

Maine Coastal News

Volume 35 Issue 2

February 2022

FREE

Boatbuilders Remain Busy - No Let Up in Sight!



This is SACHEM, which was built on Swan's Island in 1932. She is having her bottom replaced and repowered at Buxton Boats in Sunset.

Artisan Boatworks Rockport, ME

There are always interesting projects underway at this shop. Where can you go to see a Bugatti, especially a Bugatti boat? Alex Brainerd, owner of Artisan Boatworks said, "She is an original Bugatti You-You and the Cliff Notes are that Bugatti was sort of hedging his bets as to who was going to win World War II back in the early 40s and so he bought a little shipyard north of Paris and decided he would sort of supplement his car manufacturing with some boats. He designed this little You-You and You-You is a derogatory French word for a small boat. He built three prototypes in three different sizes and this was the smallest of the three. He put together a bunch of marketing materials and then he died so none of the boats ever went into production and all that exists are these three prototypes."

For years, this boat sat on the deck of the classic motor yacht ATLANTIDE, which spent summers in Blue Hill. Recently, she was sold and the new owner is having her completely restored by Royal Huisman from Holland. As for the tender she was sent to Artisan to be restored and this meant replacing the entire hull. "When she came to us the whole stem was rotting out all the planks, the seams had been routed out," said Alec. "So, we took the lines off the original hull and re-lofted it on the floor. Essentially,

we built a new hull and once the new hull was planked up and off the moulds, we put the whole original deck frame back in it as a unit. We are re-installing all the original covering boards, seats and coamings so it really will have the soul and appearance of the original when it's done."

What was a surprise was that when they peeled the paint off the inside the original Bugatti stamp was in the keel. They cut that out and glued it onto the replacement keel.

This project should be completed by the end of February.

Also, in the shop they are nearing completion on a total rebuild of 26-foot gentlemen's launch, built by J. O. Brown of North Haven in 1927. She was originally named LINWOOD A. and that name was changed GRAMPUS just before World War II. "We kept the keel," explained Alec, "but we did this big laminated forefoot. All the frames are new. The horn timber is new as are the floor timbers. It is interesting the way she is framed with short frames coming down from the top and then other ones going up from the bottom. I have never seen it done that way with the alternate pockets in the keel, which are interlocking. It works fine, it's just labor intensive, basically twice as many frames as you might otherwise. However, it is easy to get them in and out without taking the deck off."

Presently they are putting in a new Vol-



The Bugatti YOU-YOU being restored at Artisan Boatworks in Rockport.

vo diesel. They also have to put in a couple floor timbers, ceiling and sole. She should also be finished in February.

When she rolls out the door, they have a 30-foot Clinton Crane Idem class scow coming in for a rebuild. Alec added, "We have done a few of these before. It's an 1899 design and there is a fleet of twelve of these boats that were built in 1900 for a lake up in the Adirondacks, upper St. Regis Lake. Of the thirteen original boats, twelve are of

them are still sailing the 13th is in a museum. This will be the be the third one we have restored, so we will have her up there for racing in July.

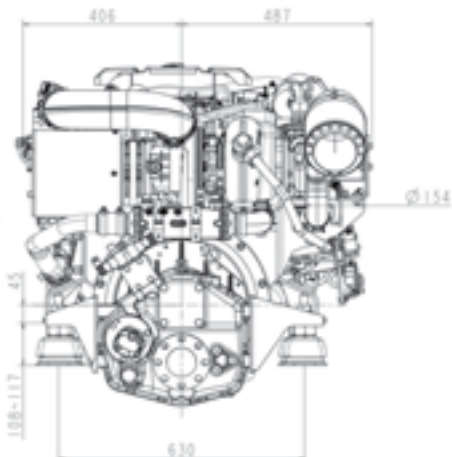
In another bay off the storage shed they have a fiberglass Alerion that was built in the early 60s. It was the first one of the fiberglass Alerions that Halsey Herreshoff built in Bristol, RI. She is being totally restored

Continued on Page 14.

C o n t e n t s

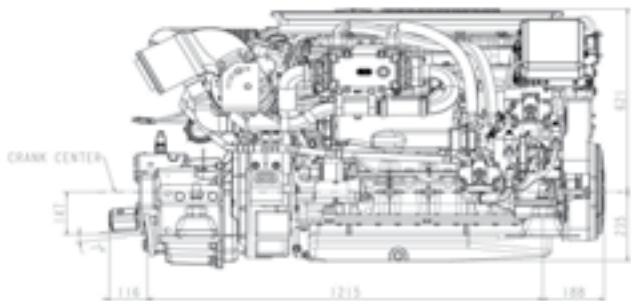
Publisher's Note	4	<u>Commercial Fishing News</u>		<u>Maritime History</u>	
Calendar of Events	4	As we Face 2022	10	Industrial Journal - 1890	23
Calvin Beal, Jr. Talks Family &...	5-6	WoodenBoat Acquired	10	Classified Ads	28
Kirsten's January Newsletter	7	Directors Report, DELA	11		
U. S. Navy News	8-9+	Misc. Commercial Fishing News	12+		
		Boat Yard News	14+		

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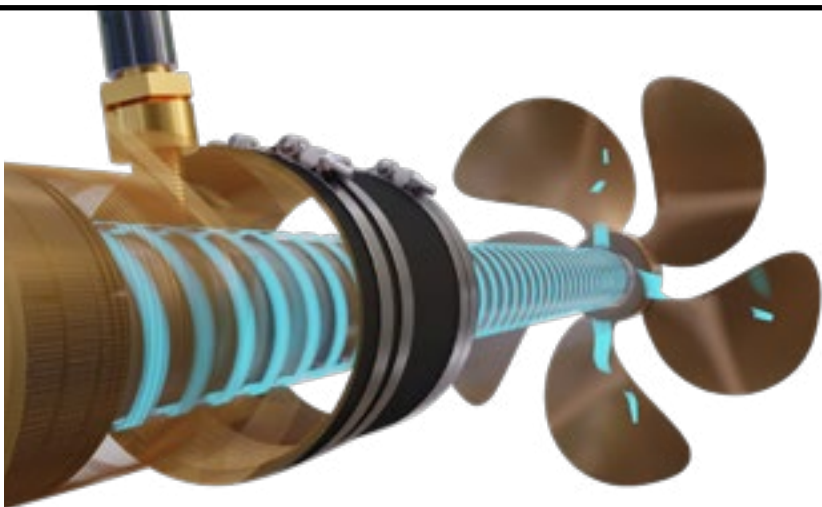
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Advertising Deadlines: The deadline for the March issue is February 4.
The deadline for the April issue is March 4.

MCN's Calendar

On-going Exhibits	19	Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O'Hara (207) 542-4348 Mike Mayo (207) 542-1879
Gone Fishing Penobscot Marine Museum Searsport penobscotmarinemuseum.org/		
Hall of Ship Models Penobscot Marine Museum Searsport penobscotmarinemuseum.org/	26	Bass Harbor Lobster Boat Races Bass Harbor Info: Colyn Rich (207) 479-7288
Shipwrecks & Salvage Maine Maritime Museum Bath www.mainemaritimemuseum.org	JULY	
Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	2	Moosabec Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Roy Fagonde (207) 610-4607
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	10	Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113
Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org	15-17	Maine Boatbuilder's Show Portland Yacht Services Portland
	17	Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821
	24	Harpswell Lobster Boat Races Harpswell Info: Amanda Peacock (207) 756-3104 Kristina York (207) 449-7571

2022
JUNE

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

Publisher's Note

If you are reading this publication you are interested in the marine industry. Just how important is this industry to you? The real question is are you willing to support saving its history? There is no question that the State of Maine has an incredible maritime history and that needs to be captured and preserved as best we can. Even if you are not an avid maritime historian and just enjoy reading great stories about the happenings and people of the coast you might want to help save this history. As head of the board of the Penobscot Marine Museum in Searsport, this is what we are trying to do, but without the proper finances, decisions must be made as what is the priority. Over the last several years there have been changes at the Museum that have put it on the proper course for success. Most of these positive changes has been with staff, both on the administrative level, but also those working in the trenches. Then there are the volunteers who come in and make a dramatic difference getting projects completed that otherwise would fall through the cracks and might never get done. Right now, we are in a major upgrade to our strategic plan, which we have been working on for the last nine months, which is going well. We are going through every aspect of the Museum, turning over all the stones, with the staff as well as buildings and collections and identifying exactly what the next steps for the Museum should be. COVID has forced the staff to alter some of their plans and that has created changes that have been beneficial and will continue even after the pandemic becomes a lesser issue for us. I have my ideas for creating a more impressive Museum, but I am waiting to see what the strategic plans says along with the feedback of others at the Museum. I believe one of the first things everyone will agree to is the complete renovation of the building known as the Whitcomb & Pendleton Block, the big brick building right on Main Street. This is the face of the Museum as it is the building used for admissions and the store. The main issue is that we are unable to use the huge second floor space, which needs to be renovated and have an elevator added. My vision is to make this a model room, which a lot of people would like to see happen. If you would like to support the Museum and what we are trying to accomplish simply go online and become a member and if you would like to do more that would be greatly appreciated too. You could even become one of our volunteers if you would like. I have several projects that could be done as do other departments, including grounds. Come join us and make a difference.


I like winter, not for the cold or snow, but it forces me inside with the idea that I can accomplish at least some of the many much needed chores that I have put off when the weather was warm. There is still the problem that the plate is full of projects and which one needs priority. That does not mean I am going to do what I should. I will push a deadline right to the nth hour and hope that I am not going to fall short and so far, so good. Give me a good snowstorm and I can hear the couch calling where I will sit most of the day reading a good book. Problem is that I have so many good books even if I retired ten years ago, I probably still could not read them all. There is also another problem I have yet to stop buying books, so like space the bookshelves need to keep expanding.

The holidays can be challenging trying to get everything done, but we have a good plan by pressing the new issue a little early in December. There is also usually five weeks and this makes it easier for me to make a run to Massachusetts to visit my mother and celebrate Christmas and her birthday, which was her 91st this year. My wife learned a long time ago where I get some of my traits. My mother is a very good quilter, but she has a number, a considerable number, of them unfinished, and she is making a valiant push trying to get them done.

I have many projects that for the most part feed into one entity. Before I started putting this issue together, I was adding more vessels from the “List of Merchant Vessels” for 1960, adding more shipwrecks to a shipwreck index, and reformatting a list of steam vessels, which all feeds into that great big vessel database. I had a tough time putting them down and doing what I should have been doing. I have also been spending several hours a week trying to get the vast number of unfiled papers filed and there is progress on that front.

It is well known that I put a lot of miles on a vehicle every year. I normally average about 42,000 to 45,000 miles a year, but this year I was shy of 50,000 miles by a mere 72 miles. To do this job right you spend a lot of time on the road distributing the new issue and getting stories for the next one. I am hoping next year to shrink this back to less than 42,000. This would be a huge savings in time and money. If you average 50 miles an hour for all these miles (8,000) this works out to be 160 hours. Now take the 8,000 miles and figure how many gallons of gasoline you save: 412 and this means a savings of \$1402.00 at \$3.40 per gallon.

Now I have reached a popular goal in the GMC and that is called the ‘Moon Shot,’ which is going over 238,855 miles, the distance to the moon. This is the third GMC that I have done this in: the first two going a total of 372,000 and 394,000 miles. However, I still have not pushed them as far as the 607,000 miles I had on the Jeep.



The sardine carrier WILLIAM UNDERWOOD being hauled out at Rockport Marine.

Calvin Beal Jr. Talks Family & Boats

BEALS ISLAND – Last fall I was in Wayne Beal’s Boat Shop in Jonesport and Calvin Jr. and Wayne were remarking on how much history Kenton Feeney knew about Beals and Jonesport. They then expanded on some of the topics Kenton had discussed and even began telling some of the stories that they had heard over the years. It was quickly evident that these needed to be captured, as they added to other stories already documented and the conversation that transpired covered all sorts of topics, which was fascinating.

Later in the fall I sat down with Calvin and the first story I asked about was a wreck of RIOTAMBO on the backside of Head Harbor Island that occurred he thought in the early 1930s. Calvin added, “It was loaded with laths and there was a whole bunch of fishermen that went after the laths. My father lived right there just on this upper side of Pig Island Gut. He was born and raised in that house, over by the ‘Hard Head’ they call it. They were just above the ‘Hard Head’ down next to the shore. A whole bunch of fishermen took peapods and rowboats and went down and they loaded them so full that two men got drowned. A young man living at home and of course he rowed like the rest of them down to get a load of laths. He rowed down and of course discovered they were drowned so he rowed back to let the family and people know back home what was going on and then he rowed back again. I am not sure how many trips he took back and forth, at least two if not three and he said when he got back home his arms were just about worn out.”

One must remember life was not very easy at that time. You did anything you could just to get by. Calvin explained, “My father was living at home and of course they had to put everything into the family and he was old enough that he could sell a man’s share at Underwood’s factory where the Coast Guard base is. Of course, they lived in Alley’s Bay and all they had was a peapod to get around in. They would take that peapod and they’d row down the bay down to those islands and dig clams. They were only allowed to have two gallons as there wasn’t much of a market for them. They could only sell two gallons so Daddy sold two gallons and my grandfather sold two gallons and they had a big family so...Well, my father, Uncle John and Uncle Jimmy and there was Aunt Ruth, which was Johnny Faulkingham’s mother, Aunt Gladys, Aunt Ruth, Aunt Lois, Aunt Mary, and Aunt Mandy. Aunt Mandy was a twin to Jimmy. They all lived over in there for a time, one moved over here just above the bridge, and one moved to Cape Porpoise. She and Uncle Carl, and his father was Dan Davis and he lived around Cape Porpoise so he moved up there with his father. He

fished for a while, then he was the town sheriff or something and I think he bought lobsters for time. He had one other brother Ralph Davis that lived his whole life right here. He was my worm partner. What I was saying, they rowed down the bay and dig clams. Of course, they’d eat a lot of clams too to survive, but then the five girls would shuck the clams out and then they’d have to take those clams and row from there to Underwood’s factory. They got 50 cents a gallon so my father would make a dollar and my grandfather would make a dollar. Then they’d row from there down to where Benny Beal’s wharf is now, tie the boat up, go down to Russell Rogers store, get what groceries they could get and then they’d have to row home. Daddy said they couldn’t afford to buy just anything they’d buy flour and different things and then the next time they’d go they’d buy a little kerosene or whatever was needed the most and they’d they of course have to row back home afterwards. That was a kind of hard life.”

They also had a small 26-foot lobster boat with a beam of 6½-feet, which Calvin thought might have been powered with a Hubbard or some other make-and-break engine. “They fished as far off as just outside of Freeman Rock, which is the outer ledges down the bay,” added Calvin. “My father lived right home, but other used to populate all these lower islands in the western bay. There was Crumple Island and Fisherman’s Island. My grandfather only made it to the fifth grade and he quit school and went down with Jeanine’s grandfather, Hiram Alley. He lived there five winters on Fisherman’s Island. They gunned birds and they had a big dory that they would haul just up by the shore. They hauled all winter long up across there tending traps and gunning birds. They’d pick the birds and the kids would run around selling the birds to people around the island and they only got like 25 cents a pair picked with heart, liver, and gizzard in them. Old Squaws were smaller birds they were 10 cents. Then he had a little small lobster car, probably four or five times bigger than a lobster crate. Once they got enough lobsters they would bring them to town. They loved it down there.”

The fishermen today do not camp on the islands like they used. On Crumple Island there are four camps and only one is used today, but just for a week or two. There were several camps on Slate Island, which is further up the Bay and at low tide you could walk out to. However today there are only two or three camps that are livable. At Black Duck Cove there were 10 to 15 camps which were used by the rowboat fishermen. In recent year they were used as summer rentals, but only a few are used for this today.



Calvin Beal, Jr.'s JEANNINE MARIE, racing at Moosabec Reach in 2020.


Calvin was born in 1944 and grew up on Alley’s Bay. He said, “My father used to be a part of a seining crew and they would stay in what we call the Mud Hole. They had a 45-foot Novi, which had a pretty good cockpit and a cabin full of twine with a string of dories full of twine. They also had a herring weir outside the Mud Hole. There is a place they call ‘Over the Bar,’ a little deep spot, probably 10-12 feet of water at low tide, nice anchorage. It could blow most any breeze and they didn’t have any problems. He did that for a lot of years. He never liked camping, but he’d stay in that seine boat all summer. I used to go down and stay with them. I think I was 8 or 10 and I slept on that old cold side locker. They’d open that door and that cool wind would come right up by me. I used to go with him to haul his traps too. He had a boat that was built by Milt Beal and he built a bunch of boats over Alley’s

Bay. That boat was just as round as a barrel, small stern kind of a belly on them. They’d roll you right to death but they were some sea boats. They were unreal running on a sea when you’d come in, she would sit right on that sea just like a hen in her nest and glide in. She was 32-footer, 9 feet wide. When I went with him, she had a six-cylinder flat head Pontiac engine. I think when she was new, she had a straight 8 Buick and then he went to a 6-cylinder Ford Flagship. She was named CALVIN, JR. He had her built the year I was born. Before that he had a torpedo stern, which I think Alton Rogers built.”

Almost everyone living on Alley’s Bay fished. Calvin said, “Archie Alley, he had three boys. Dicky Alley, he used to race a lot, the LORNA R., there was Lee Alley and Archie, Jr., who also raced a lot. Hiram


Continued on Page 6.

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Calvin Beal Jr. Talks Family & Boats

Continued from Page 5.

Alley, the Big Bad Wolf they called him, he had the KATHLEEN A. that he used to race years ago, before the MARGUERITE G. In my mind that was the first boat that came up and planed over the water more than cutting through the water. He duplicated it one boat, he named it for my sister MYRTLE L. We had MARGUERITE on the beach, which was when my brother Wayne bought her from Jimmy Preston, and back then they used to have quite a bit of overhang on the horn timber and she started to twist and drop her horn timber. You could see it right in the waterline. I said, 'You bring her up on the beach and we will fix her.' We leveled her up and then we jacked her stern up and hung her so her keel was right off the beach and we put two 55-gallon drums under her stern and then we took bags of sand and we sand bagged her and let her sit. When the waterline started to turn up a little then we went and put some clamps right in under her deck. I think that is the fastest she ever went was when Wayne had her."

Wayne purchased MARGUERITE G. in the early to mid-1970s and it was at this time that Calvin had started building boats on his own. He was building in wood, but it was becoming obvious that fiberglass would become the material of choice in the very near future.

Calvin married Jeanine Marie Alley on 10 May 1965. Her father was Clifton C. Alley, who was a lobster fisherman from Beals. His wife was Octavia A. Peabody, who operated a grocery store on the island. When Calvin and Wayne were telling stories at Wayne Beal Boat Shop, Calvin discussed the abilities of the Peabody's as sea captains. I remember interviewing Obed Peabody on Beals back in the late 1980s or early 1990s. He was Jeanine's mother's first cousin and he ran smacks from Canada and Downeast

ports to Boston and New York.

Calvin added, "Jeanine's grandfather, Stevie, was known to be the best sea captain on the coast here. The first mate that went with Stevie on the vessels was telling Tommy (Jeanine's uncle) what happened and he said that they were someplace (Parrsboro, Nova Scotia) in Canada and they loaded that vessel full of laths for New York, there was like six million laths. They started out and ran offshore outside the islands and headed for New York. They ran into a snowstorm and it snowed for 72 hours, the type of snowstorm that melted off as fast as it landed. Stevie used to get seasick when it was rough and he'd get out of his bunk and walk up and throw a lath overboard and walk the rail and see if he could figure out how fast the boat was drifting. All they had was just the sail out on the stern to try and keep ahead of it. When he got through, he calculated that he was 150 miles off course. Stevie told the mate, he said watch for a light at midnight and five minutes to 12:00 he saw the light. He was 5 minutes off after being blown off course 150 miles and sailing clear to New York."

This schooner was three-master LAVINIA M. SNOW, which was built by I. L. Snow & Co. of Rockland in 1893 and the voyage above was 1909. This schooner would founder off Cape Hatteras in 1930. He also was skipper of the two-masted 86-foot schooner LIZZIE D. PEABODY built in Harrington in 1917. She was built right next to the three-masted schooner LUCY EVELYN it the Thomas L. Greenlaw yard. Calvin added, “Stevie had sailed enough so he knew how a vessel should be built. He told them he wanted her real full forward and he wanted the rudder back as far as they could get it. Of course, from here to Harrington was a big deal and when he went up, they had her all set up and they had the rudder too far up under her and he said she wouldn’t handle

good. He tried to steer her and she wanted to pay off. He didn't like the boat; I don't think he had her many years and he sold her.

“He used to handle all of the coal and cans for the sardine factories so he made good money back in those days,” continued Calvin. “He could come right in here (Barney’s Point), they called this ‘The Shelter’ because of all the trees here and he’d come right in close to the shore and keep dropping his sails and he’d go right straight in under his own power right into the factory. Uncle Tommy said he was kind of conceded too because he wouldn’t throw a big hawser out, he’d always throw a small line to them, because he was going so slow that they could stop her with a small line. Stevie was also the type that when they were under sail, he had his crew scraping, painting, cleaning the vessel and his brother wasn’t so clean. He said the thing was full of bugs and they never kept the vessel up.

“You probably didn’t know Ralph Alley,” continued Calvin. “He lived right up around the corner here. Ralph Alley and Raynard Alley was his son. Ralph’s boat was the BETTER HALF and Raynard’s was the OTHER HALF. Anyway, Frank Alley, he lived over in Alley’s Bay, where we called it the ‘Back Field.’ He had a Friendship sloop and he went to haul one day, in that sloop and of course all it was sail power and a big pair of oars. He said he was hauling from Freeman Rock up towards the Red Head up on the backside of Beals and the wind dropped out, flat calm. Around 11 o’clock in the day and he said that’s when he started rowing, he said midnight he was coming through Pig Island Gut. He rowed that Friendship sloop. It took him 12 hours to get home.

It one time there were lots of Friendship sloops used as fishing boats in Beals and Jonesport, but by World War II they had all disappeared.

One of the most noted stories involved Calvin and his new boat LITTLE GIRL, which was getting ready for the fourth of July lobster boat races in 1981. He was making a run down the Reach and just before going under the bridge the steering let go. Calvin added, "When the steering let go the tide pulled her right over to the bridge and snapped her rear end right around because she was angled just enough that when she hit. There were some people on the bridge and saw it when she crashed. On board was Wayne, Jeremy, I think he was probably close to two, Ralph Davis, Jr., Jimmy Preston, Tommy Young from Winter Harbor and Scott his boy, and my daughter and me. Jimmy Preston never moved, he hung right on to the corner of the stern and Tommy Young, I can't remember where he was in the boat, and Scott and my son were sitting on a plastic gas can they never moved. Ralph, Jr. was in the stern and I don't think he moved. Wayne was sitting on the corner of the stern, on the port side hanging onto the baby. He skidded right on his elbows right from there to the back of the house and fell overboard. Jeremy went right up into the air and plopped into the water. Wayne saw his little red baseball hat and he swam right over to that and of course there was nothing. He said something hit his leg and of course he was so intent on getting to that cap that he didn't even know that he had hit Jeremy with his leg. All I was thinking was my brand-new boat is stove all to shit and she was. She hit so hard she flexed enough that it squeezed the seam compound out from her stem right to her stern on the port side. Her starboard side wasn't hurt a bit. I heard Ralph, Jr. he says, 'He's right there.' I turned and ran down and jumped up onto the stern deck and looked down and all I could see was a little thing underwater, which looked like a bleach jug. It was just

swirling going right down and I dove off of the boat and I when I stopped, I opened my eyes and he was right there. I just took him right around the waist and they said when I came out of the water, I shot him right in air. Wayne swam over where I was and wrapped his arm around him. Ralph, Jr. had thrown a line and it went across Wayne's hand. Wayne took a twist and all of the sudden they were going. I was swimming with everything that was in me and I was just about staying with them and then I saw what they were doing, when I stopped, I went lifeless. I didn't have enough strength to move hardly. The one they call Mickey Mouse; he came up with an outboard motor and I put my arms in over and my legs went right up under his boat and there I was. He grabbed me by the collar and started pulling and I said you are not getting me in the boat, so he just hung onto my arm to make sure that I didn't settle back into the water. Jackie Backman and Carl Woodard and they were in their boat ahead of me, when they saw what happened. They turned around and he and Carl got me into the boat. I then got over and got into the LITTLE GIRL and Jeannelle had gone flying right straight into the cabin, and I don't know what she hit but it split her head open."

LITTLE GIRL had some serious damage and needed to be repaired as soon as possible so as not to lose much fishing time. The keel was split at the stem joint, the stem was split and she needed to be re-caulked on the port side. There was no practical way to haul her back to Calvin's shop so they took her over to Clifford Alley's shop, which was right on the water with a boat ramp. In about a week she was back in the water and ready to go fishing.

Calvin started building boats on his own in 1971. He had worked a bit with Ernest Libby, Jr. (Nernie) and helped him build Barna Norton's wooden boat CHIEF. Calvin added, "Riley Beal built one for Barna Norton, CHIEF PERIO and he brought that half model over to Nernie and asked him to build him a new one, but he wanted her wider. She was 9½ feet wide and he wanted her 10 feet wide well. Nernie grabbed his scale rule put it on the model and said Well, this is a 10-foot-wide boat. Riley Beal had narrowed it up. I helped him build that right from scratch."

The first boat Calvin built was a 22-footer for himself called J. J. and powered with Chevrolet 283 gasoline engine. The following year he built a 21-foot outboard boat for himself. He said, “Those fellows were building boats for a business and I wasn’t. I just started a boat because I wanted a boat. I’d start her and someone would come along, she’d probably be about half done and they’d buy it.”

The first boat he designed as a fiberglass model was the Holland 22. “Glenn wanted it 22 feet, 7½-feet wide, said Calvin. I built her like a wooden boat, timbered out and oak keel. Terry Jason was going to do the faring and put the motor in. I said I will come up and help you set her up and they said, oh no, we can do it. I don’t know if they wanted me around because they put more sheer in the nose of her. That didn’t bother me, but I went up and they had her upside down, but she was bearing on the end of her stem and the end of her stern and just being a wooden strip boat with no clamps or anything in her, she started hogging in her bottom and when you put an inboard in her, she just wouldn’t lift. she’d iust drive her nose down.”

“Terry was very smart, added Calvin, “he could take a 25-foot boat and rig a block and tackle and hook it to his pickup truck and take off like a rocket and that boat would

Continued on Page 7.

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KIRSTEN NEUSCHAFER'S JANUARY NEWSLETTER

Happy New Year! Kirsten has been working toward the 2022 Golden Globe Race for so long it was starting to feel like this year would never arrive. Now here we are only 9 months away from the starting line.

After working on the refit of her race boat for the majority of 2021, Kirsten left PEI a little over a month ago and is currently sailing Minnehaha back to South Africa - a 2 month journey that Kirsten is making solo/nonstop. The time alone on the boat is giving Kirsten invaluable practice for the race along with providing her a chance to recharge for everything that 2022 will bring.

Kirsten decided after a few weeks on the water that the best form of communication for her at this time is through daily texts directly with her routing team. Updates are being shared on Facebook, Twitter and Instagram as they are available. One of Kirsten's advisors, Larry Rosenfeld, provided the following info regarding Kirsten's plan for the next few days: Continuing to make great progress and staying off the Brazil coast for now which is good. Her goal now is to get further south around the South Atlantic High Pressure which will generally be on her left but moves around faster than she can sail. We are expecting to pass the island of Trindade to port and then head towards Tristian de Cunha but probably be able to get east before getting

there. Our goal is to keep the wind angle behind her beam most of the time and the wind speed enough to continue to propel her at 6-8 knots. If we cut too close to the high it may get light and she might have to motor a bit but we will try to keep her in the good winds when we can.

Below is a picture of her route and the forecasted weather for Friday Jan 7 at 00z when she might be just nearing Trindade (the end of the first leg of this route). Still expecting her to make CT near the end of the month.

Kirsten has been reporting back with a number of wildlife interactions and identification questions which we have been doing our best to answer given her location and descriptions below: "40 plus dolphins playing in the bow wave 50nm west of Paul and Peter rocks. Quite big. White tipped nose" "Gannet type birds diving for flying fish" "Brazilian coast, dark brown, rather ugly sea birds with longish black beaks land on board, hitch hike till just before dawn, then make sure they're gone before light. I had 3 of them last night. sometimes they get vocal, pace and have altercations"

While Kirsten was still busy provisioning the boat, she received several generous offers from some PEI companies. Evermore Brewing donated plenty of beer to keep

Minnehaha stocked long after Kirsten arrives back home.

Kirsten was also thrilled to get a delivery of dairy products provided by Amalgamated Dairies Limited and the Dairy Farmers of PEI to keep her going. The shelf stable products they chose will last until she gets back to land.

Many thanks to Gail Delaney who generously purchased a drill and impact driver kit after hearing that Kirsten was in need of these tools. Gail is the mother of Kirsten's GGR teammate Arleigh Hudson who has dedicated tremendous time and energy throughout the last year after meeting Kirsten on the dock upon her arrival to PEI.

Shortly after attending a fundraising dinner that was thrown for Kirsten this summer, teacher Heather Pringle of the Marine Biology Program at Three Oaks Senior High School got her students involved. The students attended a dockside chat with Kirsten and were able to ask questions about the boat and the race.

After their in-person meeting, student Dylan Evans volunteered to edit a video documenting Kirsten's time in PEI. The full video can be viewed [HERE](#). Thanks to Heather, Dylan and musician KBong who kindly allowed us to use his original music.

If you know of a teacher or school interested in learning more about Kirsten's journey and the educational element, please email ArleighHudson@gmail.com for additional information.

The generosity of the Prince Edward Islanders cannot be emphasized enough and a large part of Kirsten's success in the race will be the direct result of the work, thought and generosity of spirit she experienced in 2021.

Current Fundraising Needs:

Our fundraising goal for January is

\$2500 in private donations. This will provide Kirsten with 2 sets of Musto heavy duty foul weather gear and boots for the race. If you are interested in donating directly please visit Kirsten's GoFundMe account or contribute via PayPal.

If you would prefer to purchase the items directly, please email aliciabiggart@gmail.com for additional info.

Partnership Opportunities:

Do you know of a company that might be interested in partnering with Kirsten? Send them our way - we would love to provide additional info on the branding opportunities a Golden Globe Race participant partnership can provide. We have several financial tiers and are happy to personalize our marketing plans according to our partner needs.

The Golden Globe Race 2022 is a solo, non-stop, unassisted circumnavigation. This retro race is based on the first solo circumnavigation race that took place in 1968. In order to stay true to the original circumnavigation, boats are all older designs, no bigger than 36 foot- and modern navigational technology, like GPS, is not permitted. Instead Kirsten will need to depend on her skills in celestial navigation and dead reckoning. The route for the race starts in France, down the Atlantic, east-about the Southern Ocean, and back up the Atlantic to France - an approximate distance of 30,000 nautical miles and anywhere from 7 to 9 months or more at sea.

Calvin Beal, Jr. Talks...

Continued from Page 6.

come up and flip right over."

Not long after Calvin combined with his brother Wayne and they produced the Wayne Beal 23. This was followed by the T. Jason 25 and the South Shore 30 in the mid-1980s. The plug for the South Shore 30 was purchased by Dwight Carver and Calvin finished that off for him. Then Calvin built the Crowley 28 and 36 for Don Crowley of Winter Harbor. He then built the South Shore 38. Now the 34 South Shore came when Peter Rackliffe made a deal to mould Calvin's brother-in-law's new boat. This boat would also be used to make the mould for the Wayne Beal 34. Then came the Mitchell Cove line of boats starting with the 32 followed by the 35 and the 28, which was moulded off LITTLE GIRL. Wayne would also take a mould off LITTLE GIRL, but he raised the sheer five inches and put concave flare in the bow. Calvin also created a 36 and 40 for his brother. Following the fire that claimed most of Wayne's moulds, Wayne was able to resurrect a 42, which turned into a 46. The Wayne Beal 28 then went to Mussel Ridge in Cushing. Then Calvin began creating his own line of hulls, working with Scott Lessard out of the South Shore Boat Shop in Northport. They started with a 36 and this was followed by the 38, 34, and 44. Calvin said had he introduced the 44 a few years earlier he would have sold a lot more. Then Calvin made a deal with Stewart Workman of S. W. Boatworks of Lamoine, who now sells all these models, plus a 30-footer. Calvin actually bought the

plug back and sold it to his son-in-law. He explained, "She was all glass up, but she had a plywood keel. We just laid up the keel on over her. Then we pre-drilled it and hauled that off, took the skill saw and sawed the keel right out of her, set that right back down on wet mat and screwed it right down the whole way around and glassed it. Rolled her over, glassed right straight down in the hull and down into the keel, and glassed her right together. When we rolled her over, we lost her and she struck and her keel and bounced and skidded across the floor and never hurt her a bit. She is tough."

Now there is another wooden hull inside the shop, which is a new 28 model for Jeremy Beal. She is inch cedar by 5/8-inch cedar strips and already glassed on the inside.

Calvin always loved to paint and there was always plenty of that to do on the wooden boats. There were standard colors, mostly white hulls trimmed in either beige or green, but Calvin liked and this became known as 'Calvin Blue.' Now Jeanine's grandfather Stevie Peabody said blue was for wheelbarrows and shit houses. He wouldn't put blue on and called it Jonah Blue.

Well, Calvin has given the shop up to his son Calvin S., who has worked with him since he was in high school. To date he has built almost ten boats and there is another in there this winter and before Calvin Jr. heads for Florida for the winter you can find him in the shop giving his son a hand. However just after Thanksgiving he is on his way south and looking forward to playing some golf.

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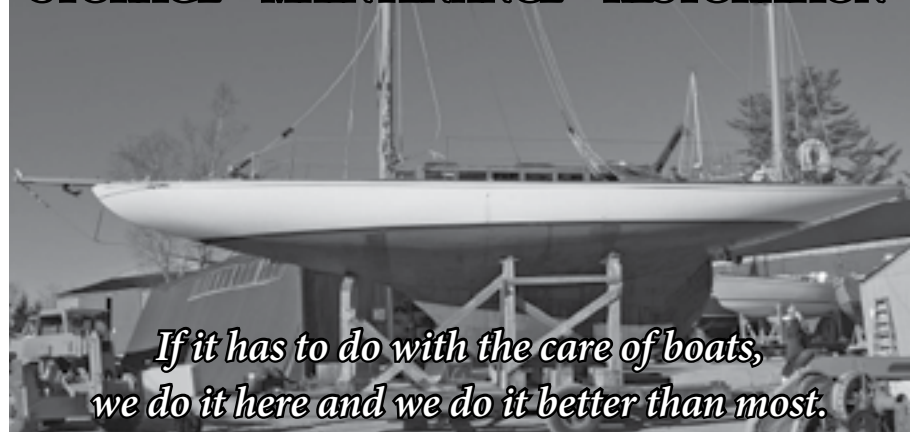
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U. S. NAVY NEWS

U.S. Navy Establishes Submarine Squadron Two at Portsmouth Naval Shipyard From Submarine Readiness Squadron 32

10 December 2021

KITTERY, ME – The U.S. Navy established Commander, Submarine Squadron (COM-SUBRON) 2 in an official ceremony on Friday, Dec. 10, at Portsmouth Naval Shipyard in Kittery, Maine. The move revives a tradition tied to the original Submarine Squadron 2, which was established in New London, Connecticut, in the late 1930s. In 1941, the Navy sent SUBRON 2 to the Pacific, where it operated during World War II.

After the war, in October of 1945, the squadron was back in New London, where it garnered the nickname “The Armada” because of the wide range of submarines under its oversight.

The squadron oversaw some of the first and last built in the Los Angeles class fast attack submarines as well as the Navy’s only nuclear powered deep submersible research vessel, NR-1. The first nuclear powered submarine, USS Nautilus (SSN 571) was one of nearly 100 submarines assigned to the squadron during its history as well.

Among the submarines assigned to the squadron over the years were the “Fleet Boats” Grouper (SS 214), Flying Fish (SS 229), Finback (SS 230), and Raton (SS 270); diesel submarines Atule (SS 403), Quillback (SS 424) and Sarda (SS 488); and the support ship Chewink (ASR 3).

The most recent previous iteration of Submarine Squadron 2 was disestablished in a ceremony in Groton, Connecticut, on Jan. 13, 2012.

Rear Adm. Michael Holland, now chief of staff for U.S. Northern Command, was

the commodore of Submarine Squadron 2 at the time of its disestablishment. Holland returned as the keynote speaker for the establishment ceremony Friday.

“The new establishment of Submarine Squadron 2 builds on a proud tradition dating back to the second World War,” said Vice Adm. William Houston, commander, U.S. Naval Submarine Forces, Submarine Force Atlantic and Allied Submarine Command. “Over seven decades in operation, this squadron wrote a history of innovation, flexibility and a fierce dedication to mission accomplishment. Now, Squadron 2 will come back with a new home and a vital new role to play, ensuring the readiness of our fast attack submarines as they complete periods of maintenance at Portsmouth Naval Shipyard and return to the fleet for deployment.”

Capt. Daniel J. Reiss takes over as the commanding officer of the newly re-established squadron, while Capt. Henry M. Roenke steps into the role of deputy commanding officer for readiness. Master Chief Petty Officer Frederick J. Richter is the command master chief, the senior enlisted service person at the squadron.

Squadron 2 will step in to provide administrative, manning, logistical, training, operational planning and readiness support for Los Angeles- and Virginia-class fast attack submarines homeported at Portsmouth Naval Shipyard during periods of maintenance and improvement.

Since 2012, Submarine Squadrons 12 and 4 provided operational oversight of submarines at Portsmouth Naval Shipyard from their location more than 150 miles away, at Naval Submarine Base New London, in Connecticut.

Capt. Matthew Boland, commanding officer of Submarine Squadron 12, was on

hand at the Friday event to ceremonially relinquish oversight of the submarines currently homeported at PNSY.

“I’m honored and excited to help restore this storied squadron name alongside these dedicated submarine crews and the talented and hardworking team at Portsmouth Naval Shipyard,” said Reiss. “Squadrons 12 and 4 did incredible work supporting the shipyard submarines over the last decade. And now, there is benefit to having a dedicated squadron staff on-site, focused on the unique needs of crews in this stage of their readiness cycle. These Portsmouth-based submarine crews face different challenges than those in Groton, and my team is energized to face those challenges with them. We look forward to getting these crews and their boats back in the fight, stronger and tougher than when they arrived.”

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

NPS Researchers Use High-Tech Optics, Artificial Intelligence to Advance Laser Weapons Systems From Rebecca Hoag, Naval Postgraduate School Office of University Communications

13 December 2021

MONTEREY, Calif. - A high-energy laser beam pointed over the ocean will get distorted by the atmosphere and marine layer, reducing its effectiveness in long-range defensive applications, particularly when the target is at a low elevation.

“You can think of the atmosphere as a changing medium due to temperature variations,” explains Dr. Jae Jun Kim, a Naval Postgraduate School (NPS) Research Associate Professor in the Mechanical and Aerospace Engineering (MAE) department.

Researchers at NPS are using every tool at their disposal to reduce atmosphere-induced aberrations, or “clean” the laser beam, so it has a chance to reach a target farther away in a deep turbulence environment.

The multidisciplinary team, under the direction of Dr. Brij Agrawal, NPS Distinguished Professor in MAE, and Kim successfully completed the development of a \$3 million High-Energy Laser Beam Control Research Testbed (HBCRT) in 2016. The group is made up of NPS researchers and students with assistance from non-NPS researchers from the Naval Research Laboratory (NRL), Lockheed Martin, the Air Force Research Laboratory (AFRL), and the Naval Surface Warfare Center (NSWC) in Dahlgren.

The research project is supported by the DOD’s Joint Directed Energy Transition Office (DE-JTO), the Defense University Research Instrumentation Program (DURIP), and the Office of Naval Research (ONR).

The HBCRT consists of Acquisition, Tracking, Pointing (ATP), and adaptive optics systems. The testbed is similar to the Laser Weapon System (LaWS) currently used in the Navy’s USS Ponce. After many months of delays, the team finally received the highly anticipated, half-a-million dollar deformable mirror from Northrop Grumman to further their deep turbulence adaptive optics research. The mirror represents the state-of-the-art in adaptive optics, with a

two-inch diameter mirror and hundreds of actuators. Upon successful testing of deep turbulence compensation, the deformable mirror will be integrated into the HBCRT.

“As deformable implies, you can change the shape of the mirror using actuators attached to the back of the mirror to compensate for laser beam aberration,” Agrawal explains.

This deformable mirror is used in conjunction with two other deformable mirrors in a Multi-Conjugate Adaptive Optics (MCAO) configuration. Dr. Bautista Fernandez has developed a graphical user interface (GUI) for controlling the deformable mirror.

“When you have no aberrations on the system, you have a flat wavefront,” Fernandez says. “As soon as you have an aberration, the wavefront distorts.”

Once an aberration is spotted, Fernandez adjusts the channels using his GUI, which is basically a grid representing the different actuators. By clicking on a spot in the grid, he can adjust a channel by applying some voltage to it.

In the lab, the team uses eye-safe visible light to test the lasers, but in the field, tests would be conducted using infrared.

The team is also working on incorporating artificial intelligence (AI) technology for automatic target detection, classification, aimpoint selection and maintenance. This project is also funded by DE-JTO.

The team consists of NPS (principal investigator), Lockheed Martin, Air Force Research Laboratory, and NSWC-Dahlgren. Traditionally, aimpoint has been executed in the past by human operators. Current AI work can select the aimpoint of a single target faster than a human can. The AI techniques are being implemented into the HBCRT and will be compared with traditional approaches.

To achieve higher accuracy results with the AI techniques, a large training dataset consisting of realistic target images is required. The team has developed a dataset with 3D-printed titanium unmanned aerial vehicle (UAV) models. UAV images are captured by the HBCRT at varying orientations.

Dr. Leonardo Herrera, a National Research Council (NRC) Postdoctoral Associate, is developing these UAV images. He has created about 40,000 images with the testbed so far.

Continuing the AI theme, three Navy master’s students designed their theses around applying AI techniques for high-energy laser beam control. The team is also working on predicting atmospheric turbulence and the correction of target image aberrations using AI.

“We are also excited about using AI for correcting aberrations in the target image because conventional adaptive optics requires very complex optics systems like additional lasers, sensors, very fast cameras, and complex mathematical algorithms to determine the distortion in the wavefront,” Kim says. “We’re trying to use this AI technology, so instead of using the beacon light, why don’t we try to use the actual image of the target to determine the distortion?”

It’s a potential direction for the team for a future project. For now, their two AI projects and working towards connecting the distorted mirror to the testbed keep them busy enough.


NRL Researchers Target Cells for Tissue Engineering From Nicholas E. M. Pasquini, U.S. Naval Research Laboratory Corporate Communications

05 January 2022

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U. S. NAVY NEWS

often unavailable to expeditionary and isolated warfighters, and even minor wounds can become infected and escalate rapidly to a life-threatening situation. Improved wound monitoring and treatment will help wounded warfighters receive the medical attention they need to ensure their survival and resilience.

U.S. Naval Research Laboratory researchers in the Chemistry Division apply their knowledge of biology in conjunction with materials to improve understanding of how cells and tissues organize and apply new methods to affect cell communication.

Advanced understanding in this field may make it possible to develop wearable technology with real-time wound monitoring capability.

“Our work has applications to a number of important Department of Defense challenges, including enhanced wound healing, bioelectronics interfacing, and intercellular communication of stress response,” said Keith Whitener, Ph.D., a research chemist from the NRL Chemistry Division. “We are currently working on capabilities to improve wound monitoring for Sailors and Marines in the field.”

Advanced medical help is often unavailable to expeditionary and isolated warfighters, and even minor wounds can become infected and escalate rapidly to a life-threatening situation. Improved wound monitoring and treatment will help wounded warfighters receive the medical attention they need to ensure their survival and resilience.

The researchers build graphene-based devices called Transferrable Active Chemical Structures (TACS) to deliver information to individual cells and small groups of cells, either electronically or biochemically, to clarify and control how cells communicate with one another.

Stem cells of a single kind have the ability to develop into tissues and organs with many different kinds of cells, and the researchers are building tools to help determine how this phenomenon occurs.

Christopher So, Ph.D., a materials research scientist from the NRL Chemistry Division develops bulk biomaterials, such as gelatin or surface binding peptides to interface between the graphene oxide and stem cells as biocompatible adhesives. Since cells must remain in liquid culture to stay alive, the team needed to develop a material that could bond the TACS to the cells underwater.

“Developing biomaterials that adhere to the TACS membrane underwater was a challenge, as gelatin is quite hydrophilic,” said So. “Our team developed methods to process the material so that less water was

at the interface which provides stronger interactions between the gel and the membrane. Underwater adhesion is a persistent issue for the Navy, and methods of adhering electronics underwater could lead to new biosensing applications.”

Graphene materials are usually toxic and damage cells, and the addition of gelatin is a simple way to protect the cells from the graphene oxide while providing a bio-friendly environment. Additionally, So designs and produces genetic materials to be delivered to cells, which carry instructions for stem cell differentiation.

Spatial control over cell populations is important to manipulate and integrate living systems used in advanced biological engineering.

The team developed techniques to transfer graphene-based thin film materials in a biocompatible way to interface a number of materials directly with live cells without sacrificing viability.

“We use partially reduced graphene oxide to print and transfer materials, including metallic structures, fluorescent cell dyes, and phase-separated block copolymers to mesenchymal stem cells,” Whitener said. “We found that our graphene oxide membranes are impermeable to most molecules, and we are exploiting this impermeability to use these membranes as cell masks for spatially patterned delivery of molecular stimuli in cells.”

The team also pioneered transferrable photolithography on graphene to enable more precise patterning of molecule delivery as well as co-culture patterning.

“This technique allows us to apply the precision of micro- and nano-fabrication to the messy world of living cells,” Whitener said.

Dhanya Haridas, Ph.D., a research biologist from the NRL Chemistry Division provides the eukaryotic expertise needed for this project. Haridas manages the cell line requirements and analyzes cell behavior under the various conditions explored in the program.

“TACS is an excellent example of a program harnessing the findings in the field of chemistry to further probe and understand biological processes that best serve to address the various needs of the Navy,” Haridas said. “We are in the process of developing techniques that will pave the way for decoding of cell-to-cell communication down to a single cell with applications in the field of wound healing and cell stress.”

The Chemistry Division conducts basic and applied research and development to address critical Navy needs and advance the frontiers of physical, chemical, biological, and material science as well as nanosci-

ence. Research ranges from laboratory to intermediate and real-scale experiments and demonstrations.

NRL is a scientific and engineering command dedicated to research that drives innovative advances for the U.S. Navy and Marine Corps from the seafloor to space and in the information domain. NRL is located in Washington, D.C. with major field sites in Stennis Space Center, Mississippi; Key West, Florida; Monterey, California, and employs approximately 3,000 civilian scientists, engineers and support personnel.

First Woman to Serve as Commanding Officer of USS Constitution in Ship’s 224-year History From Petty Officer 2nd Class Grant Grady, USS Constitution Public Affairs 05 January 2022

BOSTON – USS Constitution’s first female commanding officer will take command of Old Ironsides during a change-of-command ceremony, scheduled for Friday, Jan. 21, at noon. Constitution’s current and 76th commanding officer, Cmdr. John Benda, will be relieved by Cmdr. Billie J. Farrell.

USS Constitution will be closed during the ceremony but will reopen to public visitation 2-4 p.m.

As the 77th commanding officer of USS Constitution, Farrell will become the first woman to serve as captain in the ship’s

224-year history, dating back to 1797.

“I am honored to have the privilege to soon command this iconic warship that dates back to the roots of both our nation and our Navy and to have been afforded the amazing opportunity to serve as USS Constitution’s first female commanding officer in her 224 years,” said Farrell. “I hope to strengthen the legacy of USS Constitution through preservation, promotion and protection by telling her story and connecting it to the rich heritage of the United States Navy and the warships serving in the fleet today.”

Farrell previously served as the executive officer aboard the Ticonderoga-class guided missile cruiser USS Vicksburg (CG 69).

She is a native of Paducah, Kentucky, and a graduate of the U.S. Naval Academy and the University of Arkansas.

As USS Constitution’s crew welcomes Farrell, they will say farewell to the ship’s current commanding officer.

“I know the crew is in great hands with Commander Farrell,” said Benda. “This historic barrier is long overdue to be broken. I cannot think of a better candidate to serve as USS Constitution’s first female commanding officer. I look forward to watching what she and the crew accomplish in the next few years.”

Continued on Page 19.



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As We Face 2022?

By Sheila Dassatt

As we face a New Year, we always hope for something more positive than the last year. Well, we can still try to move forward and try not to look back (too much)! We, as a fishing industry, have a lot to overcome: Whale rules, Wind Power, Working Waterfront availability, the Covid virus and basically just overcoming these things to simply survive.

There's a lot of other issues that go along with these topics, that are just now coming to the surface. There has been quite a few new articles lately concerning our mental health through all of this. As I look at the state of affairs, the pandemic has created a lot of isolation. We are somewhat used to that in a way, some work alone on their boats, even though for safety, we really shouldn't. But during the winter, each fisherman generally has a workshop and spends a lot of time mending gear and painting lobster buoys. One thing that keeps everyone going, is the CB and VHF radios that are installed in the shops, some even have little televisions to "watch the soaps." Even though we're not all on the water, we can still monitor those that are, in case someone needs help. It is still a safety issue and a great help for keeping in touch with each other.

One thing that I didn't like about winter fishing in upper Penobscot Bay, is that there

were only about three boats that were going out that year. We tried to stay in touch, so we would be out there on the same day. It is never a good idea to be the only boat out there, especially on those super cold days, anything can happen. It was so cold one day, I thought the water looked really calm that day, as we went a little further down the bay, I discovered that it was ice! There was one other boat out there that day, and the funny story about it was when they pushed the trap over the side, it stayed on the top of the surface until the ice broke through! I will never forget that day... We didn't really build our hull to be an ice breaker! By the way, I took winter fishing off my bucket list.

Another story of survival was when we (the family) had been invited to a new boat launching on North Haven. It was Mike Brown's new 32' Holland, the Locomotion. It was a beautiful day for a launching and a gathering of friends and family. We set out for home with the Red Baron and discovered that the stern bearing came loose from the stern post and started taking water in very rapidly. I remember my brother, Glenn taking a rag and a screw driver and driving it in there and holding it with his hand. He kept it there, while Dad radioed for help. Dad headed her for Stonington, and lo and behold, we got an answer from one of those home base radios! It was "Nemo",

who called forward to Billings Diesel and told them that we were coming in, with the current situation that we were in. Roger Dunham met us there and immediately put her in the straps and hauled her up with the travel lift. We were so relieved and happy that we were heard. It turned out to be a nice visit in Stonington, Harlan Billings loaned us a truck to use while we were there, got the Baron fixed and took her home. All was well that went well.

So being in the shop with these radios on is not such a bad idea, and it helps in more ways than one. I suppose the shop radios can also be a cure for isolation from the pandemic. There's always ways to get around these situations and keep our sanity.

So what did we do for entertainment during that time, to help us with our mental health? In many workshops or kitchens, the guitars, banjos and other instruments came out. I remember as a child, the Hutchinson Family had such fun gatherings on Saturday nights. Seems that I remember a saxophone, too. In more recent times, Steve Robbins, Jr. had what they called "Church" in his workshop. A lot of folks showed up with their instrument and either played a tune

together or took a turn at singing a song. The joy was that the door was open and it was a welcoming gathering for those that were passing by.

Steve passed away last year, which seemed to be the end of that era. He is greatly missed, but they have had a gathering at the Stonington ball field, in his honor and a lot of great music once again. I hope that in time, we can do this once again. Music is always a great healing tool and an inspiration to all. Let's talk to his Little Brother, Brian.

So as we enter this New Year of 2022, let's continue to support each other with the issues that we are facing, but let's do it all in a way of helping each other along our paths. We do not want the outside world out there to think or see that we are bickering among ourselves, which is exactly how we are portrayed, even if it isn't as it appears. There is no one more helpful in my lifetime, than the help that fellow fishermen and their families have given to us over the years. We do not want our way of life to disappear in time. Let's restore our livelihoods before we are just a memory in the lives of our next generations to come. Have a Happy and Healthy New Year!

WoodenBoat Publications Acquired

WoodenBoat Publications has been purchased by two of its longtime employees. At the stroke of midnight on New Year's Eve, Matt Murphy, longtime editor of *WoodenBoat* magazine, and Andrew Breece, publisher of the company's magazine division, became the company's new owners. Each of them has acquired 50 percent of the company's shares. Breece has assumed the role of Chief Operations Officer, and Murphy is now Chief Content Officer.

Breece and Murphy have been involved with wooden boats for most of their lives. Breece, who grew up in Orono, Maine, recalls being drawn to the magazine at age 3, "fascinated by the shapes and colors in the photographs inside. By age 7, I was reading it cover to cover." After graduation from Bates College in 2008, Breece worked as the annual-fund coordinator for Mystic Seaport before serving as the development director for the Maine Island Trail Association. He joined WoodenBoat's staff in 2014, and soon after that assumed the role of publisher. Murphy, who grew up in Salem, Massachusetts, and graduated from Colby College before



Matt Murphy

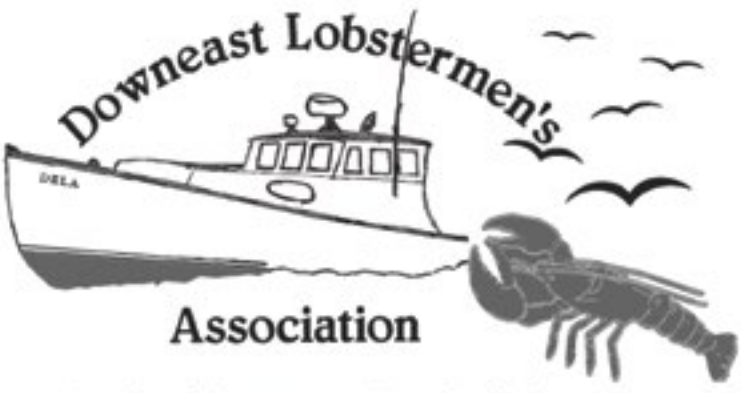


Andrew Breece

pursuing a master's degree at the University of Rhode Island, has sailed and worked on wooden boats since age 10. He worked for Dutch Harbor Boat Yard in Jamestown, Rhode Island, repairing and refinishing wooden boats, before joining the WoodenBoat staff as associate editor in 1992. He succeeded founder Jonathan Wilson as editor in 1994. "Jon set an elegant tone and a high standard for *WoodenBoat* magazine nearly five decades ago," Murphy said. "Those elements still guide everything we do."

Wilson founded *WoodenBoat* magazine in 1974 in a small off-grid cabin in Brooksville, Maine. He was a boatbuilder and repairer at that time, when the trade lacked a good professional journal. He thus decided to start one—an unlikely path for a man with no prior experience in publishing. He soon discovered that the magazine's subject matter—and his careful curation of it—appealed to readers beyond the trade, and it became a best-seller on the newsstand while also developing a loyal subscriber base. "I could not possibly have imagined the trajectory of this endeavor," he said, "when we set forth with a few cartons of magazines at the Newport (Rhode

Continued on Page 11.



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Commercial Fishing News

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

From the Director -

Another Holiday Season has come and gone, still with the threat of the Covid Virus is hovering over us. A lot of families did not get together this year, due to entire families having the virus and needing to stay isolated for at least five days for each person with it. Our family has had its share of having the virus and are just now getting back to some form of normalcy. I certainly hope that you have all been protected from the worst of it and able to move forward with life as we used to know it.

The Fishermen's Forum and the Massachusetts Annual Meeting have both been cancelled for 2022, but are still having provisions for Zoom webinars. The Board of Directors for the Forum are still meeting as usual, trying to make plans for the Scholarship Fund and some of the important sessions that still need to go on, only in Zoom form. I know, it is not quite the same as being there in person, but the information

can be quite valuable if you choose to sit in and watch.

Our industry is still facing many challenges that have not changed a whole lot. We are still dealing with the whale regulations and trying to do our ropes correctly this year. If you look on the Department of Marine Resources web site, the rules for the rope is written and shows diagrams of how the rope is to be done this season. We all want to get started with getting our gear ready, but we want to do it correctly.

I spoke with Robert Martin, an affiliate with NOAA, and he was very helpful. He also said that if he is not available, that John Higgins is also the one to speak with. They are dealing with the federal side of the rope, and recommend that we look up the Maine DMR for the state regulations. One of the issues that we spoke about was a possible amendment for the twenty-five trap trawls and the size of the vessels for safety. For a 35 foot to 38 foot boat, twenty-five traps is a

bit much for the length of the boat. We need to be sure that the changes are safe for the fishermen as well as protecting the whales. The fishermen need to be protected too. We need to weigh in on this as much as possible.

The Fishermen's Working Group is continuing to meet regularly and just had a meeting January 4th. This meeting was to discuss and refine draft recommendations for the Advisory Committee. This is a very good working group, there is a lot of honesty and passion about protecting our fishing industry as well as the elements that surround the proposed windmill project. Please remember, participation is not agreement to the project, we are working as representatives for our fishing industry. There is still a lot of research that needs to be done, along with trawl surveys and scientific findings for survival of our fish and sea birds. There is a lot to take into consideration.

Last summer, I did an interview with Andrew Joyce, Jason Joyce's son. It is an offshore wind documentary about how we all feel about the wind power. He is including D.E.L.A. as one of the hosts for this documentary. Andrew has put a lot of time and effort into this project which should be a big help to get our word out about our concerns.

We are working on a research study with the University of Maine for the impacts of the pandemic disruption on the lobster supply chain. Please, if you have any input on that subject, contact me and I will add it to the study. We have a little time before

it is final, so send any information to me at dassatt711@yahoo.com. This is also an important study.

I'm sure that most of us received the letter from Commissioner Pat Keliher, stating that on December 16th, with the approval of the Governor and the Attorney General, the DMR filed another motion to intervene in MLA v. National Marine Fisheries Service, a separate suit brought by MLA. They have been granted intervening status in this case. Basically, we feel that under the Endangered Species Act, they failed to rely on the best scientific information and the result is a series of regulatory changes over the next decade which can devastate the Maine lobster industry while having little impact of saving the whale population. Since that time, Lobster 207 have been granted intervenor status as well. At this point in time, we are all working on these issues to the best of our ability.

All of the associations and agencies may be a little different in some ways, but are all working for the same common cause. We are doing our best to support one another during these trying times, as our livelihoods depend on it.

We appreciate your continued support and hope that if you haven't signed on yet for membership, that you will do so. We depend on your voice and input. Please get involved and join us! The form is in this Maine Coastal News.

Take care and stay safe, Sheila

WoodenBoat Publications Acquired

Continued from Page 10.

Island) Sailboat Show in September 1974. But WoodenBoat grew into something far beyond a magazine, and it took on a complex and multi-dimensional framework that still leaves me in awe."

WoodenBoat magazine's readership grew to over 100,000 over the course of a decade, and in the process it connected the efforts and voices of wooden boat owners, builders, and designers around the world. With the advent of social media and online publishing, the company's audience has grown even larger and more diverse.

A fire in an early office location in Brooksville caused WoodenBoat to relocate to Brooklin in 1977, where it eventually re-rooted on a former 61-acre seaside es-

tate. On that rehabilitated property, in 1981, Wilson founded WoodenBoat School, a vibrant program that will offer more than 90 courses next summer, drawing students from all over the country—and beyond. The school's course offerings include boat-building, traditional seamanship, and related crafts. The business also includes a thriving retail operation selling books, tools, apparel, and boat-related items; book publishing; a show—The WoodenBoat Show—which is held on the grounds of Mystic Seaport Museum in Connecticut each summer; the trade magazine *Professional BoatBuilder*; and the online publication *Small Boats Magazine*.

WoodenBoat's various business enterprises will continue to operate on the Brooklin campus, which Breece and Murphy will lease from Wilson.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

	Current Allocations	Revised Allocations
Summer Flounder	60% Commercial; 40% Recreational Landings-based	55% Commercial; 45% Recreational Catch-based
Scup	78% Commercial; 22% Recreational Catch-based	65% Commercial; 35% Recreational Catch-based
Black Sea Bass	49% Commercial; 51% Recreational Landings-based	45% Commercial; 55% Recreational Catch-based

MAFMC and ASMFC Approve Changes to Commercial and Recreational Allocations of Summer Flounder, Scup, and Black Sea Bass Changes Expected to be Effective January 1, 2023

The Mid-Atlantic Fishery Management Council (Council) and the Atlantic States Marine Fisheries Commission’s Summer Flounder, Scup, and Black Sea Bass Board (Board) approved changes to the commercial and recreational allocations of summer flounder, scup, and black sea bass during a joint meeting this week in Annapolis, Maryland. These changes are intended to better reflect the current understanding of the historic proportions of catch and landings from the commercial and recreational sectors. The modified allocations are provided in the table above.

Note: Landings-based allocations are based on each sector’s harvest only. Catch-based allocations are based on each sector’s harvest plus dead discards.

The current commercial and recreational allocations for all three species were set in the mid-1990s based on historical proportions of landings (for summer flounder and black sea bass) or catch (for scup) from each sector. The Council and Board developed this amendment partly in response to recent changes in how recreational catch is estimated by the Marine Recreational Information Program (MRIP), which resulted in a revised time series of recreational data going back to the 1980s. This created a mismatch between the data that were used to set the allocations and the data currently used in management for setting catch limits. In addition, some changes have been made to commercial catch data since the allocations were established.

The amendment contained a range of allocation alternatives, with options that would maintain the current allocations and a variety of options to revise the allocations based on updated data using the same or modified “base years” (the time periods used to set the current allocations). The Council and Board ultimately voted to revise the allocations using the original base years updated with new data. This approach allows for consideration of fishery characteristics in

years prior to influence by the commercial/recreational allocations, while also using the best scientific information available to understand the fisheries in those base years.

For all three species, these changes result in a shift in allocation from the commercial to the recreational sector. However, because the summer flounder and black sea bass fisheries will be transitioning from landings-based to catch-based allocations, the current and revised allocations for those species are not directly comparable.

The Council and Board also approved an option to allow future changes to commercial/recreational allocations, annual quota transfers, and other measures addressed in the amendment to be made through framework actions/addenda. The Council and Board considered but did not recommend an option to “phase in” the allocation changes over a period of time. A phase in period was deemed unnecessary given the relatively small magnitude of allocation changes. They also considered, but did not recommend, an option to allow transfers of annual quota between the commercial and recreational sectors at this time.

The Council will forward the amendment to the National Marine Fisheries Service for review and rulemaking. The Commission’s Business Session, which represents its 15 state members, will consider final approval of the amendment, based on the Board’s recommendations, at its Winter 2022 Meeting in late January. These changes are expected to take effect on January 1, 2023.

Additional information about this amendment is available at <https://www.mafmc.org/actions/sfsbsb-allocation-amendment>.

ASMFC American Lobster Board Releases American Lobster Draft Addendum XXIX/Jonah Crab Draft Addendum IV for Public Comment Public Hearings and Webinars Scheduled for January 2022

The Atlantic States Marine Fisheries Commission’s American Lobster Management Board has approved for public comment Draft Addendum XXIX to Amend-

ment 3 to the Interstate Fishery Management Plan (FMP) for American Lobster and Draft Addendum IV to the Jonah Crab FMP. The Draft Addenda were initiated in August 2020 to consider implementing electronic tracking requirements for federally-permitted vessels in the American lobster and Jonah crab fisheries, with the objective of collecting high resolution spatial and temporal effort data.

The collection of enhanced spatial and temporal data via electronic tracking devices in the offshore fishery would support managers in addressing a number of challenges facing the fishery. Electronic tracking data would greatly improve the stock assessment’s ability to estimate exploitation and abundance for American lobster, as the trackers would allow size composition data to be linked to harvest at a finer spatial resolution than what is currently possible. Additionally, the data could improve the models used to assess the location of vertical lines in the fishery and their associated risk to endangered North Atlantic right whales, which could impact federal risk reduction requirements for the fishery. Characterizing the footprint of the U.S. lobster fishery will also be critical to ocean planning efforts to minimize spatial conflicts with other ocean uses such as aquaculture, marine protected areas, and offshore energy development, as well as provide fishery managers tools to help maintain industry fishing grounds. Last, the efficiency of law enforcement efforts could be significantly improved with data to help enforcement officials locate widely dispersed gear in the offshore fishery.

The Commission and its member states from Maine to Virginia will be conducting a series of hearings to gather public input on the Draft Addenda. Due to the COVID-19 pandemic, most hearings will be conducted via webinar; some hearings will be state-specific and others regionally-focused. Public hearing information, webinar links, and call-in information are below. Please note that in order to comment during the hearings you will need to use your computer

or download the GoToWebinar app for your phone. Those joining by phone only will be limited to listening to the presentation and will not be able to provide input. Additional details on participating in the webinar can be found later in this release; this information is particularly important for those that have not used the GoToWebinar platform before.

12 January 6:30 - 8 PM

Connecticut and New York, Colleen Bouffard (CT), 860.876.6881 or Maureen Davidson (NY), 631.444.0483

13 January, 6:30 - 8 PM

New Jersey, Delaware, Maryland and Virginia, Joseph Cimino (NJ), 609.748.2020; John Clark (DE), 302.739.9914; Michael Luisi (MD), 443.758.6547; and Patrick Geer (VA), 757.247.2236

18 January, 6 - 8 PM

Maine Department of Marine Resources, Megan Ware (ME), 207.446.0932

19 January, 6 - 8 PM

Maine Department of Marine Resources, Megan Ware (ME), 207.446.0932

New Hampshire Department of Fish and Game, Note: This hearing will be held in a hybrid format. To virtually attend this hearing, please use this webinar registration link. To listen in only, dial 1.415.655.0052 and enter 879-685-496. You can also attend in person at the address below: Urban Forestry Center, 45 Elwyn Road, Portsmouth, NH 03801, Cheri Patterson (NH), 603.868.1095

20 January, 6:30 - 8 PM

Massachusetts and Rhode Island, Nichola Meserve (MA), 617.626.1531 and Jason McNamee (RI), 401.222.4700

The Draft Addenda include two options for proposed management programs. The first is status quo or no changes to the current program, and the second is to implement electronic tracking requirements for federally-permitted American lobster and Jonah crab vessels with commercial trap gear area permits for Lobster Conservation Management Areas 1 through 5 and Outer Cape Cod. Under this option, the specified permit holders would be required to install an

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approved electronic vessel tracking device to their vessel prior to beginning a fishing trip to collect and transmit spatial data. The devices would collect vessel locations every minute, which would allow for the distinction between transiting and fishing activity, as well as the estimation of traps per trawl. The Draft Addenda also describe administrative processes at the Commission, state, and federal levels for successful implementation of the management program to ensure the data collected meet the needs of state and federal partners.

Webinar Instructions

To register for a public hearing webinar please click [HERE](#) and select the hearing(s) you plan to attend from the dropdown menu. Hearings will be held via GoToWebinar, and you can join the webinar from your computer, tablet or smartphone. If you are new to GoToWebinar, you can download the software or via the App store under GoToWebinar. We recommend you register for the hearing well in advance of the hearing since GoToWebinar will provide you with a link to test your device's compatibility with the webinar. If you find your device is not compatible, please contact the Commission at info@asmfc.org (subject line: GoToWebinar help) and we will try to get you connected. We also strongly encourage participants to **use the computer voice over internet (VoIP)** so you can ask questions and provide input at the hearing. Those joining by phone only, will be limited to listening to the presentation but will not be able to provide input during the hearing. In those cases, you can send your comments to staff via email, U.S. mail, or fax at any time during the public comment period. To

attend the webinar in listen only mode, dial 1-877-309-2071 and enter access code 350-416-497.

The Commission will also post a recording of the hearing presentation on the Commission's YouTube page so that stakeholders may watch the presentation and submit comment at any time during the comment process. This recording will be available in early January; a subsequent press release will announce the availability of the recording.

The Draft Addenda are available at http://www.asmfc.org/files/PublicInput/LobsterDraftAdd_XXIX_JonahCrab-DraftAdd_IV_PublicComment_Dec2021.pdf or via the Commission's website at <http://www.asmfc.org/about-us/public-input>. Members of the commercial fishing industry and other stakeholders are encouraged to provide input either by participating in public hearings, webinars, or providing written comment. Public comment will be accepted until **5 PM (EST) on January 31, 2022** and should be sent to Caitlin Starks, FMP Coordinator, at 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at comments@asmfc.org (Subject line: Lobster Draft Addendum XXIX). For more information, please contact Caitlin Starks at cstarks@asmfc.org or 703.842.0740.

ASMFC Northern Shrimp Section Extends Moratorium on Commercial and Recreational Fishing Through 2024

The Atlantic States Marine Fisheries Commission's Northern Shrimp Section

Continued on Page 18.

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Boat And Ship Yard News



Replacing the bottom on the 55-foot Grebe IROQUOIS at Portland Yacht Service in Portland.



GRAMPUS, a J. O. Brown of North Haven built launch being completely restored at Artisan Boatworks in Rockport.

and that project will be finished within the month.

As for other work they are building a couple of masts for Alden Indians that races out on Nantucket.

Then there are the storage boats, eighty of them, that will need some degree of work done before they hit the water this spring.

Bridges Point Boat Company West Tremont, ME

In the shop Bill Wright has two Bridges Point 24s. On the left is hull #36, which

Bill thought was built by Pert Lowell of Massachusetts in the 1990s. She had been owned by someone from Virginia and some how she sank at her mooring. He called Bill and offered her to him, but he was not quick enough and that boat was sold to some one in Maine. Bill sold him a new deck and offered advice when asked. However, it was not long before he figured out that this was a major undertaking and offered Bill the boat. Bill purchased it and brought to Mount Desert Island to be restored. The hull is now striped and Bill is starting to put in a very simple

interior. This boat already has a new owner. At the end of the summer Bill got a call for someone looking for a new boat and Bill told him about this one. This person lives in Los Angeles, California, but summers he spends off Vinalhaven where she will be kept. Since Bill is the only worker, he does sub out some work, this will keep him busy all winter.

On the other side of the shop is another Bridges Point 24, BLEW ME AWAY, which was launched last June.

In the storage shed he has another Bridges Point 24, which was owned by his father. This needs some cosmetic work, which he hopes to get to soon.

The phone and web inquiries have been coming in. In fact, he has someone interested in a new daysailer, but he knows of one that might come available, which may work out better for the buyer.

As for storage he has a small bay but has rented out the remainder to the John Williams Boat Co. in Hall's Quarry.

Finestkind Boatyard Harpwell, ME

Out in the yard is STUART LITTLE, which was put on hold last winter, but they are back on her again. Mark Hubbard, owner of the yard, said, "We have mostly painting, but we put a new fuel tank in under the engine so I have got to put that back. I've got a little bit more to do on the cabin sole which we replaced and some trim."

Another project this winter will be on FINESTKIND III, which is coming in to

have her aft waist replaced. They replaced the forward about five years ago and now the stern needs to be replaced. This boat had a fantastic summer last year and that means she got used hard. Once this aspect is done then she will get her annual maintenance.

Normally they store just over 100 boats, but this year they are at 135. Some yards do not ask customers back unless they spend a specific amount of money with them and one local yard sent them a number of customers due to this. Mark said that he is not looking forward to getting them already for the water since they do not have many employees. They could have had more work, but they turned it away. If you take it on it is easy to get overwhelmed and then no one is happy.

Shop to Shore South Bristol, ME

In the shop they have a 70-year-old 36 Olsen from Connecticut, which will be undergoing a 40 year rebuild. Even though they have yet to open her up, it was thought it was going to be an extensive project. The garboard plank is starting to let go, so they knew they would be refastening the bottom. The frames had been repaired at some point and the owner did not care how it was done so they need to go in, and that means removing the ceiling, and see just what was done and what needs to be redone. They do know that there are some cracked frames and those will need to be replaced. They also must repair the rot around the sliding windows and top of the house, and then repaint her.

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Photo Anne Blanchard

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A bow view of the Bridges Point 24 being refurbished for her new owners by Bridges Point Boat Company of Mount Desert Island.

They have a fiberglass power boat coming in, which a couple of years ago they put a new windshield on. She is back for additional work. They will be working on the console, doing interior work, repair the teak deck and doing lots of paint and varnish work.

They store several boats and these are

all good for a number of hours of work. One of these boats is a 1949 Chris Craft and they have lots of varnish.

The project that was underway when I stepped into the shop just before Christmas was a very large train table for a Lionel train set. This was nearly complete and would certainly have been ready for Christmas.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

(Section) has extended the moratorium on commercial and recreational fishing for northern shrimp through 2024. This action responds to the results of the 2021 Stock Assessment Update, which indicates the Gulf of Maine northern shrimp population remains depleted. The 2021 summer survey indices of abundance, biomass, and recruitment were at time-series lows since this data began to be collected in 1984. Predation and other environmental factors, such as warming water temperatures continue to impact the ability of the resource to rebuild.

At the meeting, several industry members voiced support for re-opening a limited commercial fishery or possibly a personal use fishery in order to aid in the collection of data to evaluate the stock status, as well as provide socioeconomic benefits to local communities. The Section did not support opening a commercial fishery due to the negative impact this would likely have on the stock. However, the Section did consider opening a small recreational fishery consisting of a two-week season, three-trap limit per person, and a 25 pound possession limit. Ultimately, the Section did not pursue this management option due to concerns about stock status, equitable access to the resource, the difficulty of preventing the illegal sale of shrimp, controlling effort, and monitoring harvest levels.

Given the continued poor condition of the resource, the extremely low likelihood of being able to fish sustainably, and the value of maximizing spawning potential to rebuild the stock if environmental conditions improve, the Section determined that a continuation of the moratorium was the best course of action. This decision aligns with the primary management objective within the Northern Shrimp Fishery Management Plan that requires the Section to protect and maintain the stock at sustainable levels that support a viable fishery. An additional FMP objective requires the Section to minimize the adverse impacts the shrimp fishery may have on other natural resources, including other commercially important fish that prey on northern shrimp.

The Section received a work group progress update on evaluating management strategies for northern shrimp given changes in species abundance. The Section agreed that this work should be continued with particular focus on further developing a

management option for recreational fishing that allows for the personal consumption of harvested shrimp. The work group was also directed to explore how the northern shrimp fishery would be managed if the Commission relinquished control of the fishery management plan. Since future funding for the summer shrimp survey remains uncertain, the Section also tasked the work group with discussing options for maintaining stock assessment updates without the data that this survey provides. The work group will continue to discuss these topics in consultation with representatives from the National Marine Fisheries Service, the Commission’s Interstate Fisheries Management Program Policy Board, the Northern Shrimp Technical Committee, and the Northern Shrimp Advisory Panel.

Finally, the Section elected Senator David Miramant of Maine as Section Vice-Chair. Section members thanked Raymond Kane of Massachusetts for his two years of service as Chair; Ritchie White of New Hampshire is the new incoming Chair.

The 2021 Stock Assessment Update is available at http://www.asmfc.org/uploads/file/61bd06a5NShrimpAssessmentUpdateReport_2021.pdf. For more information, please contact Dustin Colson Leaning, Fishery Management Coordinator, at dleaning@asmfc.org.

PR21-32 Motions Move to continue a commercial fishery moratorium for northern shrimp and establish a northern shrimp personal use fishery in 2022. The personal use fishery will be defined as:

A two-week season of Feb. 14-28, 2022. Traps can be set starting one week prior on Feb. 7, 2022

This is a trap only fishery with a three-trap limit per permit holder

A trip limit of 1 five-gallon bucket of whole shrimp (25 lbs) per vessel per trip per day

The commercial sale of northern shrimp is prohibited

In 2022, convene a work group of section members, ASMFC staff, and NOAA to discuss what relinquishing management of northern shrimp looks like and associated ramifications. Motion made by Ms. Ware and seconded by Ms. Patterson. Motion fails for lack of a majority (ME in favor, MA and NH opposed). Move to continue the commercial moratorium for 3 years. In 2022, convene a work group of Section members, ASMFC staff, and NOAA to discuss what

relinquishing management of northern shrimp looks like and associated ramifications. The Section would explore a personal use fishery at the same time. Motion made by Mr. Abbott and seconded by Mr. Kane. Motion passes (MA and NH in favor, ME opposed). Move to have a moratorium on the recreational/personal use fishery for 3 years. Motion made by Mr. Abbott and seconded by Dr. Armstrong. Motion carries (MA and NH in favor, ME null). Move to nominate Senator Miramant from Maine as the Vice Chair of the Section. Motion made by Ms. Ware and seconded by Ms. Patterson. Motion passes unanimously.

Bluefish Management Board & Mafmc (DECEMBER 13, 2021)

Meeting Summary The Bluefish Management Board (Board) met jointly with the Mid-Atlantic Fishery Management Council (MAFMC or Council) to develop bluefish recreational management measures for 2022 and 2023. The Council and Board agreed to maintain status quo recreational management measures for bluefish in state and federal waters for both years. These measures include a coastwide 3-fish and 5- fish bag limit for private and for-hire anglers, respectively. The Council and Board discussed uncertainty associated with bluefish discard estimates and MRIP inputted 2020 harvest estimates. The Council and Board also acknowledged that bluefish is entering a 7-year rebuilding plan (starting in 2022) and is scheduled for a research track assessment in June 2022. In addition, the current recreational management measures were not implemented by all states until mid-late 2020; therefore, the full impact of these measures is currently difficult to assess. Given these uncertainties and future bluefish developments, the Council and Board agreed with the Monitoring Committee recommendation to maintain status quo measures for 2022-2023. The Council and Board recommended that the Monitoring Committee consider assessing the impact of a 7-fish bag limit for the for-hire sector when the 2023 specifications are reviewed next year. However, it was indicated that given the research track assessment work and other uncertainties, conducting this analysis will be challenging. For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org.

Motions Move to maintain status quo state and federal waters recreational measures for bluefish in 2022 and 2023, including a 3-fish and 5-fish bag limit for private and for-hire anglers, respectively. This includes conservation equivalency measures for Georgia state waters, which includes a 15 fish bag limit, minimum size of 12 inches, and a closed sea-

son of March 1st through April 30th. Board: Motion made by Mr. Clark, second by Ms. Meserve. Motion carries by consent with no objections. Roll Call: In favor - ME, MA, RI, CT, NY, NJ, DE, MD, PRFC, VA, NC, GA, FL, NOAA Fisheries. Council: Batsavage/Geer. Motion carries (19 in favor). Motion carries.

Summer Flounder, Scup and Black Sea Bass Management Board & Mafmc (DECEMBER 14, 2021)

MAFMC and ASMFC Approve Changes to Commercial and Recreational Allocations of Summer Flounder, Scup, and Black Sea Bass

Changes Expected to be Effective January 1, 2023 The Mid-Atlantic Fishery Management Council (Council) and the Atlantic States Marine Fisheries Commission’s Summer Flounder, Scup, and Black Sea Bass Board (Board) approved changes to the commercial and recreational allocations of summer flounder, scup, and black sea bass during a joint meeting this week in Annapolis, Maryland. These changes are intended to better reflect the current 3 understanding of the historic proportions of catch and landings from the commercial and recreational sectors. The modified allocations are provided in the table below.

Current Allocations Revised Allocations Summer Flounder 60% Commercial; 40% Recreational Landings-based 55% Commercial; 45% Recreational Catch-based Scup 78% Commercial; 22% Recreational Catch-based 65% Commercial; 35% Recreational Catch-based Black Sea Bass 49% Commercial; 51% Recreational Landings-based 45% Commercial; 55% Recreational Catch-based Note: Landings-based allocations are based on each sector’s harvest only. Catch-based allocations are based on each sector’s harvest plus dead discards.

The current commercial and recreational allocations for all three species were set in the mid-1990s based on historical proportions of landings (for summer flounder and black sea bass) or catch (for scup) from each sector. The Council and Board developed this amendment partly in response to recent changes in how recreational catch is estimated by the Marine Recreational Information Program (MRIP), which resulted in a revised time series of recreational data going back to the 1980s. This created a mismatch between the data that were used to set the allocations and the data currently used in management for setting catch limits. In addition, some changes have been made to commercial catch data since the allocations were established.

Continued on Page 20.

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U. S. NAVY NEWS

Continued from Page 9.

USS Constitution partners with the USS Constitution Museum to promote maritime heritage, naval service and the legacy of Old Ironsides.

“The USS Constitution Museum is honored to welcome Commander Billie J. Farrell, 77th Commanding Officer of USS Constitution,” USS Constitution Museum President and CEO Anne Grimes Rand said. “This is an exciting time in Boston with a female mayor and a female captain for Old Ironsides. Women have been represented in Constitution’s crew since I joined the museum staff in 1986, and the first female officer came aboard in 1996.”

The first female commissioned officer to serve aboard USS Constitution was Lt. Cmdr. Claire V. Bloom, who served as an executive officer and led the historic 1997 sail, the first time Old Ironsides sailed under her own power since 1881.

The first female crew member was Rosemarie Lanam, an enlisted Sailor, who joined USS Constitution’s crew in 1986.

Today women comprise more than one third of the 80-person crew.

USS Constitution is the world’s oldest commissioned warship afloat and played a crucial role in the Barbary Wars and the War of 1812, actively defending sea lanes from 1797 to 1855.

The active-duty Sailors stationed aboard USS Constitution provide free tours and offer public visitation as they support the ship’s mission of promoting the Navy’s history and maritime heritage and raising awareness of the importance of a sustained naval presence.

USS Constitution was undefeated in battle and destroyed or captured 33 opponents.

The ship earned the nickname of Old Ironsides during the war of 1812 when British cannonballs were seen bouncing off the ship’s wooden hull.

Naval Special Warfare Celebrates 60th Anniversary of SEAL Teams From Naval Special Warfare Command 07 January 2022

SAN DIEGO and NORFOLK, Va. - Naval Special Warfare Command (NSWC) rang in the New Year with a celebration of their own as this month marks sixty years since the establishment of the first SEAL teams.

Recognizing the need for an increase in special forces and unconventional warfare during the Vietnam War, President Kennedy directed the Secretary of Defense to increase and reorient U.S. special forces and unconventional warfare units in a speech to Congress, May 25, 1961.

“Our nation’s Naval commandos celebrate the 60th anniversary of the SEAL teams this week with President John F. Kennedy’s order to establish SEAL Team 1 and 2 in January 1962,” said Rear Adm. H.W. Howard III, commander, NSWC. “We’re reminded of the legacy that set our standard and the heroes whose shoulders we stand

upon today.”

Within eight months, preexisting Underwater Demolition Teams provided the manpower required to establish the first SEAL teams at Naval Amphibious Base (NAB) Coronado, California, and NAB Little Creek, Virginia, Jan. 1, 1962. Their mission was to conduct unconventional warfare, counter-guerrilla warfare and clandestine operations.

“As we urgently adapt and innovate to meet new threats and missions of greater complexity and risk, we honor the stewardship, integrity, grit and gallantry that the founding members of our community demonstrated in their service,” said Howard. “In marking this milestone, Naval Special Warfare also celebrates our authentic and timeless team – a team anchored on earned trust, candor, creativity and resilience – a humble team with an ironclad commitment to the nation and all we serve.”

The Naval Special Warfare (NSW) community’s history pre-dates the establishment of the SEAL teams by twenty years. In August 1942, the Amphibious Scouts and Raiders (Joint) and the Special Mission Naval Demolition Unit were established at Amphibious Training Base Little Creek, Virginia, to perform specific missions during Operation Torch – the allied invasion of North Africa – in November 1942.

“Our community is built upon the shoulders of the warriors who came before us,” said Capt. David Abernathy, commodore, Naval Special Warfare Group 1. “The high standards, unique capabilities, strength and diversity found across the NSW community today is a direct reflection of those first SEALs who paved the way.”

Capt. Donald G. Wetherbee, commodore, Naval Special Warfare Group 2, said that throughout the community’s 80-year history, naval commandos engaged in operations from the beaches of North Africa and Normandy, the islands of the Pacific, Korea and Vietnam, Iraq and Afghanistan, to countless other areas of the world – on land and under the sea.

“Today’s SEAL teams, along with other components of Naval Special Warfare, represent a unique ability to access denied environments, providing scalable kinetic and non-kinetic effects that set the conditions to undermine adversary confidence and provide diplomatic leverage in competition, and higher end options in crisis and conflict,” said Wetherbee. “At the same time, the incredible leadership, cognitive attributes and character of our people remain the same as

they did from day one of our community’s birth. I’m truly humbled to have the privilege of working with the men and women of Naval Special Warfare every day.”

From Scouts and Raiders, Naval Combat Demolition Units, Operational Swimmers, Underwater Demolition Teams, and the Motor Torpedo Boat Squadrons of World War II to now SEALs, Special Warfare Combatant-craft Crewmen (SWCC) and special development groups, Naval Special Warfare is a complex and humble community who is proud of its warfighting heritage.

NSW commands will celebrate this milestone all year long by hosting events and ceremonies, as well as releasing stories

and social media posts that highlight the rich history of SEAL operators to honor NSW’s proud warfighting heritage, give insight into how special operators integrate with the fleet for distributed maritime operations, and highlight the capabilities NSW assets bring to the strategic competition.

Since 1962, Naval Special Warfare has been the nation’s premier maritime special operations force – a highly reliable and lethal force – always ready to conduct full-spectrum operations, unilaterally or with partners, in support of national objectives, and uniquely positioned to extend the Fleet’s reach, delivering all-domain options for Naval and joint force commanders.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 18.

The amendment contained a range of allocation alternatives, with options that would maintain the current allocations and a variety of options to revise the allocations based on updated data using the same or modified “base years” (the time periods used to set the current allocations). The Council and Board ultimately voted to revise the allocations using the original base years updated with new data. This approach allows for consideration of fishery characteristics in years prior to influence by the commercial/recreational allocations, while also using the best scientific information available to understand the fisheries in those base years. For all three species, these changes result in a shift in allocation from the commercial to the recreational sector. However, because the summer flounder and black sea bass fisheries will be transitioning from landings-based to catch-based allocations, the current and revised allocations for those species are not directly comparable.

The Council and Board also approved an option to allow future changes to commercial/recreational allocations, annual quota transfers, and other measures addressed in the amendment to be made through framework actions/addenda. The Council and Board considered but did not recommend an option to “phase in” the allocation changes over a period of time. A phase in period was deemed unnecessary given the relatively small magnitude of allocation changes. They also considered, but did not recommend, an option to allow transfers of annual quota between the commercial and recreational sectors at this time.

The Council will forward the amendment to the National Marine Fisheries Service for review and rulemaking. The Commission’s Business Session, which represents its 15 state members, will consider 4 final approval of the amendment, based on the Board’s recommendations, at its Winter 2022 Meeting in late January. These changes are expected to take effect on January 1, 2023.

Additional information about this amendment is available at <https://www.mafmc.org/actions/sfsbsb-allocation-amendment>. Meeting Summary Summer Flounder The Summer Flounder, Scup and Black Sea Bass Management Board (Board) and the Council agreed to continue the use of regional conservation equivalency for summer flounder in 2022 to achieve, but not exceed, the 2022 recreational harvest limit (RHL) of 10.36 million pounds. Conservation equivalency allows individual states or multi-state regions to develop customized measures that, in combination, will achieve but not exceed the coastwide RHL. Due to the increase in the RHL between 2021 and 2022, from 8.32 to 10.36 million pounds, and because recent harvest estimates have been well below the 2022 RHL, the Council and Board recommended allowing for up to a 16.5% liberalization of state or regional measures under conservation equivalency. The Council and Board agreed with the Monitoring Committee’s conclusion that liberalizations beyond this amount may pose too much of a risk of exceeding the RHL, as harvest has varied considerably under the same management measures over the past four years. Any proposed state or regional adjustments to measures will be considered by the Commission’s Technical Committee and Summer Flounder, Scup, and Black Sea Bass Board in early 2022. The Council and Board also approved non-preferred coastwide measures consisting of a 4-fish possession limit, an 18.5-inch total length minimum size, and an open season of May

15 – September 15. These measures will be waived in favor of state regulations if conservation equivalency is approved by the National Marine Fisheries Service (NMFS). The Council and Board made no changes to the current precautionary default measures (i.e., a 2-fish possession limit, a 20-inch total length minimum size, and an open season of July 1 – August 31) which would be implemented in any state or region that does not adopt measures consistent with the conservation equivalency guidelines.

For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org.

Scup The Council and Board agreed to increase the scup recreational minimum size by one inch in state and federal waters. In federal waters, this results in a 10 inch total length minimum size. In state waters, this one-inch increase would be applied to each state’s measures, which varies by state and mode. Collectively, this change in state and federal waters is expected to achieve an approximate 33% reduction in harvest compared to the 2019-2021 average. The Council and Board acknowledged that this is less than the estimated 56% reduction in harvest needed to fully constrain recreational harvest to the 2022 RHL of 6.08 million pounds; however, they agreed that 33% was an appropriate level of reduction given the negative socioeconomic impacts of the full 56% reduction and the current high biomass level. In 2020 and 2021 the Council and Board maintained status quo recreational measures despite predicted overages as a short-term approach to allow more time to consider how management should adapt to the revised recreational harvest estimates from MRIP. During this meeting, the Council and Board considered continuing status quo measures for a third year, but they concluded that this had been intended as a temporary solution and that some reduction in recreational harvest in 2022 is necessary to meet the Council’s statutory requirement to prevent overfishing. They also noted that it 5 would not be appropriate to leave measures unchanged in 2022 given the magnitude of the expected RHL overage and concerns about low recruitment in recent years, including the lowest for the time series in 2019.

For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org.

Black Sea Bass The Council and Board approved measures to achieve a 28% reduction in coastwide harvest of black sea bass in 2022, compared to the 2018-2021 average. This reduction is needed to avoid exceeding the 6.74 million pound RHL for 2022. Given the current healthy stock status of black sea bass, the Council and Board considered requiring a 14% reduction rather than the full 28% reduction; however, this would be expected to result in an RHL overage and is therefore not consistent with the fishery management plan or the federal regulations. After a lengthy discussion, the Council and Board agreed to use the conservation equivalency process to waive federal waters measures and allow states to work together as regions to develop measures to collectively reduce harvest by 28% compared to the 2018-2021 average. The regional measures will be determined through the Commission process in early 2022.

This will be the first time conservation equivalency has been used for the recreational black sea bass fishery. The Council and Board approved the use of conservation equivalency for black sea bass through a framework action and addenda completed

in 2019. As a result, the Council and Board must now make an annual decision between implementing one set of coastwide measures which apply uniformly in federal waters and all states or using the conservation equivalency process to waive the federal waters measures and allow individual states or multi-state regions to develop customized measures that, in combination, will achieve but not exceed the coastwide RHL.

As part of approving conservation equivalency for 2022, the Council and Board also approved non-preferred coastwide measures consisting of a 14-inch minimum size limit, a 5 fish possession limit, and an open season of May 15-September 21. These measures are intended to be waived in favor of regional measures which would collectively prevent an RHL overage. The Council and Board also agreed to precautionary default measures consisting of a 16-inch minimum size, a 3 fish possession limit, and an open season of June 24-December 31. These measures are intended to be implemented in any state or region that does not put forward a proposal that can be approved by the Board through the conservation equivalency process. Ecosystem Approach to Fisheries Management Recreational Summer Flounder Management Strategy Evaluation The Council and the Summer Flounder, Scup, and Black Sea Bass Management Board received an update on recent activities regarding the recreational summer flounder management strategy evaluation (MSE) project. Development of this MSE is part of the continued implementation of the Council’s Ecosystem Approach to Fisheries Management (EAFM) structured framework process. The objectives of this MSE are to (1) evaluate the biological and economic benefits of minimizing discards and converting discards into landings in the recreational summer flounder fishery, and (2) identify management strategies to effectively realize these benefits. In August the Council and Board approved a range of management objectives and alternatives for further refinement and evaluation by the technical work group and core stakeholder group. During this meeting, staff provided an update on the 6 project activities that have occurred since the August meeting with a focus on the outcomes of workshop #2 with the core stakeholder group and on the development of biological and economic models to be used to evaluate different management objectives and strategies. It is anticipated that final results of the project will be presented to the Council and Board in mid-2022. Motions Summer Flounder Recreational Measures Move to adopt conservation equivalency for 2022 summer flounder recreational management, and allow for up to a 16.5% liberalization in state or regional measures. Non-preferred coastwide measures would include an 18.5-inch minimum size, 4 fish possession limit, and open season from May 15-September 15. In addition, the precautionary default measures would include a 20-inch minimum size, 2 fish possession limit, and open season from July 1-August 31. Council: Nowalsky/Lenox. Motion carries (19 in favor, 1 abstention). Board: Motion made by Mr. Nowalsky and seconded by Mr. Clark. Motion passes without objection. Roll Call: In favor - MA, RI, CT, NY, NJ, DE, MD, PRFC, VA, NC; Abstentions – NOAA Fisheries, USFWS. Scup Recreational Measures Move to increase the scup recreational minimum size by one inch in state and federal waters. The one inch increase would be applied to existing 2021 state measures, which vary by state and mode. In federal waters, this results in a 10 inch total length minimum size for scup achieving an approximate 33% reduction in

harvest. Council: Nowalsky/Risi. Motion carries (12 in favor, 7 opposed).

Board: Motion made by Mr. Nowalsky and seconded by Mr. Borden. Motion passes (6 in favor, 2 opposed, 2 null and 1 abstention). Roll Call: In favor - MA, RI, CT, NY, NJ, MD; Opposed – NC, NOAA Fisheries; Null – VA, DE; Abstentions – PRFC. Black Sea Bass Recreational Measures Move to adopt conservation equivalency for 2022 black sea bass recreational management, with a 28% reduction in coastwide harvest compared to the 2018-2021 average. Non-preferred coastwide measures are: 14-inch minimum size, 5 fish possession limit, and open season of May 15-September 21. Precautionary default measures are: 16-inch minimum size, 3 fish possession limit, and open season of June 24-December 31. Council: Pentony/Wilke. Motion carries (11 in favor, 9 opposed). Board: Motion made by Mr. Pentony and seconded by Mr. Cimino. Motion passes (7 in favor, 4 opposed, 1 null). Roll Call: In favor – NH, RI, DE, PRFC, VA, NC, NOAA Fisheries; Opposed – MA, CT, BY, NJ; Null – MD.

Motion to Substitute I move to substitute to adopt conservation equivalency for 2022 black sea bass recreational management, with a 14% reduction in coastwide harvest compared to the 2018-2021 average. Non-preferred coastwide measures are: 14-inch minimum size, 5 fish possession limit, and open season of May 15-October 31. Precautionary default measures are: 16-inch minimum size, 3 fish possession limit, and open season of June 24-December 31. Board: Motion made by Ms. Meserve and seconded by Mr. Gilmore.

Council: Davidson/Nowalsky (9 in favor, 11 opposed) Motion fails for lack of Council majority. 7 Summer Flounder, Scup, Black Sea Bass Commercial/Recreational Allocation Amendment Main Motion I move to adopt the status quo alternatives for summer flounder (1a-4), scup (1b-1) and black sea bass (1c-4) as final preferred alternatives for the commercial/recreational re-allocation amendment. Board: Motion made by Mr. Reid, and seconded by Ms. Madsen Council: Gwin/Hemilright Motion substituted. Motion to Substitute Move to substitute to adopt options fluke-4, scup-4 and BSB-4 as preferred alternatives for the commercial/recreational reallocation amendment. For summer flounder, this results in a 50% allocation of catch to the commercial sector and a 50% allocation of catch to the recreational sector. For scup, this results in a 63.5% allocation of catch to the commercial sector and a 36.5% allocation of catch to the recreational sector. For black sea bass, this results in a 40.5% allocation of catch to the commercial sector and a 59.5% allocation of catch to the recreational sector. Board: Motion made by Mr. Nowalsky and seconded by Ms. Meserve. Motion carries (9 in favor, 2 opposed, 2 abstentions Council: Nowalsky/Cimino. Motion carries (13 in favor, 5 opposed, 1 abstention). Motion to Substitute Move to substitute the adoption of allocations for all 3 species that are based on updating the base years with new data, applying those as catch for all three species (alternatives 1a-5, 1b-2, and 1c-5). For summer flounder, this results in a 55% commercial allocation and 45% recreational allocation. For scup, this results in a 65% commercial allocation and 35% recreational allocation. For black sea bass, this results in a 45% commercial allocation and 55% recreational allocation. Board: Motion made by Ms. Madsen and seconded by Mr. Gilmore. Motion carries (6 in favor, 4 opposed, 1 null, 2 abstentions).

Council: Risi/Gwin. Motion carries (13 in favor, 6 opposed, 1 abstention).

MISCELLANEOUS COMMERCIAL FISHING NEWS

Main Motion as Substituted Move to adopt allocations for all 3 species that are based on updating the base years with new data, applying those as catch for all three species (alternatives 1a-5, 1b-2, and 1c-5). For summer flounder, this results in a 55% commercial allocation and 45% recreational allocation. For scup, this results in a 65% commercial allocation and 35% recreational allocation. For black sea bass, this results in a 45% commercial allocation and 55% recreational allocation. Council: Motion carries (14 in favor, 5 opposed, 1 abstention). Board: Motion carries (9 in favor, 1 opposed, 1 null, 2 abstentions). I move to approve the following alternatives for the commercial/recreational allocation amendment:

No phase in for reallocation (alternative 1d-1)

No action on transfers (alternative 2a) Council: Batsavage/Davidson.

Motion carries by consent. Board: Motion made by Mr. Batsavage, seconded Madsen. Motion carries by consent with one abstention from USFWS. 8 Move to allow future changes to commercial/recreational allocations, transfers, and other measures included in this amendment to be made through a framework/addendum (alternative 3b).

Board: Motion made by Ms. Meserve and seconded by Mr. Gilmore. Motion carries (11 in favor, 1 opposed). Council: Duval/Risi Motion carries (15 in favor, 5 opposed).

Move to recommend to the Commission to approve the Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment as modified today, with an implementation date of January 1, 2023.

Board: Motion made by Mr. Gilmore and seconded by Mr. Clark. Motion passes

without objection. Roll Call: In favor NH, MA, RI, CT, NY, NJ, DE, MD, PRFC, VA, NC; Abstentions – NOAA Fisheries, USFWS. I move to submit this amendment, with identification of the preferred alternatives, to NOAA Fisheries. Council: Risi/Wilke. Motion carries by consent with 1 abstention from NMFS.

U.S. and Canadian Officials Focus on Risk Reduction and Protection Measures for Endangered North Atlantic Right Whales

A message from NOAA Fisheries Assistant Administrator Janet Coit on a recent meeting among U.S. and Canadian officials regarding the conservation and protection of North Atlantic right whales.

In December, NOAA Fisheries held another productive biannual engagement with officials from the Department of Fisheries and Oceans Canada to discuss ongoing efforts by both countries to protect and recover North Atlantic right whales, one of the world’s most endangered large whale species. Fisheries’ Deputy Assistant Administrator for Regulatory Programs, Sam Rauch, and our Regional Administrator for the Greater Atlantic Regional Fisheries Office, Mike Pentony, joined me for this meeting.

While this was the last of the 2021 bi-annual meetings with Canada on this topic, it was my first as the Assistant Administrator for Fisheries. Both of our countries face the same challenge: trying to protect every one of the North Atlantic right whales left in the world. Right now, fewer than 350 of these critically endangered whales remain. Our experts say that we need 20 or more new calves annually to keep the population from edging even further towards extinction. This year, there is some promising news—so far

there are 11 confirmed mother-calf pairs currently swimming off the East Coast.

As our Canadian counterparts stepped through their current conservation measures and plans for the future, I gained a better understanding of their priorities. They use a variety of techniques to study, protect, and recover these endangered whales, just as we do.

Specifically, Canada shared details on a new grant program to test and refine whale-safe gear, including ropeless fishing gear technology and weak buoy lines. We discussed our ongoing efforts in gear analysis and in identifying where entanglements occur. Risk assessment was another topic we covered, including the level of risk reduction to right whales—especially from entanglements—that the Canadians are achieving under their conservation measures. We also discussed our respective regulations and goals with respect to reducing vessel speeds so as to curtail whale strikes.

These collaborative, biannual meetings are critical to keeping open lines of communication with Canada towards pressing forward to meet our mutual goals. I will continue to focus on working with Canada and fully support our colleagues in the Greater Atlantic Regional Office, the Northeast Fisheries Science Center, and national Office of Protected Resources. We will all continue working together with our Canadian counterparts on science, gear modifications and innovations, and management strategies to make progress in every way we can to further the protection of these endangered whales.

COVID-19 Impacts on U.S. Fishing and Seafood Industries Show Broad Declines in 2020

NOAA Fisheries has released a report

that analyzes the impacts of COVID-19 on the U.S. seafood industry and for-hire fishing sector for 2020.

NOAA Fisheries released an updated report, *U.S. Seafood Industry and For-Hire Sector Impacts from COVID-19: 2020 in Perspective*. It provides an economic assessment of COVID-19 effects on the U.S. fishing and seafood industry in 2020. This includes analyses of the wild harvest, aquaculture, and the recreational charter/for-hire sectors. Our analysis shows that the COVID public health crisis created a turning point for the U.S. and the global seafood industry. It created new long-term challenges to expanding our sustainable domestic seafood sector. The pandemic also created significant challenges for the U.S. recreational for-hire industry.

Overall, our analysis of industry impacts are consistent with previous reports that indicate a broad scale and scope of the effects of COVID-19 on the entire sector.

Commercial fishing landings revenue declined 22 percent in 2020 relative to the 5-year baseline (2015–2019), with all re-

Continued on Page 22.

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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.

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

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 21.

gions experiencing a significant decline

The aquaculture industry continued to struggle despite the incremental re-opening of restaurants beginning in May 2020

The recreational for-hire industry saw a decline of more than 17 percent in trips nationwide from the previous 5-year annual average

Under typical circumstances, U.S. commercial and recreational fisheries and the broader U.S. seafood industry have a broad, positive economic impact on the U.S. economy. They generate more than \$200 billion in annual sales and support 1.7 million jobs.

Losses vary by sector, region, and industry. Data and information from this report may help businesses and communities assess losses and inform long-term recovery and resilience strategies.

Cooperative Research Branch Fall Gulf of Maine Bottom Longline Surveys Completed

This hook-based fishery survey is conducted alongside fishing industry collaborators every fall and spring. Focusing on rocky habitat in the southern Gulf of Maine, the survey informs questions of abundance and distribution of species that live there.

The survey successfully sampled all 45 stations this fall with tub-trawl bottom longline gear in the southern Gulf of Maine. Most of the stations are selected in areas of rocky bottom, which can be difficult to survey effectively with trawl gear.

Preliminary counts show that the sur-

vey team collected over 600 age samples and measured the lengths of approximately 10,000 individual fish across all species encountered. By request, the survey team also took samples for specific sizes of white hake to support a Science Center research project on maturity. This year, 180 skates were sampled, with few whole samples retained for a university research partner. Some thorny skates and dogfish were tagged and released for other research collaborators.

Despite this being the eighth year of the survey, the team had some novel experiences. On the first trip of the season, the F/V *Mary Elizabeth* encountered blue sharks that chewed through the gear, causing some of it to be lost. This interaction occurred twice, and the stations needed to be made up later in the survey, lengthening the total number of sea days required for this year's survey. In past years, there have been several other sets where bites on the line occurred, but the rest of the gear was able to be recovered.

Two species were encountered for the first time on this survey. On the second trip of the season, the F/V *Mary Elizabeth* the survey caught a smooth dogfish. Chief scientist Dave McElroy noted that it was rare to see that species that far north in late October.

Both vessels also counted solitary conger eels among their catch—the F/V *Mary Elizabeth* team encountered this species near Jeffreys Ledge, while the F/V *Tenacious II* caught one in the eastern Gulf of Maine. McElroy also noted that this species is not known to be a typical resident in the Gulf.

In addition to the biological data, the

team collects video footage of bottom habitat. This year's highlights included good views of a monkfish, cusk (which has only been observed on this project once before), and first time video sightings of winter flounder and thorny skate.

River Herring Science in Support of Species Conservation and Ecosystem Restoration

River herring populations are at all-time lows as a consequence of historic dam construction, habitat loss, habitat degradation, and overfishing.

Did you know that historically, river herring populations were enormous, and their populations reached into hundreds of millions? Today that is not the case. A broad review of current scientific literature on river herring in New England and the mid-Atlantic was recently published in *Marine and Coastal Fisheries*. It also considers Canada and the southeastern United States. It summarizes current knowledge and identifies research needs and threats, including consequences of dam construction, habitat loss, habitat degradation, and overfishing.

River Herring History

The term "river herring" is a combined name for the alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*). River herring return to freshwater habitats to spawn, providing food to many species, nutrients to freshwater ecosystems. They play a pivotal role in regulating the food web structure. They also help support the conservation of the endangered Atlantic salmon, by being prey to predators and thus reducing the predation on salmon. Furthermore, river herring also contribute to a wide variety of important ecosystem services that benefit people.

These fish supported some of the oldest fisheries in the United States. Their historically high abundance, wide distribution, and migratory life cycle are intertwined with the human experience along the Atlantic seaboard of North America. They are culturally important to a number of Native American tribes, who celebrate the runs of river herring adults into freshwater spawning habitats along the East Coast.

Threats to River Herring

Since European colonization, almost all migratory species in eastern North America have declined in abundance. Unfortunately, river herring populations are at historical lows as a consequence of dam construction, habitat loss, habitat degradation, and overfishing. The reduction in spawning habitat by dams is the largest disturbance based on the estimated yearly loss of river herring in the area. From Maine to Virginia, there are more than 14,000 dams across the 13 states! Juvenile river herring swimming out to sea, and adults in the river and swimming upstream to spawn, are all disrupted by dams.

Dams are not the only barrier to upstream and downstream fish passage: culverts and road crossings also contribute. Other threats to river herring include:

- Poor water quality
- Contaminants that contribute to habitat degradation negatively impact river herring eggs and larvae
- Changing temperatures associated with climate change, which can adversely affect river herring physiology, growth, migration timing, and survival

How Are We Helping to Restore Populations?

Assessing river herring stocks is a daunting task. Both species use a variety of habitats from freshwater to open ocean and have broad ranges along much of the East Coast. Additionally, similarities in body shape and form between the two species add

to the complexity of evaluating their stock structure. Most data collection programs and management actions to merge both species and also fish from different rivers and regions.

To help restore river herring, NOAA Fisheries and the Atlantic States Marine Fisheries Commission established a technical expert working group in 2013. It combines information about river herring and identifies needs to advance the science to help restore the species. "We were questioned when the working group was formed, but this group represents a critical step in river herring restoration by combining the knowledge and efforts of many experts and organizations," says Diane Borggaard of the Protected Resources Division at the Greater Atlantic Regional Fisheries Office. "This collaborative framework is an approach that has helped further needs for river herring and could serve as a model for other species."

In 2020, the working group was renamed the Atlantic Coast River Herring Collaborative Forum. The forum has been very effective in bringing together a broad group of experts to better understand river herring and to consider the complexities of river herring restoration. The collaboration between NOAA Fisheries, the Commission, and New England and Mid-Atlantic Fishery Management Councils has facilitated a number of steps to promote the restoration of the two species.

Ecosystem Approaches to Restoration

There is a need for comprehensive science and management to help restore and maintain healthy river herring populations. This includes considering all the threats to river herring holistically.

"River herring restoration is not a fisheries management issue, it is an ecosystem management issue and to be successful we need to apply ecosystem approaches," said Jon Hare, Science and Research Director of the Northeast Fisheries Science Center and lead author of the study. Collaborative efforts across all sectors are required to manage and restore healthy river herring populations. To help restore river herring through an ecosystem approach, river herring managers, researchers, and community groups from across the species' range need to collaborate to share and synthesize information to coordinate management and science efforts.

While there are still a number of unknowns remaining regarding how various threats and climate change will interact with conservation efforts, there is good news. One method is removing dams to increase river herring abundance by allowing them access to spawning habitats. For example, when the Edwards Dam was removed in 1999 river herring returns to the Kennebec River increased by 228 percent. When the Fort Halifax Dam was removed in 2008, river herring returns on the Sebasticook River in Maine increased by 1,425 percent.

There were also signs of improvement from the 2012 to the 2017 stock assessments. Sixteen out of the 54 rivers in 2017 exhibited increased population trends compared to 2 of 54 rivers in 2012. Much progress has been made in the past 10 years, but important data gaps still need attention. That includes the effects of contaminants and land use on river herring productivity, and a better understanding of stock structure. The next steps are to focus on creating standardized stock assessments and to promote a collaborative framework to support long-term effective restoration and conservation of river herring.



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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

13 June
Page 8.

Commerce and Trade.

There is at present a good sized fleet of vessels in the port of Bangor, but freights are plenty and rates very firm. Present quotations on ice freights are \$1.50 to \$ 1.75 to New York and the Sound; Philadelphia, \$1.10; Norfolk, VA, \$1.25; Lumber freights are \$2.25 to Boston; Sound ports, \$2.75 to \$3.00; and New York, \$3.00 to \$3.25.

In the Bangor produce market jobbing prices are as follows: Butter, 18 to 20c; yellow-eye beans, \$3.00 to \$3.10; cheese, 11 to 12½ c; fowl, 13d; chicken, 14d; salmon, 20 to 25c. per lb.; fresh mackerel, 25c apiece; Penobscot river alewives, 15c a string; corn, 50 to 51c; oats, 44 to 45c; potatoes, 75c; strawberries, 17 to 20c; cucumbers, 6c apiece; hay, \$9 to \$10.

It is said that there are more barges on the Kennebec this year than ever before, loading ice for Southern ports; but active sailing vessels are there in goodly numbers too. On one day recently there were in the river from Richmond to Augusta, 31 three-masters, 11 two-masters, and three four-masters. The barges cannot be used much above Bath, on account of their deep draught, and as the greatest number of ice houses is above that city, there is no immediate danger that the sailing vessels will be superseded.

Among recent charters are the following: bark SAMUEL B. HALE, Portland to Buenos Ayres, lumber, \$12; bark GLENEIDA, Kennebec to Martinique, ice, \$3; bark HATTIE N. BANGS, Clark's Cove to Norfolk, ice, \$1.00; brig MARY C. MARINER, Perth Amboy to Portland, coal, 75 cents; schooner JOHN C. SMITH, Charleston, SC, to Portland, lumber, \$7.50; schooner LOTTIE K. FRIEND, Portland to New York, ice, \$1.40; schooner JOHN B. HAMMOND, North Boothbay to Philadelphia, ice, \$1.00; schooner GEO. G. GREEN, Bangor to Philadelphia, ice, \$1.10; schooners NELLIE F. SAWYER and APPHIA and AMELIA, Kennebec to New York, ice, \$1.60; schooners BRAMHALL and A. W. ELLIS, Portland to New York, ice, \$1.50; schooner EVA MAY, Bangor to New York, ice, \$1.50; schooner M. LUELLA WOOD, from Bangor to New York, ice, \$1.25; schooner ANNIE PARDEE, from Mt. Desert to New York, ice, \$1.30; schooner MENAWA, from Belfast to New York, ice, \$1.50.

The ocean freight market is characterized by quietness, with scarcely any variation in rates for off shore business during the week. Case oil freights are generally firm, suitable vessels for general cargo or long voyages are also in limited supply, and the few available are held for higher

rates. The deal timber and naval store trades continue slow, the limits of foreign orders, as a rate, being too low to permit of their free execution. Business with the Argentine Republic and Brazil is yet without indications or improvement, whilst for the west coast South America a fair demand prevails for handy size vessels, a scarcity of which has precluded activity. West India freights continue exceedingly dull. Orders for outward business are difficult of execution, because of poor return business and the more attractive eastern coal and ice freights, which also interfere with the southern lumber movement coastwise.

Shipbuilding Notes.

The New England Company, Bath, have contracted with Captain Porter, of Orient, LI, to build a schooner of 1800 tons.

David Clark of Kennebunkport, is getting his vessel well in hand and will launch in a few weeks. He will put up a large 4-masted vessel, having ordered the frame.

George W. Cottrell, of Belfast, has stretched the keel for his four-masted barkentine. The keel is 181 feet long. The master builder in the yard is Albion Goodhue, of Stockton.

Kelley, Spear & Co. Bath, have contracted with Captain Phinney of Monument Beach, MA, to build a three-masted schooner of 700 tons, the keel for which will be laid out once.

Launched on Saturday morning at Wadoboro the four-masted schooner JAMES W. FITCH from Leavitt's yard. She is owned by the builder and others of Boston, and by Captain Vesper Pitcher of Chelsea, who will command her.

The keelson of the Sewall ship SHENANDOAH, nearly in at Bath, is a tremendous backbone of hard pine 94 inches high, and will contain 57,000 feet of lumber. The fact that about 1,250,000 feet of yellow pine will be used in the construction of this craft, will help one to form an idea of her dimensions.

L. Snow & Co. Rockland, launched last week the schooner LULU EVERETT. She is 191 tons net, a handsome vessel, staunchly built and finely furnished. She is owned by the company and is intended for the transportation of lime and general coasting purposes. She is to be commanded by Captain Clarence Osmore.

General Hyde of the Bath Iron Works has closed a contract with the Maine Steamship Company for a duplicate of the steamer COTTAGE CITY, to ply between New York and Portland, in place of the steamer WINTHROP, recently sold. The vessel will be a propeller of the triple expansion type, and is to be completed next spring.

McDonald & Brown, the Belfast

shipbuilders, have contracted to build for Gardiner B. Reynolds, of Newport, RI, a four-masted schooner of 1,000 tons register and 1,800 tons carrying capacity, the vessel to be launched next spring. This is the second vessel that McDonald & Brown will build for the same party, the first one to be launched this fall.

The new centre-board schooner building at Cherryfield in Campbell's yard, George W. Emery master workman, is attracting considerable attention on account of the peculiarity of the construction. The beams are secured by a lock-streak bolted through the timber and wales, thereby avoiding the use of deck knees. This method of fastening is claimed to be cheaper and stronger than the old way. This schooner's keel is 93 feet, breadth 17½ feet, and probably is the first coaster in the state fastened as above.

The new schooner, LAURA M. SPRAGUE, which George Gilchrest has been building in Rockland for Captain William Gower of Sedgwick, has been successfully launched. Her dimensions are as follows: length, 154.4; breadth, 35.2; depth, 11.2; net tonnage 564.40. The frame is solidly built of hard pine and oak. The cabin, which is 33 feet wide by 14 long, is handsomely finished in white wood. She will be used in the coasting trade by the owners, Sprague & Breed of Lynn, MA. Captain George Wixon, who will go master, has followed their sea now some 32 years.

Dunn & Elliot of Thomaston, launched last week the handsome schooner SADIE C. SUMNER. She has three masts, and her frame is of solid white oak. Her dimensions and tonnage are as follows: Length, 176.7 feet; breadth, 37.5 feet; depth, 14.1 feet; tonnage, 638.85 tons. She has a Hyde engine and boiler, two steam and two hand pumps, steam windlass and steam wench for hoisting sails. The masts were set by steam power this being the first time such has ever been

done at this place. She will be commanded by Captain David Sumner of St. George and is named after one of the family.

The new four-masted schooner EDITH L. ALLEN has been very successfully launched at Richmond. Her dimensions are, keel 178 feet, beam 39 feet, depth of hold 18 feet, tonnage 969. Most of her frame was cut in that vicinity. She was built by Jedsen W. Baker, is owned by Hon. T. J. Southard and others, and is the first vessel built in Richmond for five years. Her predecessor was the three-masted schooner COHEOUH built by T. J. Southard & Son, and launched May 19, 1885. The ALLEN is the first four-masted vessel built there. She is to be commanded by Captain Daniel E. Darrah of Perkins, ME.

The Fisheries.

A white lobster was recently captured and sold for \$5 to the Boston Museum.

One of the largest shipments of freight from the east, which has been made through Bangor by the American Express for some seven or eight years, came on a recent morning. There were 95 barrels and 4 boxes of mackerel, all from Halifax and bound to Boston.

Advices from the Boston Fish Bureau are that mackerel have been reported seen off the Nova Scotia shore and south of Martha's Vineyard and Nantucket, but as far as known only a few catches have been made. Receipts of codfish from the outports sell at 5.50 per qtl. For large dry bank; pickled banked 4.50 and 5.00 per qtl; shore 5 1-8 and Georges 5.50 per qut. The codfish fleet have landed the past week about 1700 salt Georges codfish, 5800 qtls; Cape North Cod, 472 qtls. shore cod and 1400 qtls. hake, cusk, etc., from shore. Same week last year 3300 qtls.; Georges cod, 3900 qtls; Cape North cod, 1032 qtls; shore cod and 600 qtls. hake, cusk etc. from shore. The receipts of fresh mackerel from Cape Cod the past week were

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Particularly sturdy in dynamic conditions and under strong mechanical strains, typical of different work activities, under extreme temperatures up to -13 °F.
- THERMAL INSULATION
Together with the footcure construction, it guarantees successful tests for Cold Insulation.

POLYURETHANE SCENTED FOOTBED
Footbed made of soft and scented polyurethane, anatomic, insulating against low temperatures. The thermal comfort inside the boot is granted thanks to the special polyurethane compound devised to give high insulation. Please lived.

COMPOSITE THE CAP RESISTANT TO IMPACT 125 J (COMPRESSION 11.121 N (GRADE 1))
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ELASTIC EFFECT

APT PLATE
Anti-Puncture Toeplate
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NON METALLIC PUNCTURE RESISTANT PLATE
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100% COLD INSULATION

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Sole design has been purposely studied to easily remove debris and liquid sludge
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WET, SLIP, OILY, SALT, GREASE, ASPHALT
>30 ADHESION

Excellent slip resistance thanks to the design of outsole and to the closely located cleats, which guarantee grip both longways and horizontally.

SOLE CHARACTERISTICS
S/P FL M/LG CLARK
WET EXCELLENT WET
WET EXCELLENT WET
WET EXCELLENT WET
WET EXCELLENT WET

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

ANTI-FUNCTIONAL
SOLUBLE POLYURETHANE

KICK OFF LOG

SIZES: WIDE 7-7½-8-8½-9-9½-10-10½-11-12-13-14
PACKAGE: carton box

Contact: Randy Nichols
Cell: 207-322-9088

Bath Industrial Sales
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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

about 190 bbls. against 400 bbls. last year and 300 bbls. in 1888. Receipts of fresh mackerel from Nova Scotia the past week 758 bbls. against 1086 bbls. in 1889 and 647 bbls. in 1888. Sales of fresh mackerel 13 and 3 cents each.

20 June
Page 4.

An unmistakable indication that the summer resort season is at hand is found in the report that the sea serpent has already put in its appearance on the New England coast. Captain David Tufts of the schooner ANNIE HARPER reports that a few days since when between Block Island and Watch Hill, his attention was attracted by a great commotion 150 yard off, and he saw what he is fully satisfied was a sea serpent. The animal appeared to be about 100 feet long and at one time raised his tail 30 feet and lashed the water into a foam. The monster was going easterly at a speed of ten miles per hour, and after his body disappeared the wake was discernible for a long time.

* * * * *

Another log raft has left the provinces on a trip to New York. This raft is different from the gigantic cigar which was towed from Joggins, Nova Scotia, to New York two years ago, a and is similar to one which went from St. John in August, 1883. That raft was built under the direction of James Murray of New York, the same gentleman who built the present raft. It consists of seventeen separate cribs, thoroughly fastened by steel rigging and wire. Each crib is about sixty feet long and held together by six of these wire ropes, each of which is tested to a breaking strain of twenty tons. A heavy cable chain runs through the centre of the cribs from end to end of the raft. This raft is in all about 2000 feet long and is towed by two New York tugs. As the raft has already passed over the falls of the St. John river above the city, where there is a pitch of six feet, without the slightest show of strain little danger is apprehended during the voyage to New York.

* * * * *

The cottage owners along the Penobscot river and bay were given an excursion Tuesday by the Bangor & Bar Harbor Steamboat Company. The day was a most beautiful one and the large number who took advantage of the free sail had a most enjoyable time. The steamer CASTINE made the run, returning at any early hour in the evening. A vote of thanks was extended by the party to Col. F. D. Pullen, Captain Barbour and Captain Decker for the successful issue of the trip. Mr. Kimball, of Ohio, who is interested in lands at Islesboro and in the new steamboat line between Castine, Dark Harbor and Rockland, will have a steam launch in Penobscot Bay waters. The launch is about forty feet long and very fast. She is now at Astabula, Ohio. Captain S. A. Parker and Fred Colley, of Belfast, will go on and bring the launch to Penobscot Bay. It is not yet decided whether the boat will come down the St. Lawrence, through the Gulf and form there around Nova Scotia, or through the canals to Albany, and from thence down the Hudson.

Page 6.

F. L. Osgood, builder of yacht engines, Bangor, is now removing the Shipman engines from the steam launch AGUNS, owned by G. T. Hadlock of Islesford, and is to replace it with an engine of 15 H. P., of his manufacture. He will also put a boiler into the AGUNS as soon as it arrives from Boston. Mr. Osgood is building an 8 H. P. engine for W. R. Keene of Southwest Harbor, and this is also to replace a Shipman engine.

Boston & Bangor Steamship Company
Steamboat communication was established between Landings on the Penobscot River and Bay and Boston 1824. The steamers now plying between Bangor and Boston are the PENOBSCOT, Captain Otis Ingraham, Master. KATAHDIN, Captain Marcus Pierce, Master. LEWISTON, Captain Mark L. Ingraham, Master.

A daily service is maintained from middle of June until late in October; four trips a week in the Spring, three trips a week in the Fall and two in Winter. The Steamers are large and commodious, the saloons and staterooms finely fitted and furnished, with every provision for the comfort, convenience and safety of passengers.

The other steamers of the fleet are the steamer MT. DESERT plying between Rockland and Bar Harbor, and the steamer ROCKLAND of which the veteran commander, Captain David Robinson is Master, which runs daily through the summer between Bangor and Rockland. Henry T. Sanborn, Agt.

Page 8

Commerce and Trade.
Schooner CUMBERLAND, 398 tons, built at Freeport in 1874, has been sold at or about \$12,000. The new four-masted schooner NIMBUS, recently launched at Belfast, has been chartered to come to Bangor to load ice as soon as she is ready for sea. Lumber and ice freights on the Penobscot are without special change. The steam mills below the city have been all shut down with the exception of the C. G. Sterns Co., because of the scarcity of logs. They now have secured plenty however and work was generally resumed yesterday.

Three gold watches have been received at the Bath custom house from Washington, DC, for Manley S. Brewer, Anson P. Marden and Loring Thorpe of Bristol, presented by Canadian government in recognition of humane and gallant exertions in rescue of terh shipwrecked crew of the Canadian schooner, OCEAN BELLE, on November 28, 1886. The fine four-masted schooner CARRIE DONNELL of Bath recently launched went ashore on Hart's island about a mile from Marshall Point light Tuesday night at high tide. She was bound for Bangor to load ice for Baltimore. A tug from Bath arrived the following morning and tried to pull her off but the tide having turned put a stop to further developments. More tugs have been sent for and vigorous efforts will be made to release her from her rocky position. This was her second trip and as she lays in an easy position it is hoped she can be saved.

Among recent Maine charters are the following: Bark E. O. CLARK, Bangor to Philadelphia, ice \$1.00; bark SKOBELEFF, Kennebec to Philadelphia, ice \$1.00; brig JENNIE PHINNEY, and schooners ROBERT A. MCFARLAND and ARIADUE, Kennebec to New York, ice \$1.00; schooners IRA LAFFINEAR and FLORENCE NOWELL, Augusta to New York, ice \$1.70; schooner H. P. MASON, Kennebec to Washington, ice \$1.15; schooner A. R. WEEKS, Bangor to Providence, ice \$1.50; schooner FRED JACKSON, Kennebec to Philadelphia, ice \$1.15; schooners COCHECE and BERTHA WARNER, Kennebec to New York, ice \$1.40; schooner A. B. PERRY, St. John to New York, ice \$2; schooner NELLIE W. CRAIG, Bangor to New York, ice \$1.50, towage and free wharfage; schooner B. L. BURT, Bangor to New York, ice \$1.50; schooner WARNER MOORE, Bangor to Richmond, VA, ice \$1.60.

Shipbuilding Notes.
Schooner HENRY CLAUSON was launched at Bath Tuesday from the New England Company's yard. She is 153.7 feet in length, 34.5 feet beam with a measurement of 549.62 tons. Business is active at the Bath yards, as there are at present seventeen vessels on the stocks under construction there and three in Phippsburg, besides three vessels being rigged and made ready for sea.

John G. Morse of Winnegance, has the stern post up, also the frames. He has commenced putting in the keelson. This schooner will be a three-masted vessel and is somewhat larger than the J. G. MORSE, JR., built by him last season. She will be a centreboard craft. Tuesday afternoon, Harry H. Donnell launched at Bath the three-masted schooner ADDIE P. MCFADDEN, a vessel 125.2 feet in length, 30.1 feet beam and 8.1 feet deep, and 239.21 tons net. She will be managed by her builder and will be ready for service in about two weeks. She will be commanded by Captain Wright of Bath.

The new planing mill at E. & I. K. Stetson's shipyard, Brewer, is proving a great convenience to the above firm as it saves the hauling of large ship timbers back and forth to other planing mills. The mill is fitted with a knee planer, circular saw and surface board planer. The room overhead has been finished off for a carpenter shop. Although no new vessels are to be built in Barbour's yard, Brewer, this season the work of repairing under the direction of Bramhall & Hunnewell will be carried on. The schooner CARRIE E. WOODBURY on her return from New York is to be hauled out at this dock and be thoroughly overhauled and repaired, some \$5000 or \$6000 being expended on her. The JAMES W. FITCH, the fine four-masted schooner recently launched by Levin Storer of Waldoboro, is named for one of her Boston owners. She was designed by Rideout & Pattee of Bath and built under the superintendent of master workman Lewis K. Benner. Her register dimensions are length 198 5/10 feet, breadth of bean 30 2/10 feet, depth of hold 18 7/10 feet, net tonnage 1054.92. The four masts are of oregon pine 100 feet long, with topmasts of 54 feet. The main boom is 67 feet in length. The schooner is furnished with Hyde's engine, windlass, pumps, and capstans and James P. Boyd's steering apparatus, winches, and iron and composition casings. The vessel is designed for general freighting business.

McDonald & Brown, Belfast, have successfully launched their fine four-masted schooner NIMBUS. She is 167 feet on the keel, 196 feet over all, 37 feet beam, 13 feet in the lower hold and is 1-2 feet between decks. She has a hardwood bottom frame, hackmetack top, hard pine ceiling, plank-ing and beams, and is thoroughly built in every particular. The model is handsome and combines large carrying capacities with good sailing qualities. She is furnished with a Knowlton patent windlass, and a steam engine to work the windlass, pump hoist the sails, and do all other heavy work. In fact, the vessel is equipped with all the modern improvements. The largest interest is owned by Captain B. E. Young, of Bangor, who will command her. New York, Philadelphia and Belfast parties are also owners. As the vessel slipped form the ways a tug boat steamed out and with a line from the stern of the NIMBUS sheered her down the bay, finally chicking her headway. She was then towed to the steamboat wharf where a crew of riggers, under Henry Gardner, of Castine, immediately began work.

The Fisheries.
John Loveitt, ther founder of the firm of the John Loveitt & Co., fish dealers, Portland, died the past week at the age of 91 years. Mr. Loveitt was a pioneer in the wholesale fish business of Maine. Last week Messrs. S. B. Hume & Son of Eastport, , made a shipment of five hundred barrels of pickled alewives by steamer to New York, which were caught at Machias, and they have purchased a thousand barrels more form the same locality. They also expect to ship five hundred barrels caught at Dennysville.

A live whale, seventeen feet long was captured at Lamoine early in the week on the shore of the narrow inlet from Frenchman's Bay. The whale was killed and towed to Mud Creek Bridge where the oil will be obtained by trying out the blubber. The oldest inhabitant never heard of any whales being in those waters before. Captain Benjamin H. Spurling has arrived at his Boothbay home. His vessel is in Portland. They have been down to the coat of Florida trying for Spanish mackerel; but they think it was a little late, so they did not get many; but they report a glorious country and a pleasant time. Captain Spurling will now watch for mackerel along the Maine coast.

Mackerel are dull and receipts in Boston consist of 180 bbls., from the Providences and 460 bbls. from the fleet. Arrivals from the mackerel fleet sell quickly from vessel at abut \$14.00 per bbls. Good catches are reported made off Canso Nova Scotia. from the first of June and a large body of mackerel have passed into the North Bay. In the South nothing has been done yet. Receipts of cod-fish from the outports are a little more liberal. No change to note in prices. During the week the fleet have landed about 8,200 qtls. from Cape North; 2600 qtls. from Georges, 1000 qtls. from Cape Shore, and 1300 qtls. from Shore. Georges cod from vessel \$3.62 and \$1.86 per cst. Bank \$3.50 and \$1.75 per cwt.

27 June
Page 1.

Knowlton Brothers, founders and machinists, Camden, have purchased the entire stock, patterns, machinery, etc., of the Rockland Brass & Iron Foundry and removed the same to their works in Camden. They are now prepared to make repairs on any machine made by that concern or make new machinery from their patterns. The work of boring for coal at Small Point, near the mouth of the Kennebec, goes slowly on. The drill has been sunk to a depth of five hundred feet with the following result. At a depth of 101 feet a vein of coal ½ inch in thickness was found. At 200 feet another 1 inch thick. 275 feet down the vein was 4 inches thick. 480 feet ½ to one inch thick. It is not expected that any thing of greater thickness will be reached short of 600 or 700 feet below the surface. Faith and courage to continue the work for a long time yet are not wanting. The project will not be abandoned as long as a trace of coal is to be found.

Penobscot Bay weir fishermen report the salmon catch this year as not more than a third that of last year. The fly fishermen at the Bangor pool report a much less number of fish there than last season but the catch of 1890 by the fly fishermen does not show the same fall off as that reported by the weir fishermen for the reason that because of the washoout of Great Works during several weeks last season when the fly fishing was at its height the catch was much less than it otherwise would have been. Thus far the present season fly fishermen at the Bangor

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

salmon pool have landed about 75 fish. E. A. Buck, the moccasin and wigwam slipper manufacturer, Bangor is high line, having landed fifteen fish, varying in weight from 8 lbs. to 24¾ lbs, the average being 16 lbs.

Page 4.

The Newfoundland Government has issued instructions to all customs officials making an important modification in the Bait act in favor of American fishermen. Under the law heretofore in force, which was aimed at the French, the price of a license to buy bait has been \$1 per ton of tonnage register, and the license was good only three weeks. A vessel weighing ninety tons must thus pay \$90, no matter how much or how little bait he needed. As modified, an American vessel may procure a license at the rate of \$1 per barrel for as many barrels, not to exceed forty, as it may require, with the privilege of entering as often as it pleases. Though the rate is high, the arrangement is much better than the old one, and than the modus civendi with Canada, American fishermen being insured against delay, and indicates the Colonist desire to maintain good relations with the United States.

A novel spectacle was seen in Penobscot Bay a few days since according to the Rockland Opinion—nothing less than a floating stone-yard; a large crew of men on scows, in tow of a small steamer hammering away on blocks of granite as if for dear life. The firm of Neelon & Shields, at Green’s Landing, Deer Isle, were getting out some granite work for a dock in New York. It became necessary for the granite to be shipped at once, in order to go to New York by the Lucy P. Miller, which was to leave Rockland Saturday evening. The stones were not completed on Friday night, and it looked as if the work in New York would have to be interrupted for want of granite, which would have been very annoying to all concerned. But Neelon & Shields are men of resources. They chartered a steamer and some scows, and loaded the granite on the latter—fourteen large pieces in all—and sent the fleet dancing across the bay, while a crew of cutter finished up the stones, which on their arrival in Rockland were boxed and hoisted into the hold of the steamship, and arrived in New York on time.

The big raft, enroute from the Provinces to New York, has put into Rockland in a more or less demoralized condition. Since leaving St. John considerable fog has been encountered but otherwise the weather has not been especially rough. In the Bay of Fundy two of the 17 “cribs” or sections of which the raft was composed on the start, became detached through the chafing of the connecting chains, occasioned by the cross-wise action of the cribs. The forward and next to the rear cribs were lost in this manner and owing to dense fog were not recovered. The raft, which was at the start over a quarter of a mile in length by thirty-five feet in width, contains something like 8500 longs, which may be estimated at a value approaching \$30,000. The logs are about 60 feet long on the average and from one to three feet in diameter.

Page 5.

J. C. Ryder is now at the Fort Point Hotel, the Woodcliffe, and will remain there as manager of the house throughout the season. The Woodcfile will be opened on the 27th, and with Mr. Ryder as manager will undoubtedly be filled with guests throughout the season. Fort Porint is an old and favorite resort whose charms are embraced with every successive season, and is usually filled with a delightful companuy of Massachusetts and Bangor people. Kittery has a new hotel, “The Cham-

pernown,” Horace Mitchell, Jr., owner and proprietor. Though open early in the season the guests are putting in an appearance, and the rooms are with two or three exceptions all engaged. The building looks very fine, and the location is one of the best in that harbor. The rooms are all without exception fine and airy and the view seaward and landward is also very fine. Mr. Mitchell and his lady know how to run a hotel, having for a number of years been engaged in the business.

Page 6.

Laforest Curtis of Pemaquid Point has in his possession a very large and curious lobster, that measures 50 inches from the tip of one claw to the other, it being especially interesting on account of his double claw. During the fishing season several giant crustaceans are caught in that vicinity, weighing from 15 to 20 pounds each.

The allotment of sea salmon for the St. Croix this year was 200,000. The young fish were transported in the usual way, and were liberated, at Grand Lake Stream, under the supervision of Game Warden Albert French. The young salmon secured from the Dominion Government by Frank Todd Esq., of St. Stephen will soon be liberated below Vanceboro.

* * * * *

Charles Burrill and a fisherman named Finn, while fishing near F. W. Ayer & Co.’s Mill, So. Brewer, a night or two since caught more than they wanted. A sturgeon about eight feet long sailed serenely into their net and kicked up a great old row. Before they could kill him he thrashed around in the most violent manner badly demolishing their net. He was finally despatched and floated away down the river. A sturgeon is a hard customer to handle at any time and the salmon fishermen almost hate to see one.

Page 7.

From The Hub of the Universe. Observations.—Mr. M. N. Rich.—The Elements.—June in Boston.—The Fog.—Effect of the Ice-bergs in the North Atlantic upon The Massachusetts Coast.—The Gypsy Moth, Poison, Skull and Cross Bones.—The Roads Patrolled and Many Moths Arrested.—Hot Air Explosions in Burning Buildings.—Burning of The Steamer Anita.—Up the Penobscot.—Two New Steamers.—Tons of Copper Under Boston. (Correspondence of The Journal.)

Readers of The Industrial Journal, ED-

ITORS, compositors, proof readers, and—yes, office boy—I greet you! I do, really, for it has been some time since just we met. The big Portland issue was a great success, and did Portand an immeasurable compliment.

By the way. Somehow I got it into my head that my press friend Secretary M. N. Rich of the Portland Board of Trade was a man of about thirty summers and winters, and was therefore greatly surprised to see him appear in the Portland issue of The Industrial Journal, as such a senatorial looking gentleman. Like all solid Maine men he impresses one with the fact that it is on account of her having such men as he that Maine “gets there.” From her peculiar position as the extreme eastern state of the Union, adjoining one only of the squares in Uncle Sam’s patch-work-quilt, Maine has sometimes been referred to as the “Tail of the Country.” This all very well but the tail of this country, if Maine is it, can be kept pretty busy brushing the flies off the rest of the country.

We have progressed quite a distance summerward since last I wrote. It is past the middle of June, and “what’s so rare as a day in June?” Nothing, most decidedly Mr. Poet, and nothing so abominable disagreeable, as many of the June days we’ve been teated to of late. To get up morning after morning and look out upon a clammy mist through which the sun is making a bluff at shining, or to go out into a drizzling rain is enough to make a tobacconists sign shiver. But at this writing it looks like a thaw. it actually does and I think there will be one soon. May be these cold, damp fogs have their origin in the vast fields of icebergs that have been so freely reported this season in the North Atlantic Ocean. The north Atlantic has gone into the ice business

quite largely this season, and I hear that she is floating considerable surplus stock. The fogs that have their origin in these ice-frequented regions is particularly fond of drifting down along our own Massachusetts South Shore. When it reaches here it is of about the consistency of Neufchatel cheese, and when it winds its dark and clammy folds about the shivering bare calves of the summer bather it sets them to skylarking to the bath-house where a coal fire burning in a grate would not be uncomfortable.

The gypsy moth is making things decidedly interesting about here, and there are some features about the war against this little brown winged bird that are decidedly uncanny. Think of going out for a quiet pleasure ride on a dreamy Sunday afternoon and, driving leisurely along, ever and anon you see a flaming red card tacked upon a tree. Your ride close up to it and, ugh! Painted upon it are a skull and cross bonrs, while the text on the card admonishes you that the treer is poisoned, and must not be taken intrnally. But there are some things extremely ludicrous. It’s bad enough to see a picture of a skull and cross bones grinning at you from every other tree. But on the outskirts of Malden—that town “where the wicked ceaze from troubling and the weary are at rest”—special police are stationed. Now then, when a team approaches the frontier between this lofty town, and any other town these special officers walk up and enquire, as a matter of general information, if there are any moths on you. Your can answer as you please, but he takes a feather duster and goes over the vehicle, whatever it is, inside and out, and he brushes the moths off from you whether there are any on you or not.

The greatest precaution is being taken

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

by the commission to exterminate this moth, and every tree and shrub is bing carefully watched, so far as it is possible to do so. Poison is being used with spraying nozzles and force pumps, with which the leaves of trees and shrubs are showered. Special officers as I have said, are stationed on the roads to search teams and persons to see that neither caterpillars nor moths are on them. But I fear so rapidly do these things multiply, that it will be beyond the power of man to exterminate them, and that they will have to have their run just as the army worm did years ago I remember the army worm, how it covered every apple and poplar tree down in Maine, and the roads in the woods wee carpeted with the loathsome wroms, and, as we rode along, they would drop from the branches overhanging the road, in showers, falling upon our heads, hands, and down our necks. Trees here are tagged with red flannel, and decorated with skull and cross-bones, and we begin to feel as if we were in the land of the ghosts. Massachusetts never saw anything like it. But one girl refused to stop her carriage and have it searched for moth, and the officer carries on his face a tastefully raised scar which she made with her whip when he asked her if there were any moths in her team. When she got through with him he couldn't have told a moth from a polar bear.

I met a fireman the other day who looked as though he had been shot out of a cannon and through a barbed wire fence. I asked him how he came to get banged up in such a picturesque manner. "Hot air explosion," said he. I then asked him to tell me how it happened. "Well," he replied, "we firemen very often get blown up in tis way. You sees it is like this: A room in a burning building is closed tightly, and the heat causes the air in it to be highly heated and rarefied. Now when we open the door to enter the room, the highly heated air, expanded to an immense tension, coming in contact with the colder air from outside, suddenly collapses with a loud report, and with force enough to throw the firemen downon, often injuring them badly.

I should lie, this summer to sail up the Penobscot on one of Captain Ingtham's trips. I should delight in gazing on old Stockton, then to glide upo though the "narrows" close under the shadow of Fort Knox, and looking up form the deck of the steamer see the garrison of the old fort sitting upon the gren parapet calmly smoking his pipe. And them touching at Bucksport and Winterport, sail along between the high bluffs, near Hampden and so on to Bangor.

The National steamer ANITA was burned the other night, while lying at Battery wharf. She was a fine boat, and had just been thoroughly refurnished and repaired. Loss about \$15,000.

The Metropolitan Line's new steamer arrived from New York and held an open house recently. She was gaily decorated with flags and bunting from truck to keelson. She is a beauty. Hon. Henry M. Whitney did thr honors as chief host. The correspondent of The Industrial Journal had an invitation to be present, but other duties prevented him from attending.

The new steamer PORTLAND is attracting lots of attention, and she will be greatly appreciated by patrons of the line who travel by water between this city and Portland. She is an elegant craft, roomy and well lighted, and fitted with all the modern improvements for the convenience and comfort of passengers. She rode into Boston Harbor like a white swan.

Harbor traffic to the shore resorts has opened, notwithstanding the erratic weather. The beaches are quite well peopled, and the

usual number of shows, tented freaks and lemonade and peanut stands are flourishing. The hotels are opening well, with a fair full of business, and should the weather favor, a prosperous beach season is looked for.

An interesting fact to note is, that beneath the City of Boston, at the present moment, there are something like 650 tons of copper. Now there is not a copper mine beneath Boston's streets, so let some o f my readers contemplate starting a stamping mill here and opening a mine boom. The fact is, this copper is in the wire of the electric companies that have their wires underground. Boston, June 20, '90

ALLAN ERIC.

Page 8.

Commerce and Trade.

In the port of Bangor last week there were 104 arrivals. The imports were coal, 6,960 tons; corn, 17,000 bushels; oats, 16,300 bushels; flour, 550 barrels. The ice shipments last week were twenty-six cargoes. There were three foreign clearances during the week.

The British bark TIBER is now in Bangor loading with spoolwood for Scotland. The British steamer FRUTURS will next load spoolwood. The British bark KESTREL will be here inside of two weeks to load orange box shooks for the Mediterranean. The Italian bark FRANCESCO, is on the way from Geonoa to load the same kind of cargo for the same place.

Among recent charters are the following: Bark R. A. C. SMITH, Bangor to Philadelphia, ice \$1.15; bark BONNY DOOM, Belfast to New York, ice \$1.35; sch. CLARA E. COLCORD, Belfast to New York, ice \$1.35; bark ELMIRANDA, Portland to New York, ice \$1.50; bark J. B. RABEL, Kennebec to Charleston, S. C., ice \$1.; bark ADDIE H. CANN, Portland to Montevideo or Buenos Ayres, lumber supposed \$11.50 or \$12; brig ANNIE R. STORER, Horse Island to New York, ice \$1.50; brig CHAS. A. SPARKS, Baltimore to Portland, coal \$130; sch. FANNY L. CHILD, Brunswick, Ga. to Portland, lumber \$7.62 1/2; sch. S. M. BIRD, Weehawken to Portland, coal 70c; schs. HATTIE M. CROWELL, EVIE B. HALL and GRACE WEBSTER, Portland to New York, ice \$1.50; Sch. NELLIE J. DINSMORE, Bath to New York, ice \$1.55; sch. J. & H. CROWLEY, Portland to New York, lumber \$2.75; sch. CHAS. H. TRICKLEY, Yarmouth to New York, ice \$1.60.

Snow & Burgess, 66 South St. New York, report that a continued scarcity of sail tonnage available for off-shsore business has served to maintain rates in all directions upon a firm and inflexible basis, yet the enquiry has not been sufficiently urgent to cause an advance. Timber and deal freights from the Soth and the provinces for Europe continue dull at the low rates lately current. River Plate and Brazil freights remain exceedingly dull, and previous rates are only supported by the small supply of handy size vessels to draw upon. West India sail tonnage is equally scarce and held for strong rates, in view of poor return business and the attractive eastern coastwise freights. Southern coastwise lumber freights are stong at the recent advance, but business if restricted by the indispositon of captains to go in that direction during the warm weather. Coal freights are rather less firm, but business continues fairly brisk, whilst ice freights continue steady and active.

Shipbuilding Notes.

H. M. Bean, the Camden shipbuilder, has the keel laid for another large four-masted schooner of some 1400 tons register, for W. B. Browne of West Dennis, MA.

It is undstood that Carter & Co. of Belfast, will build a three-masted schooner for the Pendleton Brothers of Islesboro. The new vessel will be 126 feet long on the keel. The frame is already at Thorndike and will soon be shipped to Belfast. Work is expected to begin right away on the new vessel.

The new schooner Cobb, Butler & Co. of Rockland are building is nearly completed. The hull has been painted, the cabins are being finished, and she is being made ready for masts and rigging. She is a most substantially constructed vessel and early in July the launching will take place. She will be commanded by Capt. D. W. Look, formerly of the J. B. HOLDEN. This brings about changes in the masters of other vessels owned by this firm; the HOLDEN will now be under command of Captain W. O., Haskell from the Milford; the MILFORD is taken by captain D. A. Weed of the SPEEDWELL; the SPEEDWELL by Captain George Arey of the RED JACKET, and the RED JACKET by Captain Pinkham.

The Fisheries.

Advices from the Boston Fish Bureau are that the total catch of mackerel by the fleet to date is 2,425 bbls. against 49 bbls. last year, 2,644 bbls. in 1888, 11,110 bbls. in 1887, 2,742 bbls. in 1886 and 21,186 bbls. in 1885. Receipts from the Provinces consist mainly of new large 3's that sell from \$13.50 to \$14.00 per bbls. No new Irish mackerel have been received yet but some have been cured. Fishing on the Irish coast since the first of june has been set back considerable by unfavorable weather. The mackerel are reported better cured than last year's early catch. The imports of mackerel from Jan. 1 to date have been 8,846 bbls, against 3,105 bbls., last year 5,343 bbls. in 1888, 15,719 bbls. in 1887, 13,733 bbls. in 1886 and 16,983 bbls. in 1885. Arrivals of codfish from the outports are light. Dry Bank are worth \$5.50 per qtl.; pickled ank \$5.00; Georges \$5.35; Shore \$5 to \$5 1/2. Sales of Georges split codfish from vessel at T Wharf at \$3.25 and \$3.35 for large and small per cwt. The total catch of codfish by the New England fleet to date is about 91,634 qtls. against 96,765 qtls. last year.

6 July

Page 1.

J. I. Bigney of Greenville is to build a steamer to ply on Chain Ponds for M. G. Shaw & Sons.

* * * * *

C. A. Russ & Co., granite contractors at Green's Landing, have shut down rather than accede to the demands of workmen for monthly payments and different scales of wages.

* * * * *

The Bodwell Granite Company have the contract for a six-story front at Newark, N. J., for the Fidelity, Trust & Deposit Company. The front will be Jonesboro red granite hammered, with polished trimmings and a small amount of carved work.

* * * * *

The Oak Hill Granite Company, Belfast, who have wharves and sheds at City Point, own and work granite quarries at Oak Hill, four miles from the Point, which yield an excellent quality of grey granite. George B. Ferguson is treasurer of the company and W. H. Mitchell of Quincy, Mass., general manager. They are now at work on a number of monuments to be erected on the battlefield of Gettysburg, and on large and elaborate private monuments for New Orleans and Pittsburg. Fifteen quarrymen and thirty stone cutters are now employed.

* * * * *

Jones & Hitchings, the Portland ma-

chinists, have a well equipped establishment and are doing a flourishing business, employing from fifteen to twenty hands. Among recent orders are the following: four boilers and repairing engines for Rumery & Burney, West Milan, N. H.; machinery for the steamer now building by A. K. P. Ward at Sebago Lake; and four engines for the Portland Packing Company. Messrs. Jones & Hitchings make a specialty of manufacturing stationary and yacht engines, and have also on hand some horizontal tubular boilers to sell at a bargain.

Page 2.

MACHIASPORT.

[Correspondence of The Journal.]

The business outlook through the town is such as to afford reasonable hopes of a healthy and prosperous season for productive industry and trade. The sardine factories are doing an immense business this season. The Machiasport Packing Company have enlarged their factory by the addition of a can shop and press house. A. J. Small has purchased a tract of land at the "Point of Maine" which he contemplates dividing up into lots for summer cottages, and is also building one for his own use. Steamer FLORENCE arrived here last week with Russell Sage and a number of other rusticators from Bar Harbor.

C. P. Sanborn is having erected a large store and dwelling house combined in the lower village. Real estate is well up in the market and rents are very scarce, every man in town being employed who wishes to work. Two freight trains from Whitneyville are running daily and doing a good business. There are several new buildings in process of erection in town.

Page 3.

INDUSTRIES OF THE NORTHEAST. OLD WALDOBORO'S REVIVAL

The Business Awakening at this Fine Old Town by the Sea. Its Promising New Industries and its Thriving Old Ones. The Great and Only Five Masted Schooner Now Building at this Once Famous Shipping Town.

The next large village east of Newcastle and Damariscotta and on the line of the Knox & Lincoln Railroad is Waldoboro. This place was formerly a shipbuilding town, and in 1854 there were nine ships on the stocks beside several schooners, brigs and barks. Reed, Welt & Co., Alfred Storer & Son, and Joseph Clark were among the most prominent shipbuilders. More or less vessels have been built here during recent years and work has now begun on one of the most noteworthy vessels ever built in the country. Leavitt Storer is now building here the biggest centerboard schooner ever constructed. Her length of keel is 225 feet, her breadth is 50 beet, depth of hold 21 feet, and her measurement will be 1800 tons. She will have five masts, of Oregon pine, and her foremast, mainmast, mizzenmast, spankermast and jigger will be each 115 feet in length, while the topmasts will be each 56 feet. The diameter of the top of her masts at the cap will be 22 inches. There will be used in her construction 450 tons of white oak from Virginia, 800,000 feet hard pine from Georgia, and 175 to 200 tons of iron. She will have two anchors which will each weigh nearly 6000 pounds, and 180 fathoms of 2 1/4 inch chain weighing 60,000 pounds. Her outboard planking will be 6 inches thick from keel to top, and her inside ceiling will be from 10 to 14 inches in thickness. She will have two full decks running the entire length of the vessel and nine hatches. She will have five jibs, and 7000 yards of canvas will be used. She will be launched in

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

October. There will soon employed in the yard from 100 to 150 men who will push her along to completion as soon as possible. Her owners are Governor Ames of Massachusetts, Oakes A. Ames, Fred L. Ames and W. T. Hart of Boston, Hon. Frank s. Stevens of Swansen, Capt. J. F. Davis and Capt. C. A. Davis, who will command her, all of Massachusetts, and others. She will run in the coal trade between Baltimore and Providence for William H. Jordan of Worcester, Massachusetts, who is one of the largest coal dealers in New England. This great craft will have all the modern improvements in handling sail, anchors and cargo, and will carry a small crew in proportion to her size.

M. M. Richards & Co., jobbers of foreign and domestic woolens, are also extensive manufacturers of clothing and have a growing trade in Maine, New Hampshire and Vermont. W. H. Levensaler, in connection with his clothing store, manufactures coats, pants, vests and shirts, and makes a specialty of supplying the market with felt goods, the material of which is made in Camden and contains no shoddy. Some of this felt will weigh two pounds to the square yard, and clothing made of this material is coming into use at the life-saving stations, on board fishing vessels, and as garments for riding in cold weather. He began making these felt goods three years ago and has a growing business in this line.

J. P. Glidden has extensive granite and marble works on Granite street, where he runs polishing works and employs eight men. He has a quarry of black granite in Whitefiled and light granite in Jefferson and quarries his own stone. During recent years he has made monuments costing from \$700 to \$2000 and is now making an expensive one to go to Brookline, Massachusetts. He has recently done work to go to Malden, Salem and Lowell. For a marble cross sent to Salem last year he received \$500. He is now making one to go to Bangor. James P. Boyd has a machine-shop and foundry and makes all kinds of iron and brass castings, mill and ship work. His business was established 20 years ago and he employs several hands. Milton McIntire & Son have a lumber and grist mill on the Medomak River and manufacture long and short lumber, staves and heading. They run a planing mill and get out house material.

At Achorn's new mill building on the Medomak, Frank Achorn & Co. grind 50,000 bushels of corn yearly and handle 70,000 bushels of corn and meal. They also handle a large amount of flour, feed and fertilizers, and do a business of \$60,000 yearly. In the same building Samuel O. Waltz & Sons make ships' cabins, their business in that line extending from Bah to Rockland. They are finely fitted up for doing extra work in ship furniture and do various other kinds of work to order. They employ from 5 to 6 hands. They will make the cabin for the new five-masted schooner before mentioned. C. S. Soule runs a carding mill and threshing machine, and makes ship plugs of all kinds. Orris Levensaler makes marble monuments and established his business here 4 years ago. He employes several ands and has an increasing business. J. K. Willett at his large furniture establishment makes coffins and caskets and repairs furniture. He is now making some repairs on an expensive sofa, which came over from England over 100 years ago. It is now the property of Asa B. Reed, and was formerly owned by his father, Hon. Isaac Reed. The sofa is of mahogany and is richly inlaid.

About a mile north of the village is a granite hill which has been worked on a small scale for many years. Three years ago the Waldoboro Granite Company was formed

and the manager is now E. T. Hodge, who is one of the owners. At the present time this quarry shows a large amount of granite lying in regular sheets and immediately available, and there is no doubt that the capacity of the quarry could be developed to employ from 100 to 200 hands should occasion require it. It is near the railway line and stone can be delivered her eon the cars at a cheap rate. Twenty-three men are now employed in getting out building stone, curbing and paving. This granite is of excellent quality and an extensive business can be done here when the hill is fairly opened. Under its present intelligent management we expect to see a large business grow up here. Beyond this quarry about one mile are the extensive corn, lumber and planing mills owned by Vannah & Co. They do a large business in buying lime casks for the Rockland and Thomaston market. The manufacture of lime casks is a large industry in Waldoboro and many are engaged in it in all parts of the town.

George A. Benner built a steam mill at West Waldoboro which went into operation last fall. He saws box-boards, heading shingles, pickets, lath, and makes trenils, wedges, etc., employing several hands. Lane & Jones have a sail loft here and another in Wiscasset. On an average they employ six hands here and three in their Wiscasset establishment. The average daily shipments of eggs from this station is 20 cases, each containing 50 dozen. Smelt fishing is a large industry during the season and as many as two tons of these fish have been taken in one day here.

The Waldoboro Packing Company are now erecting a fine factory building 110 x 45 at an expense of about \$5,000. They will pack the product of 130 acres of corn this year and more will be planted for the factory in coming years. This is a fine blueberry section and this company will likewise pack blueberries. A butter factory is expected to follow next year. Shipbuilding as the leading business here cannot be maintained at present, and it is the universal sentiment of the town that new industries must be introduced at once to save the place from retrograding. Waldoboro is among the largest towns in the State in extent of territory and has about 4000 inhabitants. Within the limits of the town there are eleven churches and chapels one of which is the old German church built here over 100 years ago. It is still in a good state of preservation and services are now held in it several times during the year. The original settlers of the town were Germans and they taught their descendants and many people on the Kennebec to like sauerkraut. Cabbages have always been raised here for that special use and over 2000 barrels of kraut are made here yearly.

As we have before remarked the necessity is felt of establishing new industries here, and a Board of Trade has just been formed who have actively taken hold of the matter. From the results of recent negotiations a shoe factory is now assured, to be built here this season, that will employ from 200 to 250 hands, and others are expected to follow in rapid succession. The sentiment is unanimous throughout the town that something must be done to make up for the decayed shipbuilding industry. The farming community will be especially benefitted by the building of the canning factory erected by village capital, and they in turn can afford to aid the establishment of other industries which will more immediately benefit the village. Where there is a will to work together for good, there is always a way and the Waldoboro people have found it. There are cows enough within the distance that cream carts usually run to supply a butter factory, and the canning factory will be a stepping

stone to this very desirable new enterprise. Waldoboro is a large and handsome village and displays marks on every hand of her former thrift and prosperity. To open the way for future progress is now the effort of her Board of Trade, whose efforts are seconded by the town's enterprising citizens generally.

Hollis Point, on the broad bay, is one of the most picturesque points on the coast and was the first landing place of the old German emigrants who originally settled the town. This is a very desirable summer resort region and movements are now on foot for its development in that direction. S. L. Miller, editor of the Lincoln County News and also the popular postmaster at the village, has done a great work in developing the present spirit of enterprise which is now culminating in these new industries. Waldoboro has two good hotels, the Medomak House, of which J. E. Eaton has been the popular proprietor for the past eight years, and the Waldoboro Exchange, of which Ellis A. Hurd is the manager.

Page 4.

Our esteemed contemporary, "Seaboard," truthfully remarks that the United States Fish Commission is doing an invaluable work for the country, for fishermen and for sportsmen. The economic value of the operations of the Commission can scarcely be computed, but some notion of the vastness of its work may be gleaned from the statement that it has so far succeeded in hatching about 250,000,000 shad eggs this season, the fry from which have been distributed. It is estimated that the work of carp culture, carried on by the Commission, has added 10,000,000 pounds a year to the national food supply. The shad work of the Commission has added an equal amount of nutritious food to the annual supply.

* * * * *

The second big raft, called by its builders a timber ship, [????] have run against a snag even before getting afloat. The local customs authorities have seized for non-payment of duty a lot of iron, rigging, etc., imported to enter into the construction of the big craft, on the ground that she is not a ship but a raft, and as such not entitled to the discrimination in duties made in favor of the shipbuilding industry; and it has also been decided to levy on the logs composing it the export duty which Canada puts on logs shipped abroad for manufacture into lumber. Logs exported for use in their natural state are not subject to a duty, and the proprietors of the raft assert that their logs are solely for use as piling. Hugh R. Robertson, the enthusiastic author of the scheme and builder of the raft - we beg Mr. Robertson's pardon, timber ship - has started in hot haste for Ottawa to intercede with the government, having armed himself with a score of affidavits from employes of his who swear that the thing he is building is in their opinion a ship and not a raft.

* * * * *

A FISHERY OUTRAGE.

Canadian depredations on our fisheries have not been so numerous as usual this season, for the reason that the Canucks have got all they want in the negtiation of the so called fisheries treaty - or rather they think they have. The experience of the Boothbay fishing schooner AMBROSE H. KNIGHT, however, is a forcible reminder of the treatment given American fishermen in years past. The case is in bbrief as follows: She was seized in the port of St. John, Newfoundland, on a charge of selling the bait which she had bought under the modus vevendi to the French fishermen, who are not allowed to buy bait in Newfoundland under any circumstances. This occurred more than a

month ago, on the fourth of une. The offense of selling bait to the French is prohibited by the laws of the province of Newfoundland and by no other law, treaty, protocol or other instrument whatsoever. The AMBROSE H. KNIGHT had a license under the modus vivendi to buy bait in any Atlantic port of Canada or Newfoundland, and this right was free from restriction, so that the attempt of the Newfoundland authorities to abridge the terms of the modus vivendi, and more than that to enforce her laws over the fishermen of the United States, was an impudent assumption of power.

Captain Higgins, of the AMBROSE H. KNIGHT, ran the American flag to his masthead and started out of the harbor, but was forcibly brought back, boarded by an armed force and captain and crew haled before a Newfoundland police magistrate. There being no evidence aainst them they were acquitted and released. The next day they were re-arrested, testimony having in the meantime been trumped up, and were detained twenty-one days awaiting another trial. Last Saturday it came off and the court neither acquitted nor convicted them, refused to render any udgment at all, and dismissed Captain Higgins and his crew on their own recognizance. They were given their freedom with the charge hanging over them, under bonds to appear and answer to the charge whenever required, in any pport which they might enter. Their arrest was so manifestly an outrage and the case against them so flimsy that th eauthorities dared not condemn the vessel while yet they would not absolve her. So an American fishing schooner and crew, in the peaceful and lawful prosecution of their industry, are treated like criminals and robbed of four weeks of their time for nothing at all.

* * * * *

William Wallace, Oldtown, is building a steam launch, to be 35 feet long by 9 feet 5 inches wide.

Page 8.

SEA AND PORT.

Launched at Phippsburg Saturday by C. V. MInott, builder and owner, schooner BEN HUR, of 60 tons.

The Bath ship HARRY MORSE of 1365 tons, built there in 1871, has been converted into a bark at San Francisco.

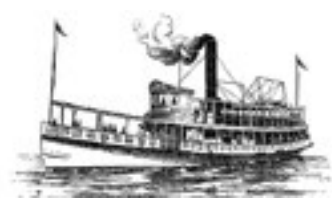
Schooner DANIEL M. FRENCH has been bought by Captain W. C. Haskell and others of Deer Isle, who have given her a thorough overhauling and put her into the coasting trade.

Launched at Bath Tuesday by the New England Shipbuilding Company, the three-masted schooner J. FRANK SEAVEY. She measures about 400 tons, and is owned in Dover, NH.

J. W. Adams, Boothbay, has launched a 32-foot yacht for Captain Fitz J. Babson of Gloucester, Massachusetts. She is modelled especially for speed and rapid manœuvring.

The keel of a large three-masted schooner to measure about 500 tons had been laid in the yard of Carleton, Norwood & Co., Rockport. She will be the first vessel built in their yard since the launching of the big ship FREDERICK BILLINGS in 1885.

Bark CHATTANOOGA, built at Calais in 1864, went ashore at Scituate while from Porto Rico for Boston, and has been abandoned. She will probably prove a total wreck and her cargo a total loss. She was 500 tons and hailed from New Haven.



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23' BOSTON WHALER 230 VANTAGE, 2015. With Mercury 300 hp Verado – 304 hours, includes GPS chart plotter, depth finder, VHF radio, bimini top, mooring cover and much more. No trailer. Asking price \$84,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



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C18



C18 Tier 3 Commercial Ratings:

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