in the 1920s, hazardous substances from various industries, including shipbuilding, oil refining, and chemical manufacturing plants, were released into the waterways.

Since 1991, under NOAA’s leadership, the Commencement Bay Trustees have negotiated 19 settlements with those responsible for the pollution. They’ve recovered more than \$70 million in funds, services, and properties to support restoration projects.

Along with direct restoration, the Trustees created the Commencement Bay Stewardship Collaborative with a \$4.9 million stewardship fund. They partnered with the nonprofit organization EarthCorps to monitor and maintain Commencement Bay’s restoration sites in perpetuity. Giving People Job Opportunities in Restoration and Conservation

EarthCorps participants are a part of the next generation of restorationists, and are contributing to improving their local environment. Credit: EarthCorps

EarthCorps has expertise in science and stewardship, and deep roots in the communities in and around the urban waterways of Puget Sound. Like other NOAA conservation corps partnerships, they offer local youth job and training opportunities helping restore habitats. EarthCorps alumni have gone on to work in a wide range of organizations in Washington and other states, and internationally.

In addition to job training, EarthCorps members learn how their work addresses environmental injustice and helps ensure a more resilient and climate-adapted bay. Its variety of habitats all contribute to a connected watershed for migrating salmon. These areas also serve as important resources for local communities, including: The Hylebos Creek Natural Area that features a community trail; The Tahoma Salt Marsh pocket estuary adjacent to the Chinese Garden Reconciliation Park; and The Yowkwala beach site owned by the Puyallup Tribe of Indians.

EarthCorps also leads events with local community volunteers and school groups to get some of their work done. For example, they partner with other local environmental nonprofits to remove invasive plant species

to restore natural site conditions. This leads to a deeper awareness, pride, and sense of ownership among local community members, which is critical to long-term restoration project success. Caring for these precious lands and waters in such a tangible way encourages a stewardship ethic among participants that lasts long after the work is done.

About \$1.5 million of the initial \$4.9 million stewardship fund has been spent to date. Supported by the Trustees, EarthCorps is managing stewardship dollars by: Growing the fund, now worth \$6.2 million, through private investments, with goals to maintain restoration sites in perpetuity; and Leveraging small portions of the fund to secure grants to address unmet restoration needs. In 2021 alone they’ve raised \$50,000 in additional stewardship funding from foundations.

Holding Polluters Accountable

New Bedford Harbor and Commencement Bay are just two examples of NOAA’s Damage Assessment, Remediation and Restoration Program success. The collaborative program has worked to hold polluters accountable for the impacts of oil spills, hazardous waste, and ship groundings in waterways for 30 years. Over that time, NOAA and co-trustees have recovered over \$652 million for restoration from 156 Superfund sites like these, with more under assessment.

Measures to Rebuild Shortfin Mako and Increase U.S. Western Atlantic Bluefin Tuna Quota Adopted at 2021 Meeting of ICCAT

November 24, 2021

The United States and other countries from around the world tackled management challenges for Atlantic tunas and sharks at the 2021 annual meeting of the International Commission for the Conservation of Atlantic Tunas.

The United States and other countries from around the world tackled management challenges for Atlantic tunas and sharks at the 2021 annual meeting of the International Commission for the Conservation of Atlantic Tunas (ICCAT) that concluded on November 23.

The Commission adopted new management measures to rebuild the overfished North Atlantic shortfin mako shark, increase

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total catch limits for Western Atlantic bluefin tuna, including a quota increase for U.S. fishermen, and several U.S. proposals to combat Illegal, Unreported, and Unregulated (IUU) fishing.

“The United States achieved the majority of its key objectives in support of the long-term sustainability of ICCAT fisheries,” said Alexa Cole, U.S. Commissioner to ICCAT and Director of NOAA Fisheries Office of International Affairs and Seafood Inspection. “These measures will immediately reduce fishing pressure across the North Atlantic and support the rebuilding process of North Atlantic shortfin mako shark, a key U.S. priority going into the meeting.”

ICCAT oversees the conservation and management of Atlantic highly migratory species, including tunas, swordfish, marlin and sharks, and adopts measures to minimize bycatch of turtles, seabirds, and other protected marine life associated with these fisheries. ICCAT’s 52 members, including the United States, share this responsibility, along with five cooperating, non-contracting parties.

“The positive outcomes from this ICCAT meeting are a reflection of the skill and energy of the U.S. delegation,” said Janet Coit, Assistant Administrator for NOAA Fisheries. “The new management measures on North Atlantic shortfin mako, the quota increase for Western Atlantic bluefin tuna, the new steps to combat IUU fishing, and a new focus on addressing forced labor are all important steps in the right direction.”

**North Atlantic Shortfin Mako Shark**

Commission members reached consensus in many areas, most notably a new measure for overfished North Atlantic shortfin mako shark. As a positive step toward rebuilding, this measure puts into place a two-year retention ban that will immediately reduce mortality and establishes a process to evaluate if and when retention may be allowed in the future, in line with scientific advice. It contains strong provisions to improve data reporting, and particularly, the catch reporting of live releases and fish discarded dead, by all ICCAT parties. Despite this important step forward, ICCAT’s work to end overfishing and rebuild North Atlantic shortfin mako is far from done. “The United States looks forward to advancing additional conservation measures through future ICCAT negotiations to further reduce total fishing mortality and fully rebuild this stock,” said Cole. “The use of modified fishing gear, including circle hooks to reduce bycatch mortality, is an important element we will want to discuss further in ICCAT.”

**Western Atlantic Bluefin Tuna**

The Commission adopted a measure for Western Atlantic bluefin tuna with a total catch limit of 2,726 metric tons, which results in a more than 5 percent quota increase for U.S. fishermen. This increased fishing opportunity is consistent with scientific advice allowing for a moderate increase in catch while having a high probability of avoiding overfishing and providing for the sustainability of the fishery. The Commission will continue working to finalize its management strategy evaluation for bluefin tuna, including hosting a series of stakeholder workshops in 2022.

**Tropical Tunas**

In light of new scientific advice, the Commission struck a compromise among various parties to extend conservation and management measures for tropical tunas in 2022 that include an increase in the Total Allowable Catch for Atlantic bigeye tuna from 61,500 tons to 62,000 tons and a slightly shortened Atlantic-wide closure of fishing on fish aggregating devices to protect juvenile bigeye and yellowfin tuna.

“I am pleased with this outcome,” said Cole. “Negotiations on this measure were very challenging and a last minute compromise avoided an unacceptable lapse in management for the fishery.”

**Illegal, Unreported, and Unregulated Fishing**

In a major step to combat IUU fishing, the Commission adopted several U.S. proposals to improve fisheries monitoring, control, and surveillance, including a measure that will ensure better control of in-port and at-sea transshipment activities, when fish products are transferred from one vessel to another. The adopted transshipment reform will close existing loopholes and help prevent IUU fish and fish products from entering the global marketplace and unfairly competing with legally harvested fish. The Commission also adopted a joint proposal from the European Union and the United States to require eligible vessels to have an International Maritime Organization number in order to be included in the ICCAT authorized vessel list, and a U.S. proposal to address stateless vessels fishing in the ICCAT convention area.

The United States led efforts to improve compliance and address deficiencies in catch reporting and poor implementation of conservation measures for billfish and shortfin mako shark. The United States also led an effort to adopt a new strategic plan for compliance review, which calls for an in-depth evaluation of implementation of the minimum standards for scientific observer coverage in 2022 and implementation of North Atlantic shortfin mako measures in 2023.

**Forced Labor Issues in the Seafood Supply Chain**

The U.S. proposal to create a working group to improve labor standards in ICCAT fisheries was also successfully adopted. Beyond the obvious devastating human toll, forced labor allows fishers to avoid the true operational costs of responsible fisheries, leading to negative consequences for the status of the fish stocks and unfair competition on the fishing grounds and in the marketplace. The new working group will explore the issues and potential ways to address them.

**Electronic Monitoring Systems**

ICCAT also created a new working group on Electronic Monitoring Systems. Conditions during the past two years have demonstrated the value of expanding the use of electronic monitoring to complement human observer programs and to provide an alternative option when deployment of human observers onboard fishing vessels may not be possible. The United States has required electronic monitoring systems on all of its Atlantic pelagic longline vessels (regardless of size) since 2015, primarily to evaluate compliance with bluefin tuna and shortfin mako regulations and will continue to share its experience to help improve ICCAT monitoring measures.

**Sea Turtle Bycatch**

The United States and several co-sponsors continued to advocate for a proposal to mitigate the bycatch of sea turtles in ICCAT fisheries through strategies based on advice from the Commission’s scientific committee, but it was not adopted. “For many years, the United States has attempted to advance sea turtle protections multilaterally with other Commission members. ICCAT’s failure to adopt comprehensive sea turtle bycatch mitigation measures stands in stark contrast to the progress made in other tuna Regional Fishery Management Organizations to protect sea turtles,” said Cole. “We

**Continued on Page 20.**



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# Boat And Ship Yard News



At Belmont Boat in Belmont they are making repairs to ZINCARA and will also be making some accommodation changes.

### Belmont Boat Belmont

Hauling season is ending, and the yards are starting to begin their winter projects. The major project this winter at Belmont Boat is making repairs to the portside of the racing sailboat ZINGARA, which was designed by Stephens & Warings of Belfast and built at Brooklin Boatyard in Brooklin about 20 years ago. When the boat came up for sale last year Stephens & Warings purchased her. When she was originally designed, they wanted to do certain things,

but her owner had his own ideas. They are now going to make those changes, most of which involves the interior accommodations. The major changes include enlarging the head and make some storage alterations. The damage on the portside occurred in the Eggmoggin Reach Regatta this past summer and includes damage to the toe rail, bulwarks, hull, and deck. For the last couple of years, they have been working with a Florida company on building a 24-foot fully solar powered boat with no back up systems. They were



Calvin Beal Jr. of Beals Island is building a model of one of his boats. She will be heading to Florida where he will continue working on her.

expecting the first delivery of parts the end of November and would start construction just after they arrive. They hope to have three finished by this coming summer, but the real push will be getting one done for the parent company so they can promote it at boat shows. With the growth of their storage customers each one of them needs something done before this coming season arrives. There is especially a lot of cosmetic work to do and that means the paint bay will be busy all this winter.

There was a lot of demand for storage this year and they decided to lease another 5,000 square feet of space. This was not full, but they expected it would be by the end of the year. If you do not have inside storage space for your boat yet you might be in luck. Give them a call. ducing for a customer on Rangeley Lake. Mike Tatro, one of the owners of the yard said, “We took an old wooden Rangeley from this client, who had a number of old wooden ones that were dying, and we took the lines off it and re-lofted, because there was a rack in the boat and some other shape issues. Once we got a fair shape, we built a mould and now we have been infusing hulls off of that. This is a good steady project as we have 30 of them to.” Outside they are repowering a sailboat. They have removed the old Westerbeke engine and giving her a new diesel engine, which was supplied by the owner.

The Holland 32 is sitting waiting for a customer. Last year they finished one out as a day boat with a double berth, head, small galley with a teak cockpit sole. This one has an Yanmar 8LV370, which should push her a long at over 30 knots and only burn about 10 gallons an hour doing it. Mike added, “Those LVs are an incredible engine, very fuel efficient. There is almost no noise out of them and no vibration, very smooth. That 370 represents pretty much the top horsepower of that particular configuration. They have a 320, 350 and a 370. The 350 went well in the Holland 32 and we got 27.5 knots out of it and it cruises very comfortably at 22 to 23.”

### Gamage Shipyard South Bristol

When they needed a Mitchell Cove 32 to finish for a customer, they made a deal with Feeney’s Boat Shop in Cutler and brought the moulds to South Bristol where they infused two hulls, one for them and one for Feeney’s. This boat will be finished out as a sportfishing boat of a customer from Southport Island. She will have a full interior, which will include a berth, head, and galley. For power she has a Yanmar 8LV370, which should push her along at a top speed of 24 knots with an 18-knot cruising speed. Rangeley 17 is a model they are pro-

The Duffy 48 has had four-foot extension added and she is being moved out so they can work on other projects. One of these projects is on a Wayne Beal 40, which will be getting a major refit this winter, she

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This is the Navier 27, which will be built at Lyman-Morse Boatbuilding in Thomaston.

was finished out as a cruiser and is well appointed. Most of the work will be on interior modifications, but they will also add a fully powered crane on the aft top deck with inflatable cradles and a new inflatable. This will take quite a bit of time to complete.

This year they are storing approximately 120 boats and could handle about 15 or 20 more. This is up over last year and will certainly keep them busy making sure they are ready for the on-coming season.

**Holland Boat Shop  
Belfast**

In the back corner of the main shop is a Holland 38, which is almost ready to go out the door. Her owner from York will be doing the rest of the finish work. She is powered with a 650-hp Caterpillar. As for accommodations they are simple with a V-berth, utility room for hydraulics and a work bench, which could be used as another berth. There is no head and no galley, strictly a dayboat.

Also in the shop is a Holland 32, which

**Continued on Page 18.**

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# Boat And Ship Yard News



This is the Webber's Cove 22, which underwent a total refurbish at Kittery Point Yacht Yard in Eliot this fall. She was to be delivered to her owner after sea trials.



This is a Wilbur 38 at Wilbur Yachts in Manset getting re-powered and other repair work done. She will be completed late winter and go over early in the spring.

is being finished out for a Long Island, New York customer. She will be finished off with a basic interior with just a V-berth and head. She will be powered with a 550-hp Cummins.

In the layup shop is another 38, which is being finished off as a pleasure cruiser for a customer from San Diego, CA.

Another 32 is on order and will be finished out as a simple day boat, probably with just a V-berth and port-a-potty. This owner had a cruising boat before and just wants something very simple, strictly for day use. She will be powered with a 350-hp Cummins.

Over the last couple of years there has been a big run on the Holland 14s. Over the summer they sent out eight and still have eight more to build. There are also four completed 14s sitting out in the yard waiting for outboard engines. Glenn added, "The funny thing is one owner has got a 32 over there and he wants a 14 to go with it. I said maybe we better order it what do you want for a motor. He did not really know and I said I can get you a Suzuki and he said, okay. I said how big a motor do you want and he said how big can you put on it? Well, I said she is rated for 40 and he said Well, get one of those. So, I ordered it and the boat is not anywhere near ready to be built, and that is the first outboard and that came in."

The only boat that went out this summer, besides the 14s, was a 30, which was laid up by Front Street Shipyard in Bucksport and finished by Front Street Shipyard in Belfast. Glenn said, "I went over and looked at it when it was outside and they did a good job on it. I think the only thing that I would have done different would have been to put a bracket on it instead of cutting the transom down. Aside from that it was fine."

So, by the looks of it they will have a couple of boats going over late this spring.

## Kittery Point Yacht Yard Eliot/Kittery

One would think the Eliot yard has become Holland South. In the shop they have a Holland 32 sportfish, which was recently sold and her new owner wants to do an upgrade. They have raised the platform and scuppers making it better for fighting fish. The framing was all good and they put down composite panels. They are now going to add a live well, a tuna door, beef up the cabin top for a large radar tower, upgrade the inverter/charger, and then she will be Awlgripped from top to bottom. The bottom will also receive a barrier coat. The windows in the house are out for paint, but just will be re-sealed and reinstalled when the cosmetic work is completed. Next year they owner is thinking on upgrading the interior.

Outside there is another Holland 32 sportfish, which is getting repowered. They are removing the 1988 B-Series Cummins and replacing it with another. They also might have some electrical work to do as well.

A Webber's Cove 22 is out in the heated storage area getting finishing touches. Her owner came to the Maine Boatbuilder's Show and asked Maine Built Boats for a list of yards that could do a major upgrade for him. After getting the list he settled on Kittery Point to do the work. This was his father's boat and was a dire condition and needed some serious work. She has been Awlgripped top to bottom, the interior has been re-gel-coated and the brightwork has been redone. They changed the louvered companionway doors to solid ones and added new hatches in the platform. They also removed the engine, a 150-hp Yanmar, and did an external rebuild. Navtronics of York came in and upgraded the electronics and a new Bimini has been put on. She is now

undergoing sea trials.

The paint bay has been busy and it will be for the foreseeable future. This fall they have painted a Mako, the Webber's Cove 22 and a 32-foot sailboat. They also did a Correctcraft 20, which is an interesting runabout. They were built before World War II and was re-introduced in the 1970s and developed a cult following. Marshall Farnham said, "This customer just wanted it to be repainted, buffed up. We did a custom orange, bright orange, which is actually beautiful." Then they have two Holland 32 and a Procat to do next.

The Doug Hylan designed 32 powerboat with a torpedo stern has just had a new engine, an 4LV Yanmar with an Aqua drive and running gear, installed. Once done the owner, who has taken 9 years building this boat, will put on the pilothouse and finish up faring and painting the hull. It is hoped she will be ready for the water this season.

As for storage it has been a record-breaking year, especially with outboard boats on trailers. All these boats need their annual maintenance and this will keep them busy right into the summer.

## Lyman-Morse Boatbuilding Thomaston

Just as electric vehicles are having a moment, so are eco-friendly, electric boats. Enter the Navier 27, an all-electric, hydrofoil, performance craft outfitted with a highly advanced autopilot. Navier co-founders Sampriti Bhattacharyya and Reo Baird signed with Lyman-Morse Boatbuilding to build the pre-production vessels and first year limited production vessels for the 2023 slots for the Navier 27. The Lyman-Morse built Navier 27 will be revealed at the Fort Lauderdale International Boat Show in October 2022; first-year customer delivery will be in Q2 2023.

Navier is a Silicon Valley startup that's building technology to increase the efficiency of small powerboats by 90% while ensuring zero emissions and superior ride performance. Navier is producing a limited number of boats in its first year under its Pioneer Program.

Navier 27 is a 27-foot foiling performance vessel that's capable of a range exceeding 75 nautical miles under electric propulsion and includes advanced autonomy features. When it launches during the Fort Lauderdale International Boat Show in 2022, it will be the longest-range electric boat in the world. If anyone can make this vision come to life, it's Drew Lyman and his team.

Spearheaded by two MIT engineers, Navier is teaming up with the most talented minds to build the boat of the future. In July 2021, the startup announced that America's Cup engineer and foiling expert, Paul

Bieker is leading Navier's naval architecture and mechanical design by contributing his knowledge in hydrofoil configuration and foil optimization.

Lyman-Morse will tie the technology, mechanics, construction, and manufacturing of the boat together.

Customers can register interest at [www.navierboat.com](http://www.navierboat.com) or learn more about boat-building at [www.lymanmorse.com](http://www.lymanmorse.com)

## Rockport Marine Rockport

The schooner KOOKLA, which used to be in Rockland but was sold a few years ago, has a new owner. She is in for extensive work. They are putting a whole new interior in and new decks on.

In mid-fall they launched a Bill Tripp designed 45-foot sloop. She had a composite hull with a lifting keel and other modern systems.

The former Hurricane Island Outward Bound vessel HURRICANE, built in 1967, which was running between Portsmouth, NH and Isle of Shoals was sold and will be converted into a pleasure cruiser. They have re-framed her, replaced a few planks and are now putting in an interior, replacing the transom and doing some engine work.

The Gum-drop yawl WINDSOME, designed by Aage Neilsen, is in to be rebuilt. This project was started at Cutts & Case in Maryland, but that shop has been closed. She was shipped to Rockport Marine where they will finish the rebuild. It is going to get a new cabin house, a lot of deck work, and interior replacement.

A big sloop has undergone some major work. They have replaced all the standing rigging, repainted the mast, rebuilt the drive train and she is now ready for the water. Once launched she will head south for the winter.

Boatbuilders are well-known for their talent so it is never surprising to see them called on to do a special project not related to the water. In October they delivered a reception deck to the University of Pennsylvania's new teaching hospital. She is shaped similar to a nautilus shell and was built like a cold moulded hull, however in sections due to the extreme curves and ease of moving.

## Wilbur Yachts Manset

In the main shop are three Wilbur boats. PAPAGAYO is a Wilbur 38, which has had an extensive refit over the last few years. This year they are adding new power, new fuel tanks and new genset. With the engine out they also replaced the water heater. They then changed the electrical system for 24 volt start while keeping the 12-volt house system. They are hoping to launch her the middle of March, do sea trials and make sure she is ready for the owned the middle of May.



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# Boat And Ship Yard News



This is the former HURRICANE, which would take passengers out to the Isle of Shoals from Portsmouth, NH. She has been sold and is being totally upgraded for her new owners.



Willis Beal of Beals Island is getting ready to start on a new model for this year. This one was going to be over 80 inches, but has been changed to 62-inches. She is being built for a local owner.

SEA DRAGON, a Wilbur 34, which is in for annual maintenance, but they also need to find a small water leak.

Another Wilbur 34 is next to her and she is just getting annual maintenance.

A Coastal 27 is also in the man shop. She is having her engine pulled so they can clean the engine room and replace two thru-hull fittings. They will also do some brightwork, add a new Bimini, and electronics.

Up back they have the Seal Harbor launch, a 21-foot Crosby, and that is just basic maintenance.

A couple of years ago they installed an electric drive in an old whaleboat and she is in for storage. They are also storing an Ellis 28, and a Wilbur 38 flybridge cruiser. This is some of the storage customers, which will need to be ready this spring

The big project up back, but soon to move to the main shop, is the Penobscot Pilot boat. She is a Liberty 48, built down in Florida. The motors are out being rebuilt, the mast is off, has been sandblasted, and

re-coated, new rub rails will be added, and when the engines are back in, they will re-glass the platform. Right now, they are waiting on the trim tabs and are hoping they arrive by mid-winter when she needs to be ready to go.

There is talk on the new 37 that is on the drawing board and one seems pretty interested. They also have people talking on a new 46 and a couple of people are interested in new Wilbur 34s.



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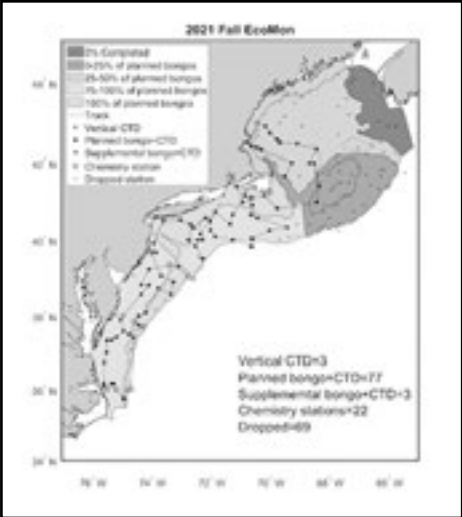


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# MISCELLANEOUS COMMERCIAL FISHING NEWS



**Survey area and stations for the 2021 Northeast fall ecosystem monitoring cruise. In all, 89 stations were completed, with 69 planned stations dropped mainly in the north. Seawater measurements were made at all stations, plankton samples were taken at 77 stations, and chemistry samples were taken at 22 stations. Credit: NOAA Fisheries**

Continued from Page 13.

will continue to work with ICCAT to adopt these protections.”

However, with U.S. support, a new Memorandum of Understanding between ICCAT and the Inter-American Convention for the Conservation of Sea Turtles establishes a framework for scientific cooperation and shared technical expertise to help address the threats related to bycatch of sea turtles in ICCAT fisheries.

**2021 Northeast Fall Ecosystem Monitoring Cruise Completed**  
*December 02, 2021*

## Maine Dept. of Marine Resources

Continued from Page 11.

as potential weather and safety concerns, we anticipate it could take up to two weeks for all lobster and Jonah crab trap/pot gear to be removed from the LMA 1 Restricted Area.

The LMA 1 Restricted Area was created to protect endangered right whales from the risk of entanglement from buoy lines in an area of high co-occurrence. Therefore, fishing with traditional persistent buoy lines is not allowed in this area from October 1 through January 31 each year, when right whales are in this area. See recent right whale sightings and acoustic detections on our WhaleMap.

Fishermen who are part of a research project and have obtained the appropriate state and federal permit exemptions may fish in this area with ropeless gear.

Under the Marine Mammal Protection Act, NOAA Fisheries is responsible for implementing Atlantic Large Whale Take Reduction Plan measures that reduce mortality and serious injuries of right whales in U.S. commercial fisheries to levels below the stock’s MMPA-defined Potential Biological Removal level, which amounts to less than one North Atlantic right whale per year.

The agency is also responsible for conserving and recovering the North Atlantic right whale under the Endangered Species Act and for ensuring that federally permitted fisheries are not jeopardizing the continued existence of this critically endangered species.

**FY22 NOAA Small Business Innovation Research Funding Opportunity Now Open**

The following notice is being posted on behalf of NOAA Fisheries.

The 2021 Northeast fall ecosystem monitoring survey aboard NOAA Ship Pisces completed sampling at 57 percent of planned stations

During the 2021 fall Ecosystem Monitoring (EcoMon) cruise, researchers completed 89 stations aboard NOAA Ship Pisces. They achieved near-complete coverage of the survey area from north of Cape Hatteras, North Carolina, to Cape Cod, Massachusetts. They completed less than 25 percent of Georges Bank and the Gulf of Maine stations. They dropped many of these stations, which were north of Cape Cod, due to fewer available sea days than originally planned and strong fall storms. The cruise was completed in 11 days, beginning October 15 and ending October 26.

Samples of zooplankton—some tiny animals, and other very young stages of some animals that will grow larger—provide information about the food chain supporting fisheries and marine mammals. Scientists use larval fish and egg samples to learn more about fish stock spawning and help estimate stock abundance. Measurements of physical and chemical conditions like temperature and salinity help us describe ecosystem productivity, spawning, larval recruitment, fish condition, and species distributions.

Together, the core measurements conducted by our EcoMon cruises help researchers understand and predict changes in the Northeast shelf ecosystem and its fisheries. Researchers are scheduled to sail on the next EcoMon survey in the spring of 2022.

**Core Sampling Summary**  
**Plankton Collection**  
Core EcoMon sampling includes “bongo” net tows to collect zooplankton, larval fish, and fish eggs. These fine-mesh nets are attached to side-by-side steel rings, resembling bongo drums when deployed. During this survey, bongo net tows were conducted at 77 stations. Samples from this survey will be used to update an index of plankton forage for the 2022 State of the Ecosystem report.

Seawater conducts electricity. This “conductivity” varies by depth and other oceanographic factors, and is used to estimate the salinity of seawater. At all 89 stations, the crew deployed an instrument that can measure conductivity, temperature, and depth. The combination of temperature and salinity at various depths helps define marine habitat boundaries, track ocean circulation, and monitor changes in climate. This can help explain changes in marine species distribution and productivity.

**Ocean Acidification Monitoring**  
To monitor marine carbon cycling and ocean acidification, scientists collected water samples that will be analyzed to measure dissolved inorganic carbon, total alkalinity, pH, and nutrients at 22 stations. Increases in dissolved carbon dioxide can increase acidity of the water, which can in turn affect shellfish and other organisms that are particularly sensitive to the acidity of ocean water.

**Special Collection Summary**  
Our EcoMon program collaborates with other agencies and institutions to support research that enhances core EcoMon sampling. While COVID-19 mitigation protocols limited external participation on this survey, the fall 2021 EcoMon cruise included sampling for several ongoing projects with external partners.

**Pteropods**  
Researchers collected pteropods, a planktonic shelled mollusk, from the water column. The condition of the pteropod shells will be examined to measure the biological effects of ocean acidification. This work is being conducted in partnership with the Bermuda Institute of Ocean Science, where the measurement technique was developed by Dr. Amy Maas.

**Marine Life**  
Two observers were aboard to watch for and record data on seabirds, marine mammals, and sea turtles encountered along the cruise track. This is part of the Atlantic Marine Assessment Program for Protected Species, a partnership among scientists from NOAA, the U.S. Fish and Wildlife Service, the Bureau of Ocean Energy Management, and the U.S. Navy.

**Plankton and Phytoplankton**  
An imaging flow cytobot was deployed aboard the ship and used to image and count phytoplankton cells continuously from surface waters during the ship’s transit. This work is part of a National Science Foundation project, the Northeast U.S. shelf Long Term Ecological Research. It is led by Woods Hole Oceanographic Institution with collaborators from the University of Massachusetts Dartmouth, the University of Rhode Island, Wellesley College, and NOAA Fisheries. Scientists also collected plankton samples for this research effort and for Census of Marine Zooplankton genetics studies.

**Forty Percent of North Atlantic Right Whale Population Using Gulf of Saint Lawrence as Seasonal Habitat**  
December 02, 2021  
A new study confirms that the Gulf of St. Lawrence is an important habitat for a large proportion of the endangered North Atlantic right whale population.

Researchers have identified 187 individual North Atlantic right whales—about 40 percent of the catalogued population—in

Canada’s Gulf of St. Lawrence during the summer. They used photographs of North Atlantic right whales collected during surveys conducted between 2015 and 2019. Many of the right whales remain in the area through the summer and autumn, feeding and socializing primarily in southern parts of the Gulf. Almost all of these whales return every year—a pattern not seen elsewhere—and stay for up to 5 months.

“In order to design effective protection measures for this endangered species, we need to know when and where they are present,” said Leah Crowe. Crowe is a marine mammal researcher at the Northeast Fisheries Science Center laboratory in Woods Hole, Massachusetts and lead author of the right whale study published in Endangered Species Research. “We found that the Gulf of St. Lawrence is an important habitat for a large segment of the population.”

Among other study findings: In general, individual whales did not travel far each day while present; Some individuals spent time in both the northern and southern parts of the Gulf of St. Lawrence; and Pregnant females were among the animals moving back and forth between northern and southern areas.

The northern and southern regions of the Gulf of St. Lawrence are separated by the Laurentian Channel and Honguedo Strait. These major shipping corridors connect commercial vessel traffic from the Atlantic Ocean to the St. Lawrence Seaway and the Great Lakes.

For this study, researchers examined photographs of individuals to explore the demographics, seasonal distribution, and movement patterns of right whales in the Gulf. The whales were identified by unique patterns of rough patches of tissue, or callosities, on the top and sides of their heads.

Other researchers deployed underwater listening devices called hydrophones in the Gulf of St. Lawrence. They detected an increase in right whale presence in some areas beginning in 2015. That same year, NOAA started the first dedicated aerial surveys for right whales in the region and found them present in the Gulf. Since then, a combination of U.S. and Canadian efforts have monitored whales through visual surveys and acoustic listening devices in the Gulf of St. Lawrence.

The Gulf of St. Lawrence is not the only habitat where right whales, fishing, and shipping traffic overlap. This study shows that there is a unique opportunity to protect a particular portion of the population in this region, including reproductive females and calves.

**Understanding New Habitat Use by Right Whales**  
There were unprecedented numbers of dead right whales found in the Gulf of St. Lawrence in 2017 and 2019. They prompted swift implementation of Canadian measures to prevent further death and injury from fishing gear entanglements and vessel strikes.

In the United States, an unusual mortality event was declared for North Atlantic right whales throughout their range in 2017, which is still ongoing. Fisheries and Oceans Canada participates as a member of the North Atlantic Right Whale UME Investigation Team. This multinational effort helps to understand, respond to, and investigate UME cases.

Moir Brown, senior scientist at the Canadian Whale Institute and a co-author on the paper, emphasizes the importance of the surveys to define the location and seasonality of right whale aggregations in the Gulf of St. Lawrence. Information on the timing and distribution of right whales, such as that from this study, helps both U.S. and Canadian managers to develop protective

# MISCELLANEOUS COMMERCIAL FISHING NEWS

measures.

**Keeping Up With the Times**

Between about 1980 and 2010, many right whales spent the spring in Cape Cod Bay and waters off Cape Cod. During the summer, they then moved north into the northern Gulf of Maine, Bay of Fundy, and Roseway Basin where they found their preferred prey—copepods, or zooplankton. Starting in 2010 this pattern began to change with many whales heading to the Gulf of St. Lawrence in late spring and using new habitats to the south of Massachusetts year-round.

“In the last decade, North Atlantic right whale distribution and habitat occupancy patterns have become less predictable,” Crowe said. “Animals are spending less time in places where they have typically aggregated in the past, and we have started to observe them in places where we had not found them aggregating before.”

Aerial and vessel-based surveys have been adapted to capture this new distribution and to understand when, where, and why the whales are moving, and in what numbers. Surveys have confirmed right whales in larger numbers in the Gulf of St. Lawrence during the summer. They also found an increase in the numbers of right whales using Cape Cod Bay in the late winter and spring. In addition, surveys have confirmed that right whales occur south of the islands of Martha’s Vineyard and Nantucket almost year round.

“Fisheries and Oceans Canada continue their aerial surveys and monitoring of right whales including photographing individuals observed in Atlantic Canadian waters. So far, eight mother-calf pairs have been identified from photographs taken in the Gulf of St. Lawrence this year,” said Angelia Vanderlaan, a research scientist at Fisheries

and Oceans Canada and a co-author of the paper.

The North Atlantic right whale species population has been in decline for more than a decade. The UME that began in 2017 has highlighted the decline with 50 individuals documented over the past 4 years alone (34 dead and 16 seriously injured whales). The latest preliminary estimate suggests there are fewer than 350 North Atlantic right whales and fewer than 100 adult females. Given the urgency for the species’ recovery, new habitats are being surveyed. Other important efforts are underway in both Canadian and U.S. waters to reduce deaths and injuries from vessel strikes and entanglements in fishing gear. These are the two leading causes of mortality and serious injury for right whales and the primary causes of the UME.

“This study improves our understanding of right whale use in the Gulf of St. Lawrence,” said Crowe, “but it begs the question of where other individuals—the majority of the population—are during the summer. Many right whales may be using habitats that could lack protection measures.”

**A Group Effort**

Photographic sightings used in the study were contributed by 37 organizations and individuals. Major resources were the North Atlantic Right Whale Consortium databases, and a right whale catalog maintained by the New England Aquarium. The catalog contains contributed data and photographs of 750 individual living and dead right whales identified since 1935.

**AMERICAN LOBSTER MANAGEMENT BOARD**

DECEMBER 6, 2021

Meeting Summary: The American Lobster Management Board met to consider

Draft Addendum XXIX to the American Lobster FMP and Draft Addendum IV to the Jonah crab FMP on electronic tracking requirements in the federal American lobster and Jonah crab fisheries for public comment. With full support across the states, the Board approved the Draft Addendum for public comment and expects to hold public hearings in early 2022. Draft Addendum XXIX was initiated in August 2021 to consider electronic tracking requirements for federal permit holders in the American 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 these fisheries. In particular, these data are essential to address several challenges facing the fisheries, including Atlantic right whale risk reduction efforts, marine spatial planning discussions, and offshore enforcement. The Draft Addendum includes two options for proposed management programs. The first is status quo, and the second is to implement electronic tracking requirements for federal-lypermitted lobster and Jonah crab vessels with commercial trap gear area permits for Lobster Conservation and Management Areas 1, 2, 3, 4, 5, and Outer Cape Cod. Under this option, the specified permit holders would be required to install an approved electronic vessel tracking device to their vessels prior to beginning a fishing trip to collect and transmit spatial data. The Board requested several modifications to the Draft Addendum before its approval, including adding language to prohibit tampering with tracking devices, adding the Area 5 Waiver permit to the applicable permit categories, specifying the frequency of data transmission, and adding a sub-option to allow state or federal waivers to be issued for permitted vessels to opt out of participating in the

trap fishery and therefore be exempt from the electronic tracking requirements. The Board is expected to meet to consider Draft Addendum XXIX for final approval following the public comment period in early 2022. A press release will follow to notify the public of the Draft Addendum’s availability and details regarding the schedule of hearings. For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [estarks@asmfc.org](mailto:estarks@asmfc.org) or 703.842.0740. Motions Move to approve Draft Addendum XXIX for public comment with the following modifications: • Add language to prohibit tampering with devices • Add A5W permit to applicable permit table • Clarification of section 2.2.5 on enforcement background • Provide a general range of costs of trackers/data • Questions about applicability of tracking requirements • Add language to specify how frequently vendors must PUSH data • Add option to allow for a state or federal waiver for permitted vessels to opt out of participating in the trap fishery Motion made by Mr. Borden and seconded by Ms. Ware. Motion is approved by unanimous consent.

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Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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# U. S. NAVY NEWS

## Continued from Page 9.

passionate in his career. He was your typical SEAL—work hard, play hard.”

Sol rose to the rank of Chief Warrant Officer 4, received a Bronze Star and Purple Heart, and retired in 1973 after 22 years of service. Just days after his retirement ceremony in Little Creek, Virginia, Sol and his family drove their Ford Econoline van more than 3,500 miles back to Metlakatla.

In retirement, Sol volunteered his time talking to the youth in local schools. It was not uncommon for him to show off his most prized possession, a plaque signed by Neil Armstrong, Buzz Aldrin, Jim Lovell and many other astronauts from when Atkinson was the class proctor in underwater weight training for the astronauts enrolled in the Underwater Swimmers School in Key West.

Once Sol returned home to Alaska, he continued to serve his people, state and nation on the Indian Community Council and Board of Education, as a founder and president of the first veteran’s organization on Annette Island, and as mayor of Metlakatla.

“What is truly remarkable about Sol is that after he retired from the Navy, he moved back home to Metlakatla and continued to serve his country and serve his community,” said U.S. Sen. Dan Sullivan of Alaska during a statement submitted to the Congressional Record in 2017.

“He played a principal role in the Department of Defense Innovative Readiness training program. [Sol] was one of Alaska’s most vocal veteran’s advocates, leading delegation teams to lobby in [Washington], and before the Alaska state legislature,” said Sullivan “[Sol] spent decades reaching out to his fellow veterans to make sure they receive the benefits, honor, and dignity they earned.”

During a trip to Washington in 2001, Sol and his team were scheduled for a meeting at the Pentagon with the U.S Army Corps of Engineers regarding a project in Alaska. The night before, he received a phone call—the meeting had been canceled. The next morning Sol heard the news the Pentagon had been struck by an airplane on Sept. 11.

“One of his coworkers would later tell us that when [Sol] found out, it was like a light switch, he went into SEAL mode,” said Maria Hayward, Sol’s daughter. “He quickly organized a plan to gather his team to safety and remove them from any potential danger.”

Sol received various types of training throughout his naval career and used that for the greater good. As passionate as Sol was in the Navy, he was equally passionate about the members of his community.

“He was very serious about everything he did,” said JoAnn. “And he did it whole-heartedly.”

In recognition of his life of service, Sol received the Alaska Governor’s Veterans Advocacy Award in 2018. When he accepted the award, Sol said, “Everything I do is for my people, not myself.”

Surrounded by his family in his home in

Metlakatla, Sol passed away in July 2019.

In the days before his passing, Sol received a call from the Secretary of the Navy thanking him for his service. His fellow SEAL teammates were there to support and remind him he had paved the way for the legacy to continue.

Family and friends, to include JoAnn and Maria, attended a ceremony in San Diego, hosted by SEAL Team 1 on Aug. 19, to render honors to the passing of one of their plank owners.

“This tradition serves to honor the memory of the founding members of our community, to remind current command members of the Naval Special Warfare legacy, and to provide surviving families with a connection to the service of their loved ones,” said an active duty SEAL officer who serves as the command historian at SEAL Team 1.

“Chief Warrant Officer 4 Sol Atkinson was a dedicated family man, a patriot and a serviceman to his country,” said the commanding officer of SEAL Team 1. “He set the standards high in a lot of regards, both in and out of uniform, and is certainly remembered throughout the teams for all he’s done.”

Sol was passionate throughout many facets of his life. Out of everything he did, one stuck out the most.

“His greatest accomplishment was being a husband, a father to four children, grandfather and great-grandfather to all,” said Maria. “He had a full loving life.”

Native American Heritage Month provides the Navy an opportunity to recognize the service and contributions of Native Americans. This year’s theme, ‘Grounded in Tradition, Resilient in Spirit’, reflects on the rich culture and heritage of Native American communities and their strength to endure through the toughest of times.

“As we consider this year’s theme, let us celebrate the past accomplishments and current service of Native Americans and Alaskan Natives, but also make time to engage and learn about the cultural traditions, background, and experiences of our colleagues,” said Secretary of the Navy Carlos Del Toro. “Let us remember how inclusion of many experiences, talents, and viewpoints are essential to mission and operational readiness.”

There are more than 23,000 Active, 850 Full-Time Support, and 655 Selected Reserve American Indian or Alaska Native Sailors serving in the Navy today.

Naval Special Warfare is proud to celebrate the legacy, service and contributions of our teammates and is committed to promoting diversity, equity and inclusion in our policies, programs and operations.

## How Science is Finding Ways to Navigate in GPS-Denied Environments

24 November 2021

**From Felipe Reisch, Office of Naval Research Global**

ARLINGTON, VA - There’s no denying that GPS and mapping applications on our mobile phones have dramatically affected society, including the military. Still, even their use has limits on reach and capabilities. Now science is going above and beyond to get to remote locations where GPS has no reach. In late September, the Office of Naval Research (ONR) Global selected and co-funded with the U.S. Army Development Command the winning proposal of its second annual Global-X Challenge, which called for international projects to address capability gaps at high latitudes (Polar Regions).

The winning project is a team composed of researchers from Japan, U.K., U.S. and Finland, led by Dr. Chris Steer from Geoptic Infrastructure Investigations Limited

(U.K.), and will seek to show in nine months a proof of concept of an alternative navigation system in the Arctic using muons with precision equal to that of GPS. They will be using a natural source of radiation called cosmic ray muons as an alternative to the satellite-derived GPS signals. The unique aspect of this work is these subatomic particles pass through rock, buildings and earth – areas where GPS communications cannot be received.

The lead ONR Global science director for this project, Dr. Charles Eddy, said, “The ability to navigate in Polar Regions will be of increasing importance in the coming decades as climate change is opening up Arctic waterways to commercial and military activities. This project, which uses cosmic relativistic particles that continuously impinge on the Earth’s entire surface, offers an innovative approach to the challenge of navigation at high latitudes with little or no GPS service.”

On the same line, Dr. Steer commented, “Like echolocation, the timing difference between ‘pings’ - the signals from a crossing muon in our detectors – can allow the user to measure the distance from one detector to another with multiple detectors allowing location by triangulation. The technique has already been tested in the laboratory before, where the process of converting particles’ crossing times to infer the position of a detector was successfully demonstrated.”

## Challenges, opportunities and future applicability

After initially testing the system in a large water-immersion tank in the U.K., the project will move to Finland to deploy into an Arctic lake that is covered by one meter of ice. At these high latitudes, conventional GPS measurements are problematic due their orbital constraints.

From a science perspective, a significant challenge is the development of a number of tightly specified sensors such as a highly synchronized set of distributed clocks (to better than 10 billionths of a second), in order to minimize the inferred position uncertainty, and their integration with the muon detectors. To make matters even more challenging, said Steer, “we also need to deploy our system in Arctic weather conditions (typically -20 degrees Celsius), in an isolated environment and partially underwater. The cold environment has implications across many aspects of the project from personnel to ensuring the electronics are robust to the cold.”

The science opportunities abound and they extend well beyond the underwater environment, as operating in GPS-denied environments is such a common problem. “The sea is broadly transparent to cosmic ray muons, so we expect there to be a number of scientific subsea navigation opportunities. Similarly, as cosmic ray muons are highly penetrating and able to pass through many tens to hundreds of meters of rock, it is possible to see that this technology also has strong opportunities in tunnels and other underground settings,” Steer continued.

The future is extremely bright for this line of research given that position finding is fundamental within many areas of science, engineering and industry. While generally a very positive aspect, “the wide-applicability can also be a distracting issue, as often a focus application is required to make progress,” said Steer. “Consequently, the next stage after this project would be to understand the positioning needs of end users, down selecting to the best fit with our positioning measurement system, and maturing the technology for their needs.”

The potential scope is wide and the project’s technology is transformative for

positioning inside tunnels, and on land or underwater at high latitudes.

## About Global-X

The purpose of the Global-X Challenge is to discover, disrupt and ultimately provide a catalyst through basic and applied research for later development and delivery of revolutionary capabilities to the U.S. Navy and Marine Corps, the commercial marketplace and the public.

ONR Global sponsors scientific efforts outside of the U.S., working with scientists and partners worldwide to discover and advance naval capabilities.

## USS Zumwalt Holds Change of Command

30 November 2021

From Commander, Naval Surface Force, U.S. Pacific Fleet  
SAN DIEGO, CA -- USS Zumwalt (DDG 1000) held a change of command ceremony at Naval Station San Diego, November 24.

The ceremony marked the transfer of command from Capt. Gary L. Cave to Capt. Amy M. McInnis, who became the ship’s 5th commanding officer. Cave assumed command of Zumwalt in August 2020 after serving nearly two years as executive officer.

“I am tremendously proud of the officers and crew of Zumwalt, who have consistently shown resiliency, self-reliance, and tremendous character while balancing competing demands of fleet operations, training and certification, and critical activation and testing of our first-in-class stealth destroyer,” said Cave. “These incredible Sailors are the reason we continue to make progress in delivering 21st century capabilities to the Fleet.”

During Cave’s time in command, Zumwalt completed first-in-class testing, including final heavy weather certification, standard missile live fire events, and events leading to final certification of the MK46 30mm cannons. Other operations at sea validated new technologies inherent in the Zumwalt class design and pioneered tactics and concepts of operation in coordination with Surface Development Squadron (SURFDEVRON) ONE.

“The joy and fulfillment I have experienced in my time in command is almost exclusively due to this incredible crew,” said Cave. “During my tour, we have experienced some tremendous successes and we have come together to weather some devastating setbacks. As Adm. Zumwalt noted ‘the best warships in the world are of no avail without the crews to sail and fight them.’ I count myself incredibly fortunate to have been blessed with an outstanding group of Sailors from start to finish.”

McInnis has served as Zumwalt’s executive officer since June 2020. She previously commanded USS Howard (DDG 83). Her other afloat assignments include USS Ashland (LSD 48), USS Porter (DDG 78), USS Hewitt (DD 966), and USS Higgins (DDG 77) where she participated in UNITAS, three carrier strike group deployments to the Arabian Gulf, and a U.S. 7th Fleet deployment.

Commissioned in 2016, USS Zumwalt is named in honor of Adm. Elmo R. Zumwalt Jr., a native of Tulare, California and 1942 graduate of the U.S. Naval Academy. After serving as the Commander, U.S. Naval Forces in Vietnam, he was appointed as the 19th Chief of Naval Operations, the youngest admiral to hold the position. Known as a reformer, innovator, and Sailor advocate, his programs had lasting impact on the Navy’s warfighting readiness and most importantly bettered the branch of service through quality of life improvements and institutionalizing equality for minorities and women in the Navy.

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

SPECIAL SUPPLEMENT – Portland  
CONTINUED FROM LAST ISSUE  
**Maine’s Great Thoroughfare.**  
The Best Managed Railroad in the United States.

Its Course Through the State Described.—  
The World Famous Resorts on its Lines.—  
Sights and Scenes Along the Route.

With Portland as a central point the vast system of railroads now comprises under the name of the Maine Central Railroad stretches out in every direction covering this section of New England with a vast ner-work of track and, and enabling the tourist to reach with ease and despatch the various summer resorts in this state and in the gloriously picturesque White Mountain region. The Maine Central Railroad has witin the past decade done more to spread abroad the knowledge of the beauties hidden along the coast of Maine, and to tempt within our borders the lover of the picturesque and the beautiful, the disciples of Issac Walton, or the mighty nimrod, than any other corporation ever did in all the previous history of Maine. True, strangers have come, witnessed the stern and rugged beauties of our mountains and seaside and the quiet but no less beautiful scenery of our inland resorts, and gone back to their homes filled with delight and refreshed and invigorated by their trip thus spreading abroad her fame, but this vast railroad system by its charming little brochures, liberally and profusely illustrated by artistic engravings, by its maps and circulars, which it has scattered with a lavish hand, all of them telling of the beautiful and grand scenery of the dear old Pine Tree State, together with its insignificant rolling stock, the smooth road beds, the excellence and carefulness of its service., and the well-known liberality and progressiveness of its management merits the praise of having really introduced to the world the summer resorts of Maine and furnishes to the tourist the only means of reaching them. The Maine Central Railroad, presided over by the progressive and efficient gentleman who as the Vice-President and General manager, guides the road onward in its career of progress and prosperity as no other man ever did, is the recognized peer of any road in the country. The first road in New England to secure for its patrons the service of the famous vestibuled trains, rivalling the luxury of the Orient in their furnishing, it is always on the qui vive for the latest improvements that can in the slightest degree contribute to the comfort and the luxury of its patrons. Payson Tucker Esq., the Vice-President of the road, and its General Manager is a Portland boy, and a railroad man of the largest experience. From a conductor he rose step by step until he was placed in complete charge of the

system and all its connections, and today he directs this vast corporation giving it a personal supervision that is as painstaking in the minutest detail as it is thorough and comprehensive. One of the busiest men in the world, with the cares and responsibilities of the great road resting upon shoulders over which but fifty years have passed, he is easy of approach, and his ear is never turned against a worthy appeal. Generous to a fault, with a big heart always beating in sympathy with unfortunate humanity, his name stands as synonymous with that of charity. A rigid disciplinarian, yet possessing the love and admiration of every employee, he carries on the vast corporation over which he presides without friction and with seemingly perfect ease. The ticket system and the passenger traffic is under the charge of Col. F. E. Boothby, a member of the Governor’s Staff and one of the most popular and genial men in the State.

**White Mountain Division.**

The White Mountain Division of the Maine Central is par excellence the line of the mountains, being the only one which penetrates one of the magnificent passes. It commences on the coast at Portland, where it takes up passengers from the Boston, New York and Mt. Desert steamers and from the Boston and Maine, Portland and Rochester, Grand Trunk and other divisions of the Maine Central Railroad. No other line of railroad in the United States is so margined with grand and beautiful scenery; for, throughout its entire extent of nearly a hundred miles, the view from the car windows is an ever changing one. Starting from the handsome station at its Atlantic terminus, and leaving the noble bay of Portland behind, the road traverses the fertile fields of Maine for seventeen miles, when Sebago Lake is reached, and a glimpse is obtained of its glassy waters studded with green islets. The beautiful Sebago Lake, fourteen miles long and eight in width, from whose clear depth the city of Portland draws its water supply, is the first of a long chain of ponds thirty-one miles in length, connected by that sinuous stream, the Scago River, of which Longfellow says,--

“Nowhere such a devious stream,  
Save in fancy or in dream,  
Winding slow through bush and brake,  
Links together lake and lake.”

Upon the shores of these quiet waters Nathaniel Hawthorne passed his boyhood. Here, also, was born that first of all American humorists, Artemus Ward, who now sleeps amid the quiet groves of Waterford, Maine, his native town. The curse is then continued past hamlet and homestead and verdant pasture for an equal distance when it joins the mountain born Saco, to bear it company

until they reach the sources of the stream. At Hiram, where rail and river comes together, a sparkling cascade is passed, while Mount Pleasant and other peaks loom up and give a foretaste of grander hills yet to come. Soon appears quaint old Fryeburg lying upon the border of maine and New Hampshire, with its village streets so beautifully shaded by great elms, arching above and its neighboring eminences to the right while on the left a distant view is caught of rugged Chocorus. Here meet the Maine Chatauquans in annual rendezvous. Here, also, is Fryeburg Academy, where Daniel Webster once taught and disciplned the rising generation. The road now enters New Hampshire and soon the panorama is transformed from one of pastoral loveliness to a series of pictures of impressive grandeur, changing with every turn of the train as it rushes along ther curving road. Thus far the ascent from sea to summit has been by easy grades, which lead through green forest isles, where rocks and verdure have met in struggles for the mastery of the land, indicative of what is to come. North Conway where a new and very picturesque station has just been erected, and the intervale are passed, embosomed in foilage and calmly nestled between two ranges of hills, with Moat Moutain at one end of the valley and Kearsarge and Bartlett like twin brothers at the other. Proceeding forward, Glen Station, where another new depot marks the progressive character of the new management, is reached and the road crosses the Glen Ellis, upon whose banks, three miles to the northward, lies the charming village of Jackson. Six miles further along the line is Bartlett, where the workshops are situated. There is evidence now of a waking up of forces. The locomotive expresses it in its heavy exhaust, and trembles with reserve power, now to be tried to the utmost on the heavy grades ahead. Here are some of them: From the sea-level at Portland,

the trains of the Mountain Division Maine Central Railroad climb to an altitude of one thousand eight hundred and ninety feet in a fun of ninety-one miles. One Thousand three hundred and sixty-nine feet of this occur in the thirty miles between North Conway and Fabyan” The steepest grade rises one hundred and sixteen fet to the mile for nine consecutive miles,--the steepest grade existing on our American railroads, and the longest of comparative ascent except one, occurring in the passage of the Alleghanies. At Bartlett the road seems hemmed in by hills but it finds an outlet and with serpentine twists and turns follows the river in its windings and creeps along the mountain sides, gradually rising higher and higher, its course lying between noble granite hills and through one of the most magnificent of the White Mountain Notches, until its gateway is passed and the lofty plateau on which stands the popular Crawford House is reached. The road then descends to Fabyran’s on the banks of the Ammonoosuc. At Fabyan’s a connecting brtanch of railroad, six miles long, carries the traveler to the Base station, over steep grades bordering the Ammonoosuc. The Base is the terminus of the Mount Washington Railway, which from this point rises three miles to the summit, with an average grade of one thousand three hundred feet to the mile, and a maximum grade of one thousand nine hundred and eighty feet to the mile, or one mile in three. The ascent occupies one and one half hours. From Fabyan’s the new line proceeds to Whitefield and Scotts making direct communication through to the West. Last fall trains were run direct from Portland through to Chicago without change over the new line.

**The Main Line.**

The tourist leaving Portland for Bangor has a choice of two routes part of the way, and until the charming city of Waterville,

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**COFRA**  
BORN TO WORK  
the Italian brand

**THERMIC**  
I/75 C/75 M EH PR  
\*ASTM F2413-11 CAN/CSA Z195-14\*

**COMMERCIAL FISHERIES**  
MADE IN ITALY

**COLD INSULATION**  
-58°F

**100% NON METALLIC**

**NITRILE RUBBER**  
OUTER SOLE HRO  
+572°F

**TOPreturn**  
COMPOSITE THE CAP RESISTANT TO IMPACT 125 J / COMPRESSION 11.121 N (GRADE 11)  
ASTM F2413 CAN/CSA Z196

**ELASTIC EFFECT**

**APT PLATE**  
Anti Puncture 1200 B  
NON METALLIC PUNCTURE RESISTANT PLATE  
ASTM F2413 CAN/CSA Z196

**100% NON METALLIC**

**SOLE CHARACTERISTICS**

**EXCELLENT RESISTANCE TO HYDROCARBONS**  
7 days soaked in naphtha and gasoline  
14 days in salt water.  
No physical-mechanical properties remain unchanged.

**EXCELLENT RESISTANCE TO OIL**

**EXCELLENT RESISTANCE TO ACID**

**EXCELLENT RESISTANCE TO ALKALI**

**EXCELLENT RESISTANCE TO WEAR**

**EXCELLENT RESISTANCE TO TEAR**

**EXCELLENT RESISTANCE TO CUT**

**EXCELLENT RESISTANCE TO PUNCTURE**

**EXCELLENT RESISTANCE TO STRETCH**

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

the seat of Colby University, is reached. The first station on the main line is Westbrook Junction where the Portland & Rochester Road, coming from New Hampshire crosses the Maine Central on its way to Portland. Leaving Westbrook behind the train seems now to have passed the confines of Portland, which until now, has spread out its suburban homes, connected by street cars with the Union Depot and all parts of the city, and enters upon a long run down Falmouth Grade across the iron bridge over the beautiful Presumpscot to West Falmouth. A momentary stop and off the train speeds to Cumberland Junction where the upper and the lower routes of the Maine Central diverge. Following the Kennebec the train thunders on to Yarmouth Junction, where it crosses the Grand Trunk Road, passes on to Freeport, one of the charming Casco Bay towns once famous for its ship building and now one of the liveliest and stirring towns in the state. The train rushes now past well cultivated fields and again through borders of leafy foilage to Brunswick, the seat of Bowdoin College, one of the foremost of New England, bearing the date of 1794. Here exists one of the famous water powers of the state where the waters of the “Androscoggin rushing downward through a fretting environment of granite ledges falling forty-one feet in a third of a mile dash over a massive bulwark of rock, forming a miniature Niagara. This power is utilized by a great variety of industries, the chief manufactory being the Cabot Company, whose large cotton mill contains forty-seven thousand spindles, and employs seven hundred and twenty-five hands. Bowdoin College, occupies with its extensive grounds the high elevated plain not far from the railroad station, just beyond the church, to be seen to the right from the train as it crosses the main street of the town. The college buildings nestle among the “Whispering Pines.” Here branches of the Maine “Central converge from Farmington and Leweston, and also to Bath, the famous shipbuilding city.

Continuing on from Brunswick the stations of Topsham, Bowdoinham and Harward’s Road are passed. The train is now approaching the Kennebec and the mammoth ice houses begin to appear. After Richmond is passed the road approaches the Kennebec and the fourist is afforded an uninterrupted view of this famous and beautiful river for miles, as the track follows along the river bank. The stations of Iceboro, Dresden and South Gardiner are met and passed. In the whole distance the river bank holds numerous ice houses among which are the largest in the world, acre upon acre of shingled roofs covering the produce of the frozen river. To this part of the river comes hundreds of vessels, some of which are constantly loading at the vast store houses, while others lie quietly at station or pass up river in the tow of tugs to points further on. The cities of Gardiner and Hallowell are both good examples of the smaller New England cities. Augusta, since sixty-three miles from Portland, is the capital of the state. There are now 10,000 inhabitants and here is the home of the Secretary of State, James G. Blaine, the famous Poland Spring House, the most magnificent hostelry in Maine. The twin cities of Auburn and Lewiston on the bank of the Androscoggin are the next two stations. Auburn’s special industry is the manufacture of shoes and several thousand men, women and children find employment in this industry. Passing from the station eastward toward Lewiston, the passenger is favored with a grand spectacle, which is presented to the view of Lewiston falls, of the Androscoggin River. Nothing east of Niagara can equal it in beauty and magnificence in the spring of the year when

the water at its highest comes tumbling and foaming over the rocky ledges in a fall of fifty-two feet. It is grand and beautiful also at any season, the waters are never low in times of greatest drouth, for the immense storehouses or reservoirs of the Androscoggin, the Rangeley Lakes, are provided with great dams and gates through which the flow of water may be gauged. Lewiston occupies the further bank of the river, connected by many bridges with its twin city. With its population of twenty-four thousand it forms the second city in the State in point of population and volume of manufacturing. Its magnificent water power is utilized by many industries, the leading manufactures being cotton and woolen goods, shirtings, sheetings, cassimeres, beavers, tweeds, cloakings, boots and shoes, lumber, machinery, etc. Here are the great cotton mills which run 400,000 spindles and use yearly 13,000 tons of cotton, giving employment to 10,000 men, women and children. Lewiston is also on a branch line from Brunswick. Continuing its rapid journey the train passes Greene, and comes to Leeds Junction which is the junction point of the Androscoggin branch of the Maine Central following the course of that river for miles to Livermore Falls, thence onward to the beautiful Sandy River valley and the towns of Farmington, Stong, Phillips, and many others in Franklin county. This is the route towards the famous fishing and hunting grounds of Maine—the Rangeley and dead River region. Here the Maine Central have constructed special accommodations for sportsmen in waiting, as well as looking strictly after the comfort of all. Leeds Junction is reached also by the Androscoggin Branch of the Maine Central from Brunswick, the junction pont form the stations upon the Kennebec, extending thence to Farmington the doorway to the Rangeley Lakes and the dead River region, the great hunting and fishing grounds of Maine. This is perhaps the most famous fishing and hunting region in Maine, embracing the Rangeley Lake, otherwise called Oquossoc, one of the prettiest sheets of water in the State, nine miles lone by three wide, connecting with the Mooselucmaguntic, Cupsuptle, Molechunkamunk, Welokennebacock and Unbagog Lakes. Good fishing grounds are found on all these lakes, which are navigated by small steamers. This chain of six lakes is banded together into one by streams or rapids and are teeming with trout; while the hunting grounds attract hundreds every year. Kennebago and Parmachenee Lakes are also easily reached. No scenes of more picturesque and wild beauty ever met the gaze than in vicinity of these lakes. From Leeds Junction, the train proceeds onward past Monmouth and Wionthropo to Maranscook Grove by the border of lake Maranscook, famous for its fine course for boat racing pronounced by prominent scullers the finest for the purpose in New England. Readfield, the Belgrades and Oakland are next visited. At the latter place connection is made with the Somerset Railway for Norridgewock, Madison, Anson and the adjacent towns. Waterville is the next station. Proceeding from Waterville to Bangor over the route already described, the traveler going to Mount Desert prepares himself for a ride through another beautiful section of the country.

The road from Bangor to Bar Harbor runs through a territory which is charmingly picturesque. The city of Ellsworth is the first station of any size. Here is the home of Senator Eugene Hale. The scenery here is beautiful and as the train approaches the little bay, an arm of Frenchman’s bay which holds Mt. Desert Island, approaches nearly to the track which far away to the right rise

the peaks of Mt. Desert. Arriving at Mt. Desert Ferry the train service ceases, and the passenger is transferred to the magnificent little steamer Sappho. Straight away from the wharf at Mt. Desert Ferry sails the dainty little steamer SAPPHO—Bath built for this very purpose and very fast. With Sorrento upon the left and Lamoine upon the right, the little steamer cleaves the smooth waters of the land-locked bay with no suggestion of seasickness upon the part of her passengers, until after a delightful sail of thirty minutes, covering the six miles from the ferry, we round the outer Porcupine Island and catch the first glimpse of Bar Harbor lying at the foot of the grand mountains peaks which tower above it, presenting the culminated grandeur of the whole Maine coast. To fitly describe the special features of Mount Desert and its surroundings would necessitate the employment of great poetic fancy to convey to the reader an adequate idea of the odd yet beautiful features of this strange mountain-crowned isle.

In Conclusion.

Other brances there are to which attention has been called at their various junction points with the main line, altogether forming a total of five hundred and thirty-five miles of rail. In addition to the rail lines this company owned and operates the steamboat lines in Frenchman’s Bay. The Portland, Mt. Desert & Machias Steamboat Company is also operated as an independent corporation by the Maine Central Railroad Co., and with the favorite steamer CITY OF RICHMOND makes trips between Portland, Southwest, Northeast and Bar Harbor on Mt. Desert Island, and Milbridge, Jonesport and Machiasport further east.

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Commerce and Trade.

The Italian bark, MARIPANINA, has arrived in the port of Bangor and will load with fruit box shooks for the Mediterranean. Lumber freights on the Penobscot are \$2.25 to Boston, \$2.75 to the Sound ports and \$3.00 to New York. The freights are \$1.50 to New York and \$1.30 to Philadelphia.

The Kennebec is unusually full of ice vessels, much more so than even in the rush of last season’s work. Another notable feature is the lumber of heavy carrying schooners, capable of taking cargoes of from 1200 to 1500 tons.

In ther Bangor produce market jobbing prices are as follows: butter 18 to 20c; yellow eye beans, \$3.00 to \$3.10; cheese, 11 to 12½c; fowl, 13c; chickens, 14c; eggs 14 to 15c; fresh cod, 6c; halibut, 12c; shad, 25c apiece; salmom 25 to 30c; trout, 25c; corn 50 to 51c; meal, 48 to 49c; oats, 44 to 45c; potatoes, 75c; hay, \$9 to \$10.

Slow progress is being made in the construction of the lighthouse in West Quoddy Bay. Mr. Thomas, engineer in charge for the construction, has been obliged to let his crew remain idle the past week, waiting for the U. S. Engineer’s force to place iron bands around the broken iron sections of the foundations structure.

Lumber shipments on the Penobscot, because of the high water neccessitating a suspension of most of the up river mills, have thus far been unusually light this spring. In the month of May, 1889, there were surveyed and entered at the surveyor general’s office, 20,954,614 feet and for the month of May 1890, we find only 11,548,050 feet, a difference of 9,412,564 feet.

In the ocean freight market long voyage tonnage continues very scarce, the competitive demand for case oil to the east and for general cargo to Austrailia, the West

Coast, etc., though not at the moment brisk, causing a firm maintenance of rates upon the basis of the recent improvements. Deal and timber freights continue dull and barely steady, owing to the depression of prices on the other side, and to the large fleet of vessels already under contribution to shippers. The prolonged inactivity of the River Plate trade continues, with little prospect of an early change for the better, in consideration of the chaotic condition of the finances in the Argentine Republic. The Brazil trade is also comparatively slow. There is little or no change in West India freights, either outward or homeward. Suitable vessels for outward business are not plentiful, and full rates prevail, albeit the demand is not very urgent, except, perhaps, in the case of lumber cargoes, for which full figures are readily obtainable.

Shipbuilding Notes.

Naval Constructor John E. Hoover arrived in Bath Monday morning, and went at once to the Bath Iron Works, where Carpenter Edward C. Hay, of the Charleston Navy Yard, reported for duty. They will begin inspection of the plans, etc., of the new cruisers and Constructor Hoover will have charge of the construction of the hulls of the two new vessels.

The new steamer CITY OF WATERVILLE was successfully launched on Wednesday from the yard of her builder, Captain S. H. Barbour, of Brewer. The steamer is 75 feet long with a 20 feet beam, which added to the width of the guards, two feet on each side, makes the lower deck twenty-four feet wide. She is propelled by a large stern wheel and will probably draw twenty inches or less. There are two decks and on the upper is a cosy cabin capable of accommodating twenty-five passengers. Above all is an awning deck, while a roomy pilot house occupies the space forward. She is now receiving her machinery and will soon leave for the Kennebec where she will run between Waterville and Gardiner. Captain Mitchell, her commander is already here.

The staunch steamer ROCKLAND of the Boston and Bangor S. S. Line is now making daily trips between Bangor and the limerock metropolis, leaving Bangor at 6 A. M., and starting from Rockland on return at 12.30 P. M.

The fish arrivals in Gloucester last week, were 62 bringing fares aggregating 794,000 lbs. codfish, 223,000 lbs. of fresh halibut; 118 bbls. of squid, 107,000 lbs. of hake, 83,000 lbs. of cusk and 22,040 lbs. of pollock.

6 June  
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INDUSTRIAL NOTES.

S. F. Davenport of Hallowell, has recently completed and set an engine and boiler in the new steam launch belonging to William McDuffie Esq., of Randolph.

All the quarrymen, laborers and everyone connected with the Long Island Granite Company of Friendship are working nine hours per day, eight on Saturday with no reduction of pay. The stone cutters beill of prices has been accepted without reduction.

Chase & Son, the Portland machinery firm, have recently furnished two stationary engines to George W. Capoen & Co., Eastport, and one each to the Quoddy Packing Company and the Eastport Packing Company. They have orders for three more to go to Eastport for the following firms: George O. Grady, J. D. Young, and E. A. Holems. A 78 inch Chase wheel has been sold to the Glen Manufacturing Co., of Berlin Falls, NH.

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The Kennebec.

The Central River of Maine’s Water System.—Lumbering, Ice Cutting and Shipbuilding Along Its Shores. (Correspondence of The Journal.) The “Pine Tree State” is one which nature has peculiarly endowed with many blessings. Chief among these may be mentioned its fine system of rivers and streams; and in this respect Maine is the peer of any state in the Union. The Maine water system may be divided as follows: The Saco, the Androscoggin, the Kennebec, the Penobscot, the St. Croix and the St. John in Maine.

All of these principal divisions are of the greatest value and necessity to the state. It would, however require more space than I am allotted in your columns to give a sketch of these in full, so I will take for an illustration the system oif the Kennebec. It would hardly be the proper thing to say that the Kennebec has greater natural advantage, and is of more value to the cities along the banks and to the state in general than the average river, without offering some proof. But that its advantages are greater than those of most rivers, I will endeavor to show.

The Kennebec lies east of the Androscoggin. The basin may be called 145 miles in length, 75 miles in width, with an area of 5800 square miles, lying wholly within the boundaries of the state. Something like 450 square miles are drained into this river below the falls of Augusta. The basin is not of as high an elevation as that of the Androscoggin since it is farther away from the White Mountain highland. However, midway the basin north and south there are the solated peaks of Saddleback, Abraham, Bigelow and others, which are next to Katahdin the loftiest elevations in the state. From the mouth of the river to Gardiner the prevailing rocks upon either slope are gneiss, mica schist making up a considerable portion of the right bank. From Gardiner towards the north we find mica schist running into clay, slate and gneiss, sometimes broken by veins of granite like that found at Hallowell and Augusta may be found. One of best building stones in the world is the granite found at Hallowell which is very solid, and when polished shines like marble.

The Kennebec river draws most of the water from the west. The name Kennebec is of Indian origin and applies to the river from Mooshead Lake in the ocean, although it is stated by [????] that formerly the Kennebec river ended at Merry Meeting Bay, and from there to the sea the name of Sagadahoc was applied. The length of this river from Mooshead Lake to the ocean is 155 miles, but the great water power portion from Moosehead Lake to Augusta, is but 11 miles, the descent being 1,028 feet which is a greater fall than that of any other large river in the State. The river is navigable as far as Augusta for small vessels and to Waterville by lighters. It is natural that the water should grow shallow, up the river. Opposite the city, however, the water is deep enough to float the heaviest vessel ever launched, besides being wide and never freezing over. The distance from Bath to the sea is about 12 miles.

The Kennebec has many industries of great magnitude along its banks, among which are ice cutting, lumbering, fishing, shipbuilding, granite quarrying and many others too numerous to mention. Commencing at its source, Moosehead Lake, let us take a look at the lumbermen who are yearly sending down the river thousands and thousands of feet of logs to be converted into lumber. Every winter an army of men, horses and cattle go up into the wood of Northern Maine to cut the trees, and get them into the water, to supply the sawmills along the Kennebec with material for the summer

work. The men dressed in heavy woolen shirts, called macinaws, thick pants, shoes with woolen legs, go to their work early in the morning, in all kinds of weather. They are divided into sections of four or five men to each team hauling from stump. One of the number drives the team, another does the swamping as it is called or cutting the road, while the remainder swing their axes and fell the big forest trees, trim off the branches and get the logs ready for the team. At one time very few horses were used but now the horse is taking the place of cattle.

In hauling from the “stump”, that is, where the trees are cut down, but one pair of runners is used, the end of the log dragging along the ground and acting as a kind of brake when the team goes down the mountain or hillside. Arriving at the foot of the hill another team is found waiting. This sled is made of two sets of runners connected by a chain which can be lengthened or shortened to suit the size of terh log to be hauled. This second team carries them to the edge of the lake or pond. The “yard” or where the first team drops its load, is covered with a flooring of poles. When the sleds are loaded the runners are sometimes 40 feet apart. The logs are either carried to the ice or deposited by the edge of the lake, where the water will carry them off when it rises in the spring freshets. Each camp has several yards and new ones are always being made. It is often necessary to use a “snub line” for teams going up and down steep hills, that is a line running down the hill and back again. A team is attached to each and when one goes up the other comes down. The logs are all marked with the sign of the owner so that when they go down the river in the spring they may be separated. After the ice breaks up in the spring the logs area towed to the outlet of the lake and are seen going down the river, where they arrive at a boom those belonging to the different mills are sorted out, made into a raft, and towed to their destination, where they are made into lumber. There is one big trouble with the sawmills. They dump the sawdust into the river which fills up the channel and which will in time, and is already proving a great detriment to navigation.

The ice business is also of great importance to Maine and it appears to have been especially so this year. The crop on the Kennebec has been estimated at something over 1,400,000 tons. There always has been a great demand for Maine ice and not ricer

in the state can furnish better or purer ice than the one now under discussion for it has a swift current and has along its banks no large cities, the sewers of which would run into and pollute it. All the old companies and may new ones have been in operation this yer. Where the houses were not of sufficient size to accommodate the crop it was stacked or shipped at once. Ever since the season opened large fleets of vessels have passed down the river bound for southern ports with the crystal cakes abroad. The river ice is all cut above this city, (Bath) as our harbor does not freeze over. Not many years ago real estate along the bank of the river was of no especial value, while today it brings a good price. It is quite an interesting sight to witness the harvesting of an ice crop. When the water freezes over the companies commence operations. The snow is scraped off after each storm by wooden plows built for the purpose. No attempt is made at cutting however until the ice is at least a foot thick. Then the field is lined off into squares of about thirty inches each. The snow ice is first taken off by means of an ice plane, and it then scraped clean to the edges of the field. Now the labor of housing the crops commences. A canal is cut to the foot of the elevator, and the ice broken off into large cakes. After floating it to the foot of the elevator it is hoisted into the house by means of an endless chain connected with which are stout bard which are put over cog wheels which fit into the links of the chain. A steam engine furnishes the power for hoisting. When the ice arrives at the top of the elevator it is taken in charge by men who stow it away in different parts of the house. It is then covered with straw, hay, straw, or sawdust to prevent its melting. Ice free from snow and 14 inches thick will

cut about 1000 tons to an acre. Another industry for which the Kennebec is noted is the shipbuilding. Although some vessels are built above here still Bath does the most of the building done on the river, and she holds without a rival the claim of building more wooden ships than any other city in the world. For many years it has been Bath’s main stay; and never has that industry been upon so strong a footing as it is today. Take a look along our water front and see the vessels in every stage of construction. Commence at Crosby’s yard and come down the river. Here we find a 1200 ton schooner ceiling and a three-masted one of 700 tons all framed. At Hon. William Rogers’ are two three-masterd schooners being ceiled. At Kelley, Spear & Co’s yard, adjoining Rogers’ on the south, is a schooner of 165 tons called the ELLA B. KIMBALL which is as handsome a little schooner as need be seen. Here also is the keel for a four-masted schooner, the largest ever built. She will be 230 feet long, 46 feet wide and 21 feet deep. She is for Joseph H. Church of Taunton, MA. Next below is the New England company’s yard from which the four masted schooner EDITH OLCOTT has just been launched. Here there are four-masted schooners building for Captain Stevens, Captain Curtis, Captain Theodore Anderson, and a three-masted schooner for James B. Drake. This company also has contracted for two more four-masted schooners and a barkentine. At A. Sewall & Co’s yard is the ship SHENANDOAH nearly framed. She will be a four-masted vessel and is larger than the RAPPAHANNOCK. Beside this vessel the Sewalls are to build another schooner the same size as the ALOHA which they

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recently launched and a 2200-ton ship. At the Houghton Brothers’ yard timber is being hewed out for a 2800 ton ship. At Morses there is a keel being laid for a barge somewhat largr than the independent which was built by them last season. Lying at their wharf is the schooner CHARLES A. CAMPBELL, which was launched by them recently. She is receiving her four masts and here sails of 6500 yards of canvas. Morse Brothers are to build a 450-ton coaster at once. Gardiner G. Deering has begun planking on his 1000-ton four-masted schooner. Harry Donnell, has got his three-masted schooner about ready for launching, while William T. Donnell will build this season a 1800-ton four-masted schooner. John McDonald is building a 900-ton schooner, for New York in which he will kmake a two year around thre world. Joyhn G. Morse at Winnegance has commenced building a three-masted schooner.

So much for these industries which are only a fraction of the many along the banks of the Kennebec. But there is one more which I will mention in closing and that is the new industry of iron shipbuilding at Bath which through the efforts of General Hyde, of the Bath Iron Works will be developed and it is hoped will become a valuable and permanent one.

Bath, June 3, 1890

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The work of rebuilding the Bath Cordage Works will commence at once. The works will be controlled by a stock company with a capital of \$75,000.

The Skowhegan oil cloth factory is a very busy place at present. Quite excessive repairs are in progress under the charge of Howard Stevens of Winthrop, the paint show has been resliled, and some work done on relaying the floors. The contemplated repairs will involve quite a large expenditure. The business of the past year was the greatest which the company has ever done, and it now looks as if there would be no falling off in the year to come. The repairs named above together with the large orders for goods make the efficient superintendent, G. W. Nash, one of the busiest men in town. Skowhegan citizens may well congratulate themselves on retaining this large and important industry in town.

A granite quarry is now being opened by the Casco Bay Grantie Co. at White’s Cove, Casco Bay, about ten miles from Portland. The granite is very fine and hard, of a light color and susceptible of a high polish, and said to be equal in quality to the Hallowell granite. The company has put on improved machinery, built a wharf and is prepared to furnish granite for monumental building and other purposes. On account of its location on the shores of the Bay, this knew industry will be of great advantage to Portland and vicinity, where large quantities of that material is being constantly used. The vestry of the First Parish Church, Portland, is now being built with granite from this quarry. In accordance with the Government tests this granite is far superior for building purposes to granite purches from the Quincey, MA, quarry.

A quarry is to be opened on the west side of Heagan’s mountain, Prospect, and wharf is to be built at once. J. M. Cummings opened a quarry at his place June 2<sup>nd</sup>, near the side of the old saw mill. The location can be easily observed by parties passing up and down the river and it is proposed to do an extensive business there in the near future.

The Washington Granite Company have contracted to furnish the steps for the addition to the State House at Augusta. The

largest stone will be 7 feet 8 inches by 9 feet. There will be over twenty pieces all finished granite. The company have been getting out an unusual amount of cemetery work, and keep a crew cutting paving. Eighteen men are now employed and more will be added immediately.

R. S. Davis, Camden’s veteran wharf builder, has nearly completed the wharf which he has been building at Blake’s point, Cape Rosier, and Frank Sawyer of that place is finishing it up. Mr. How, agent of the company inspected the work last Saturday and was well satisfied. Mr. Davis will finish the dam and floating wharves at Dark Harbor this week. He also finished a wharf at Little River, Belfast, last week and now has a large crew at work on a wharf for Swan & Sibley of Belfast. He will also begin work on a wharf at Frankfort Marsh for F. W. Goodwin of Bangor who has leased his granite quarry to New York parties.

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From The Hub of the Universe.

The New England Shoe and Leather Exchange.—The New England Furniture Exchange.—The Lumber Dealers’ Association.—Meeting of The Frost Proof Car Company.—A mattf of Interest to Arroostook People.—A Few Observations on Ice.—Notes.

(Correspondence of The Journal.)

Among the calamities of the great fire in Boston on last Thanksgiving Day, was the destruction of the Shoe and Leather Exchange at the junction of Summer and Bedford Streets, and as work is now well along toward the construction of the new building, I will speak somewhat of the Exchange itself as an organization, leaving the description of the building for some future letter. The Shoe and Leather Exchange was established by the New England Shoe and Leather Manufacturers’ and Dealers’ Association, incorporated in 1871, for the purpose of promoting the general welfare of the hide and leather and boot and shoe interests of New England. The elegant quarters in the building destroyed by the late great fire, were occupied by the Exchange in 1877, March 1, I believe. Before that time and since the great fire in 1872, the Exchange had occupied several floors, the members being divided as to preference in the matter of location.

Like Exchanges in all other branches of trade the Shoe and Leather Exchange is of inestimable benefit to its members. A daily register is kept of the arrivals of out-of-town dealers, and trade reports are conspicuously bulletined. A great advantage to the members of the trade who enjoy the privileges of the Exchange, is the information furnished by the Bureau of Credits, and the Bureau of debts and Debtors, tow very important departments of the Association. The Bureau of Credits keeps books of ratings of the commercial standing of persons and firms dealing in hides, leather, boots and shoes, and findings, not only in New England but in all parts of the country, and these lists are being constantly revised. The Bureau of Debts and Debtors investigates any case of mercantile failure in the trade reported to it by a creditor, recommends, and, in case of emergency, takes such action as in its judgment will promote the interests of the creditor. The Exchange is open daily during business hours for the convenience and porfit of its subscribers; and on market-days, Wednesdays and Saturdays of each week, from 12 A. M. to 2.30 P. M., the “change” hour the plkace is crowded with men of trade. The Exchange is provided with ample sides and retiring rooms, private and public offices, and a telegraph office.

Another very important organization in Boston is the New England Furniture Exchange. This Exchange is situated at No. 182 Hanover Street, not far from Haymarket Square. In its membership are included the principal manufacturers and dealers in furniture and kindred articles in New England. Its object is mutual protection and assistance in business. It does not attempt to control prices in any degree whatsoever; but it exerts an influence in the matter of the length and condition of credits, and the rates of each discounts. It also has a record of credits, and being in direct communication with the furniture exchanges in other cities and working in harmony with them, under a plan adopted by the national convetion of furniture men held in New York in February, 1878, it obtains prompt information regarding the financial standing of firms and dealers in all parts of the country. It also adds materially in protecting creditors and debtors from disastrous consequences of failures of incompetent and dishonest dealers. This exchange manages, in the combination of the furniture exchanges of the country, what is known as the Boston section which embraces the trade in Maine, New Hampshire, Vermont, Massachusetts, and Rhode Island, and Connecticut east of the Connecticut river, and the provinces of Nova Scotia, New Brunswick and Quebec. The admission fee of members is \$25, and the quarterly assessment \$6.

Through smaller than either of the above, but hardly less important in its line, is the Lumber Dealers’ Association. It was formed in 1860, and is accordingly older that either of the two previously mentioned. Its objects are to bring about united action, perfect harmony, and mutual understanding among lumber dealers. Its members number about 100 or 150, all residents of Boston and vicinity, and meetings are held monthly in the winter.

The Aroostook potato men will be interested in the informal meeting of the Frost Proof Car Company which was held at Young’s Hotel in this city a short time since. These cars are pretty well known in the Aroostook County, as they have been running quite regularly between there and Boston for the past two years or so, bringing potatoes and have given greater satisfaction than any car ever employed for the [ir]pose/this car, while produced in its details, by Mr. S. Henry Kimball, President of the Company, originated with Mr. J. P. Brown who first suggested the idea from which were evolved the principles upon which the car was constructed. The meeting above refereed to was prosided over by Mr. Cyrus Thacher. Mr. Thacher said that the car had passed through all the testing and experimental stages and was now an established fact; and that what was wanted now was an organization that would command the confidence of the public and the attention of capitalists. President Kimball spoke of the causes that led up to the construction of the car, and that the car, although constructed on a different principle from other cars, and been able to avoid the errors of cars of other construction, being simple in construction, easy to manage, and perfectly safe for the goods put into them. The Frost Proof Car Company was organized with a captial stock of \$500,000, and its organization is now perfect. The company now has 26 cars paid for, and \$15,000 remaining in the treasury, with 12,000 shares unsold. On motion of Mr. A. Mellen Rice, President of the Boston Fruit and Produce Exchange, it was voted not to sell any more stock at \$5 per share, the par value of which is \$7.50, and that the sale of shares, at \$7.50, the present pare value be limited to 3000 shares, after which the

price shall be \$10 per share. Mr. J. P. Brown made forcibly remarks, demonstrating the usefulness, utility and success of the car, which fills a long felt want. Mr. Smith of the Deleware & Lackawanna Railroad was present, he having been sent by that road, expressly to examine this first proof car, to ascertain whether or not it was a suitable car to use through all seasons of the year. He said that he had examined it, and believed it would answer all requirements, and stated that he should report that fact to the road he represented. After the meeting was over 1900 shares of stock were subscribed for.

From the present appearances and the prospective high prices for ice of all kinds, it will be cheaper to live than to die this summer. It is very amusing to stand concealed and watch the man split a fifty cent junk of ice into two pieces, each at the same price, 50 cents. The finer they split the ice, the more valuable it makes it, and by splitting a cart-load of ice carefully up into minute microscopic atoms, and could easily become fabulously wealthy. Most any morning now that diamonds are to be admitted free of duty, they come into pretty close competition with ice in point of value up here in this commonwealth anyway. Now take a cart-load of ice. It contains something like tow tons. Each block weighs 100 pounds. There are forty of these. At 60 cents per hundred the cart-load is worth \$24. Take one of these 100 pound blocks, at 60 cents, split it, and it is worth 90 cents. Quarter it, and it brings in the vicinity of \$1. There you go, and the cart-load is worth \$40 in hard cash. How can a person get rich faster? Yet this is about the way they are doing business up here.

The city in which I reside possesses features as to its water supply that are worthy of a passing notice. Follow up the mains for eight or ten miles, and you will come to Mystic Pond. This pond is a beautiful sheet of sparkling water, and offers unusual facilities for bathing purposes. A favorite pastime of the neighbors who dwell along its mystic shore is the bathing of their dogs in the water of their lake. Tin cans reflect their silvery glitzer in the mirrored water. People of both sexes delight in dipping beneath the waves. To add to the lively scene along the shore of Mustic Pond, a tannery discharges its vats into it; so that, when the water reaches Somerville” Thirty denizens, it has a flavor of fish, tastes something like water in which clams have been boiled, looks like coach varnish, and smells like embalming fluid in the summertime. In the water it is all right. Somerville don’t own the pond. Therefore at \$40 per ton, ice is a cheap disfetant, an economical deoderizer for this water. Wouldn’t I like to get a good pail at the old well tha I used to go too down in Maine.

Captain Joshua Slocum, author of the “Voyage of the Liberdade” is making arrangements to go soon the lecture platform, and, with the aid of a stereopticon and a larger number of views present an interesting account of his remarkable adventures. He will probably visit the seaport towns of Maine.

Quite a number of sportsmen, to my knowledge, are shouldering their fishing rods and going down to Maine in quest of the handsome little brook trout. One man has just returned from the vicinity fo Poland, and tells me that he tramped away eighteen pounds of flesh and caught sixteen pounds of brook trout making his loss and gain just about balance.

Boston, June 5, 1890. ALLAN ERIC.

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New England’s Commerce Threatened.

A serious menace to the commercial interests of New England is the far reaching

## MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

action now being urged in and out of Congress, on the report of the Interstate Commerce Committee, of which Senator Cullom is chairman, on the relations of Canadian railways with the United States. The subject is one of vital importance to Maine and our citizens should be up and stirring to see that our business interests are not jeopardized. The situation is thus ably stated by the Boston Commercial Bulletin.

“It is unquestionably true that the Canadian trans-continental line, combined with here suborinate lines to China, Japan and Australia, are diverting from American steamship lines and their American railway connections very large amounts of freight. It is undoubtedly also a fact that unjust discrimination is made in Canada against American vessels on the Lakes in the matter of entrance and clearance fees on canals, and this is probably also in violation of the treaty of Washington as the committee state in their report.

These are far different, however, from the competition between the American trunk lines and the Canadian lines form the great grain receiving points both on the Lakes and elsewhere. This competition is absolutely essential to the preservation of Boston’s commercial importance as in the absence of any direct trunk line of our own, the Canadian lines are the only barrier between us and the actions of the trunk lines of New York, Philadelphia and Baltimore. The extra and discriminating charge which would be made against Boston would soon turn our commercial interests over to the above named cities.

The strong opposition of Boston and indeed of all New England to any restriction of the Canadian roads in their competition with the American trunk lines, was fully presented to the Senate Committee, and our protest was strengthened by similar ones from Chicago, St. Paul and Minneapolis, and its fact by the entire Northwest. The loss of trans-continental traffic by American roads is a different question. It is very largely the result of the subsidizing by the Government of the steamers which enabled them to take such cheap freights and divert the export and import. As regards the vessels on the lakes, the discrimination against them in the Canadian canals can be insisted upon.

The proposition which is made, however, to absolutely prohibit Canadian railways from continuing in the inter-state commerce trade is directly in the interests of the trunk lines and merchants of the great seaports to the South of us, and, if carried out, would be fatal to Boston and New England intrests. Our commercial bodies should take strong action against any such extreme action on the report of the Interstate Commerce Committee and the New England Representatives in both branches of Congress should be called upon to strenuously and unalterably oppose it. The great trunk lines are behind the plan and the merchants of our competing cities can be trusted to aid it and the effort to make it successful will be a strong one.”

E. M. Trask, of Bangor, is kmaking the artesian well at The Bluffs, Mt. Desert Ferry, larger and deeper so as to get a more liberal water supply. It is proposed to sink the well to the depth of 150 feet.

The Gouldsboro Land Improvement Co., are employing 175 men and the pay roll amounts to \$2,000 per week. Their office is nearly completed. B. F. Sumner is foreman and R. R and is doing the painting. The company expect plans for a club house soon.

The Acadian Hotel, Castine, will open June 23<sup>rd</sup> under the management of W. A. Walker, assisted by H. L. Banks as steward, late of the Adams House and Young’s Ho-

tel, Boston. Mrs. I. T. Lovejoy, wife of the former manager, will be retained as house-keeper.

The Portland Water Company tendered a complimentary banquet to the New England Water Works Association at the Falouth Hotel, Portland, Wednesday evening. Plates were laid for 170 at the handsomely decorated tables and the gathering was a notable one.

The Winter Harbor Land Company have about twenty men and teams employed building a road commencing at The Beacon and running to the top of their land up Bellevue Avenue and Central Street, and then down Myrtle Avenue to Harbor Street, which leads back by the Beacon.

H. C. Gillis opened the De Monte Hotel, at the Devil’s Head, near Calais, to the public last week with a “house warming.” In response to invitations many availed themselves of the opportunity to inspect this which prove a popular caravansary. The Calais Band discoursed music. The banquet served by one host Gillis, was pronounced by experts to be the one of the finest ever discussed in that vicinity. Dancing was also indulged in.

The Menawarmet, Boothbay Harbor, is to be conducted this season by E. D. Knight & Son, formerly of the Silver Lake Hotel, Katahdin Iron Works. The Menawarmet, built last season, is a splendid hotel and the largest at Boothbay Harbor. Everything is ne and it is fitted up with all the latest conveniences. The hotel will open June 23 and the rates per day will be \$2.00 to \$3.00 with special rates for the season.

Henry E. Capen, has purchased the Bay View House, at Camden, of its recent purchaser, of Searsport, paying \$14,000, or \$1,000 advance upon the price at which Mr. Grinnell secured it. Mr. Capen managed the hotel the past season with remarkable success and had no idea of giving it up this spring, but it was sold before he really knew of the movement in that direction. Mr. Capen’s many friends will be glad to learn that he is still to be found at the Bay View and a prosperous buisness is expected during the summer upon which we are just entering.

Biddeford Pool is to figure as a sumer resort. For some time a wealthy St. Louis syndicate represented by J. C. Rishardson have been searching along th New England coast for a location for a summer resort. From New York to Bar Harbor Mr. Richardson has visited each spot that was noted for beauty, but his visit to Biddeford Pool settled the question, for in his opinion this is the most picturesque spot on the coast. In the interest of the syndicate he purchased a tract of land some twenty acres in extent, running from South Point along the beach around the cove. This site is in the form of an amphitheatre facing the ocean, the land rising from the sandy beach in gentle slopes to a ridge some hundred feet above the sea. At the extreme seaward point Mr. Richardson has located his cottage and the building will be at once commenced. In the centre of the tract facing the cove it is proposed to locate the hotel which the syndicate intend to build. It will be after the style of the Ottawa House at Cushings Island and will accommodate about three hundred guests. It will be built of wood and will be of a pleasing style of architecture and ample grounds will be laid out about it. On each side of it stretching around the cove the members of the company will put up handsome cottages. A number of houses will be built this season.

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L. A. Dow, of Searsport, caught ten salmon in his weir Monday night which was the largest catch of the season up to that date.

Atwood Gilmore, of Searsport, says he never saw the lumpfish so plentiful as this year. Recently he took out of his weir that weighed fifteen pounds. The fish is considered very palatable by many.

### The New Steamer PORTLAND. (Correspondence of The Journal.)

Portland and Boston are the largest sea-port cities on the New England coast. The trade between these cities in passengers and freight is very large and in order to accommodate its increasing proportions the steamer Portland has been build by the Portland Steam Packet Co. The first steamboat to navigate these waters was the “Patent” in 1823. She was about 700 tons burden and commanded by Capt. Porter, who ran hr as a passenger boat between these cities. Captain Porter was a native of Portland and the pioneer steamboat man in the state of Maine. The new steamer PORTLAND named in honor of that city made her maiden trip this week.

A steamer named PORTLAND has also in former times covered this route. In 1834 the CHANCELLOR LIVINGSTONE which had been run on the route by Commodore Vanderbilt was broken up and her engine was placed in the PORTLAND which was launched in 1835 and covered the route for some years. This engine was what is called square, or cross-head engine, the cylinder being 56 inches in diameter by 6 foot stroke. This boat was lost in the Government service during the Mexican war. If she could now be seen alongside the new PORTLAND, the great advancement in marine architecture would have a most striking illustration. This steam vessel is the largest side-wheel steamer on the New England coast east of Cape Cod, engaged in the regular passenger and freight traffic. William Pattee of Bath, Maine is the designer of the hull which was built by the New England Co. of the same city. The boilers were made by the Bath Iron Works and th engine by the Portland Company.

Her principal dimensions are as follows: Length over all 291 feet; depth of hold amidships, 15 feet; depth from hurricane deck to keel, 36 feet. She will be about 2500 tons burden. Her model is the ordinary side-wheel form, convex sides, with long sharp bow, and tapering round stern after the yacht style. The hull is constructed of the best quality of white oak, yellow pine, and hackmatack. The frame is strapped with iron belting which is fastened before planking and forms an iron network around the vessel. The bottom is solid timber as far as the turn of the bilge, and the bulwarks and houses are made of the best quality of white pine. She is coppered up to the water line, has two masts, schooner rig, and will carry sufficient sail to work her in case of accident to the machinery. The vessel is painted white outside with the exception of the paddle boxes. They resemble half of a globe painted in colors, and, and ornamented with a carving of the seal of the city of Portland at the top, which is gilded and colored in an artistic manner.

The lower cabins, forward and aft, of the engine are separated by water-tight bulkheads. The forward cabin is used for a dining room. Both cabins are painted white with cherry trimmings. A tier of berths run along each side, and are arranged in apartments with cherry blind doors, to protect the inmates from the over curious gaze of the passengers. All the stairways are made of mahogany, with brass fittings. On the main deck aft is the ladies’ cabin which is the most pleasant, and elegantly furnished on board. The berths form a series of alcoves around the cabin, which is about 220 feet long, with a row of state-rooms along each side. There

are 163 rooms, and 234 berths in the bow. The cabin saloon is lighted with a dome skylight. It is finished in the Corinthian style of architecture, and furnished with richly crved mahogany furniture with wine colored plush upholstery. The floors are covered with carpets. From the forward saloon by richly carved stairways, one ascends to the upper saloon out of which are alcoves leading to 42 cool and airy rooms. The centre of this saloon is open to the main saloon below, the opening protected by an elegant mahogany rail with carved balustrade which adds greatly to the beauty of both saloons. The officers quarters are on the hurricane deck.

The propelling power consists of a common type condensing beam engine, about 1500 horse power. The cylinder is 62 inches in diameter with a 12 foot stroke. The wheels are about 35 feet in diameter. Steam is generated in two boilers of steel, 24 feet long and 11 feet in diameter. They are placed in the hold side by side. She has an iron steam capstan and windlass of the latest design, made by the Bath Iron Works on the same pattern as those on the steamers KENNEBEC, WINTHROP, COTTAGE CITY, and other large vessels. The boat is heated with steam throughout and lighted with electric lights, and is steered with the latest improved steam gear. Powerful steam pumps are provided in case of accident, either by fire or leakage, and the life saving service is perfect, according to the U. S. laws. There are 16 life boats and rafts, and 800 life preservers on board. The bell which is rung at th time of sailing weighs 511 pounds, and is as large as a small church bell. It is hung on the frame of the working beam.

On the main deck in the social hall is the purser’s office. Tis hall is elegantly fitted up for a smoking room with chairs upholstered in leather. Elegantly carved Corinthian capitals are placed at the sides which are painted in tints and gilt, while whist tables are convenient for those who delight in the game. Forward of this hall is the freight room where 50 carloads may easily be stored. The saitary arrangements are of the most improved pattern yet attained. The chief air of the designers and builders of this vessel has not been for beauty alone. Strength, safety and convenience have been the important features taken in consideration for all the comforts possible for the passengers, and the prompt dispatch of their large and constantly increasing business. She stands unsurpassed by any boat east of New York, with the exception of the mammoth steamers of the Fall River Line.

The Portland Steam Packet Co. to which the PORTLAND belongs, has had a long and successful history. The company was organized in 1844 and began running two screw steamers between the above named ports which steamers were in a few years superseded by side-wheel boats. The steamers have always been first-class and have been manned by careful and experienced officers and while the line, has, during its existence, transported many millions of passengers, not a passenger has lost his life or even sustained injury. The steamers of this line perform daily service throughout the year, Sundays included in summer, leaving port every evening.

During the coming summer the TREMONT, another fine boat, will alternate with the PORTLAND. As the tide of excursion travel is yearly increasing towards the sublime scenery of Maine’s rocky coast, the summer business of this old and reliable line is constantly enlarging and tourists will find the water route between Boston and Portland a most enjoyable link in their journey.

Fred W. S. Blanchard.

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**C7.1 Tier 3 Commercial Ratings:**

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350 HP @ 2500 Maximum Continuous Duty "C" **IN STOCK**  
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425 HP @ 2700 Intermittent Duty "D" **IN STOCK**

### C9.3



**C9.3 Tier 3 Commercial Ratings:**

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

### C18



**C18 Tier 3 Commercial Ratings:**

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

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

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1,136 BHP @ 2300

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**C32 Tier 3 Commercial Ratings:**

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\*All T4 Exempt Light Commercial Ratings, require qualifications review and approval by CAT Factory.

\*Contact Nick Fawle or Your Authorized Marine Dealer for Tier 4 exemption qualification details.

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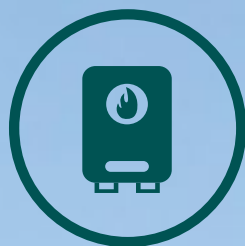
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