

# Maine Coastal News

Volume 35 Issue 3

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FREE

## Portland Yacht Service Sea Trials IROQUOIS



After a major rebuild, Portland Yacht Services sea trials the 55-foot Grebe motor yacht IROQUOIS and thrilled her owner with a speed of 26 knots.

PORTLAND – There are a number of very interesting boatbuilding projects always underway on the coast of Maine. Over the last two years we have been following one in particular, which was taking place on a 55-foot Grebe cabin cruiser IROQUOIS at Portland Yacht Services in Portland.

Yard Manager Brent Sullivan, explained, “The project started with an owner that had an old boat that he wanted to bring back to life. He wanted to put new power plants in and that is where the concept started, that started two falls ago with a long phone call on Sunday afternoon.

“He knew he had some aging Detroit’s in the boat,” continued Brent, “and he wanted to improve his cruise speed a little bit and knew he had to address the engines. The boat was operational and sitting at his pier in Portland. The Detroit’s weren’t putting out their original output, but they did start right up for a sea trial. His original goal was to improve his cruise speed, 6 to 8 knots from about 12, up closer to 18 or 19 to justify the repower in his mind.”

During the sea trials they recorded her speed under different conditions and they turned to Accutech to get their thoughts. They replied with what they thought she would need for power and Brent in turn asked for bids from two different engine companies. When the bids returned they decided to go with Casco Bay Diesel and

twin 600-hp Cummins, which they figured was the best fit and offered good support.

With the boat out of the water, they removed a few planks. Brent added, “We went into the project under the impression that what we were going to find was a few soft spots but a generally okay. We even believed initially that we were going to be able to use the original engine bed frames with some bulking up. We always understood that there was going to be some improvement, but what really determined it was the general condition of the boat when we started getting into it. That was when I called Richard Stanley because I knew that I was in deep water and I needed somebody with some experience. After some begging I got him to come down on a Saturday to look at it.”

Richard explained, “I came down and looked at it and I could see that she was in really poor condition. She really needed the whole bottom redone, but they only wanted to do part of it. They wanted to be able to save the forward part, and I thought it might be possible but I didn’t really like it. She was under built from here original scantlings by a lot.”

When they opened up the forward section they found broken frames and that is when they had the owner come in and Richard showed him the problems that he was finding. Richard said, “She was fastener

sick. She had six fasteners or more in most planks and some just spun, they weren’t holding anything at all. We both convinced the owner you really need to do the whole bottom and he agreed.”

By opening up the entire bottom they were going to be able to address everything that needed to be repaired. At that point they started talking about making the engine grid out of something other than wood. “We have friends at Arc Tech in Cornish and they did a computer scan of the interior of the boat so they could re-create that in their computer. With the model they developed they would come back and talk to Richard and the engine guys and they came up with a concept for the engine beds. When the design was finalized, they sent the drawings out to a company with a waterjet, who produced the marine-grade aluminum pieces that they would weld together to make the engine beds that just dropped into place.

The real project for Richard was replacing the bottom. Richard said, “The main keel is original and that is the only part of her bottom basically that is original. I didn’t replace the forward frames, forward of the engine room, we sistered those. Everything else is taken out and replaced. She was originally planked with diagonal mahogany planking inside that was about 1/4-inch thick and then she had a mahogany outside longitudinal planking that was about 3/4-inch thick. The

inner planking, we put a marine mahogany grade plywood, there was about 5/16-inch thick and then on the outside we used plywood but we cut it into strips and diagonally planked the bow to make the plywood form around the convexed curves. We made that 7/8-inch. We G-flexed the outer planking on to the plywood and we put three bronze screws per plank per frame.”

There was some hope that they could get her over before Christmas, but unfortunately the planking took longer and she did not go over until the middle of January. Brent said, “We had the factory reps from Cummins coming up from New Jersey and they wanted to be here for initial startup. They are pretty demanding on the setup for their engines to keep everything in warranty. The systems team was prepared for them and gave them everything they needed. Within a hour and a half they were off the dock for three hours of trials.

One of the other concerns was how the boat was going to handle because it had never been over 15 or 16 knots before and she had a steering system and rudders. We had better results than we could ever hope for. The second day the owner got some time on the helm and was very, very pleased. I asked the owner, ‘What did you cruise out before?’ ‘About 12’ and I had the captain show him

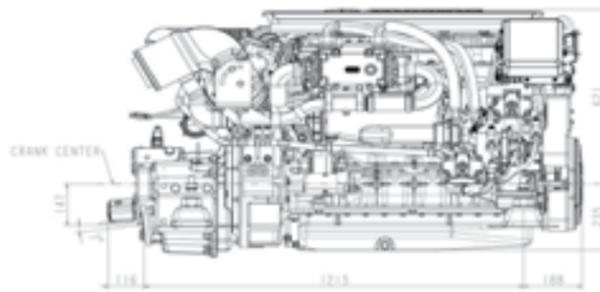
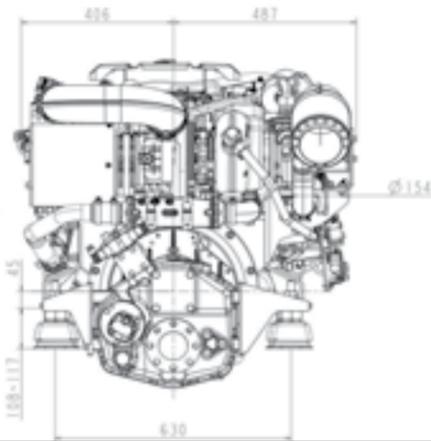
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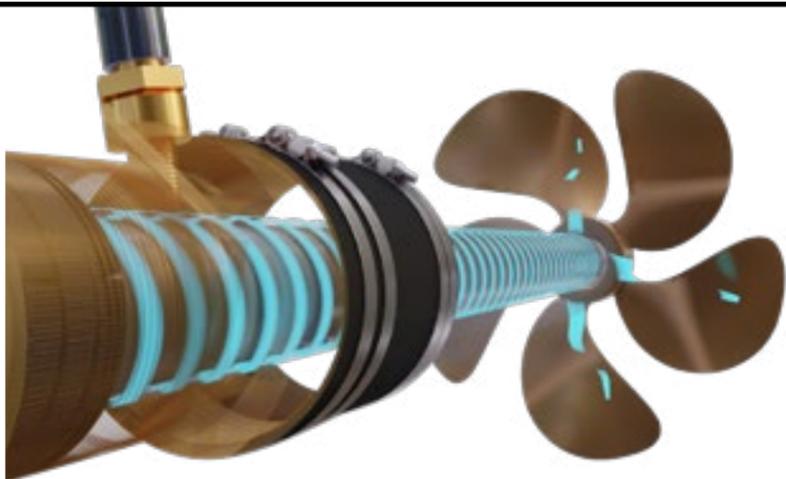
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**Advertising Deadlines:** The deadline for the April issue is March 4.  
The deadline for the May issue is April 8.

# Publisher's Note

Have you ever thought about all of the conveniences that we have today? Look around and just think how many of them had been developed during your lifetime. When I was younger, I thought about what my great grandmother had seen in her lifetime. She was born in 1882 and passed away in 1984. In the home she saw the development of electricity; steam heat, indoor plumbing, better ways to construct a home and the development of the phonograph, the radio, which in time gave way to the television. Outside of the home, she saw the introduction of the automobile, the airplane and vessels switching from steam and sail to be powered with internal combustion engines. She lived through the Spanish American War, World War I, World War II, the Korean Conflict and Viet Nam; the development of nuclear weapons; the assassinations of Presidents McKinley and Kennedy; the sinking of the TITANIC, the development of skyscrapers, the landing of man on the moon; and the discovery of better medicines, like antibiotics and diagnostic equipment.

Now if you compare what she saw with what the next generation witnessed, the advancements have increased exponentially. When man was a hunter/gatherer advances were extremely slow in development. The main reason was that their sole focus was on survival so any development was related to this. As that development progressed time became available to expand to other areas of need. Advances took time and sometimes were slowed or even regressed, due to rulers or religion. Since the 1800s advances have evolved quickly, but look at the last 50 years and see the progress, which is absolutely amazing. Unfortunately, I am not sure how many realize the progress that is taking place and where it is leading. Advances in science and technology are progressing faster and faster. Man will face some interesting challenges in the near future and I am not sure that they are ready to face some of them. However, that is a discussion for others to take up and resolve.

Let us change our focus to the marine world and the advancements that have taken place over the last 200 years. The mode of power was either oars or sails in the early 1800s, but this gave way to steam, followed by combustion engines and then nuclear power. The construction of vessels was originally wood, but then came iron, followed by steel, fiberglass and carbon fibre. Navigation was originally done by dead reckoning, later a sextant and then came the world of electronics, which not only told us where we were, but also who was around us and what the weather would be. In certain aspects of the commercial fishing industry electronics and better gear helped the fishermen overfish a number of stocks. In the merchant marine the ships got bigger and bigger as the world wanted more and adjusted to the global markets. The main cargo are general items produced in countries with low labor costs and oil and gas being transported around the globe. Despite all the electronics and safety gear we still have human error, but will autonomous vessels be the answer? There are some simple ways to solve some of the issues facing the maritime world, but one can assume that money and power will

stand in the way.

Technology has certainly changed the way we get information and how quickly it can be disseminated. The problem is the amazing amount of mis-information allowed to be aired. The problem starts with those in Washington DC and the media on all fronts and many believe anyone airing false information that harms others should be held accountable. The punishment should exceed the crime so that the message is clear. Yes, there is a right to free speech, but if you cannot back it up with facts then there should be some accountability. Untrue facts have been a part of society as far back as there are records, especially when it is related to conflicts between nations. There are also times that someone is holding back the true facts for their benefit and that is a problem.

I finished the biography on Samuel Johnson of England and it was interesting to see just what life was like at that time in history (mid-1700s) and his beliefs (colonization by England around the globe; slavery and America's desire for independence) and influence on several generations. I am now reading the book "1421" by Gavin Menzies on the Chinese discoveries around the world around that time. It is a very interesting book as the author theorizes the route of the Chinese treasure ships across the Indian Ocean, around the Cape of Good Hope, up the Atlantic to the Cape Verde Islands, over to the Caribbean, down to Terra del Fuego at the bottom of South America, across to Antarctica before they headed up the west coast of South America on their way to Australia and New Zealand. While the vessels were at sea the ruler of China died and the new ruler had no interest in pursuing overseas relations with other countries and would have all the records, references and what they had learned over their years of exploration destroyed. The author is a former British navigation officer who served in submarines and uses his knowledge to try and substantiate some of the theories. There are times that you question or want to know more about a theory and that can be difficult as there is little additional information available. Advance your search to comments by the academics and more questions arise. I am not sure where my trust is with academics as some have certainly promoted their theories, squashing others, only for theirs to be found untrue. However, in this case there are numerous theories that have little proof, but as one reviewer said it opens up some interesting conversation and hoped that more research could be done to see if there is any viable evidence to prove them true. Still, an interesting book and worth the time to read.

This just adds to my argument that there is a lot more that needs to be done in documentation and computerizing what is available. There is a lot of information out there buried in different places just waiting to be uncovered and made known. There is also some information that some would not like to see come to light. We may not like what we learn, but what is true should be left as is, not glossed over. I often wonder how much of history has been changed to cover up the unpleasantness, but most times this is corrected at some point down the line. I am also bothered by those that publish a poorly researched book, but that blame falls on the publisher. One can research something for years and years and still never find all the information and then the question is when do you put pen to paper, or for this generation fingers to the keyboard? All reference and textbooks should be digital as that allows the author to update anytime new information that is found. Is it a curse or an addiction, but whatever it is I am back at it.

# MCN's Calendar

## On-going Exhibits

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

## Shipwrecks & Salvage

Maine Maritime Museum  
Bath  
[www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org)

## "The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum

New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

## MARCH

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

## JUNE

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

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

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

## JULY

2 Moosabec Lobster Boat Races  
Jonesport  
Info: Roy Fagonde (207) 610-4607

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

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

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

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

## AUGUST

13 Winter Harbor Lobster Boat Races  
Town Dock  
Winter Harbor  
Info: Chris Byers, (207) 963-7139

14 M. Brackett Lobster Boat Races  
State Park Restaurant  
Pemaquid  
Info: Brent Fogg (207) 350-7163/563-6720  
Sheila McLain (207) 677-2100

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# Robert Quinn of Eagle Island and Camden

SEARSPORT – While working in the library at the Penobscot Marine Museum in Searsport I was introduced to Robert Quinn, a resident of Camden and Eagle Island for more than eight decades. Like many of our older residents he had lived at a time that for most has either been forgotten or never known. Fortunately, he was more than willing to sit down and tell me what life was like for him on Penobscot Bay.

The first Quinn on Eagle Island was Samuel, who was married to Lucy Carver, arrived there after the War of 1812. Bob added, “I think that mostly means he walked to Canada and back.” They had 13 children and it is interesting to note that Samuel did not buy the island until 1844. He purchased it from John C. Gray for \$1,500. John came to own the island in the 1820s when he obtained it from his father, William, a Boston merchant. John had sold one six-acre lot on the northeast corner to the United States government for a lighthouse in 1837 and two years later the lighthouse was functional.

When Samuel arrived on the island their main occupation was farming, both vegetable and sheep, with some fishing.

Butter Island is just above Eagle Island and in the late 1700s was owned by John Lee of Castine. This was also operated as a farm. William Gray was the next owner, who in turn sold it the Witherspoon family in the mid-1800s. John Witherspoon was the first family settler on the island and the family records say that he obtained the island from General Knox, who he was working for. The family continued operating a farm there, but later on would house vacationing tourist. Bob continued, “The Witherspoons lived there for 100 years. When the family left Butter Island, they moved to Sea Street in Camden just three houses from where my father moved to.”

Bob’s father was Erland who was born in Penobscot in 1901 and lived on Eagle Island until he moved to Camden on 4 December 1941. Most anyone that had been around Camden, a number of years ago, would know Cappy’s Chowder House, which was right in the center of town. This was Erland’s nickname and the Chowder House was named for him. Bob said, “My father worked with his parents. What they did was a spinoff from what they did on Butter Island. They did farm with sheep, but they also started a rusticator business for the summer people. He built a wharf and arranged to have the steamships stop there in the early 1900s. For us, our family picked up the overflow from Butter. Those people came for the summer, not just a week or two. You could get on a steamship in Boston and you’d be in Rockland in the morning. The people would then arrive on Butter Island

with their steamer trunks and things.”

When asked where the town was located Bob quickly stated they never had a town per say. There is not a town office, but there is a Post Office. When the lighthouse was constructed, it added an additional family, which meant more students in the school. Bob praised the Maine Seacoast Mission for their help in building a new school around 1900 and their frequent stops to assist the islanders.

Bob was born on the 13<sup>th</sup> day of July in 1938. What he remembers of his early life on the island consisted mostly of farming. The summer rusticators had slowly disappeared with the small steamers and Bob said that this trade was mostly associated with his father’s generation. Several of the summer people talked his grandfather into selling some of his property to them for summer homes. Andy Gove of Stonington was a resident of Eagle Island when he was growing up. He was Bob’s brother’s age and even went to school there, before going to school at Stonington. However, when Bob’s father moved off the island they went to school in Camden and their father worked at the shipyard during World War II. Bob knew that his father would take the newly built vessels out on sea trials, but did not remember what else he did at the yard. Erland’s brother Lou had moved to the mainland before Erland and was on the building crew at the shipyard in Camden. Erland lived on Sea Street right above the yard and Lou lived over on the west side of the harbor. The family lived there on Sea Street even after the war, but would return to the island for the summers.

Erland had a typical Maine lobster boat called the CURIO, which was about 36-feet and built to the westward. Bob thought she might have come from Friendship.

Bob graduated from high school in 1956 and added, “When I graduated from high school and I got my diploma I walked right down to the public landing on the other side of the harbor and got aboard a herring pumper, BOBAIR. She was owned by my father’s cousin, Clarence Howard, he also lived in Camden at that time.”

They fished for herring scales around Penobscot Bay. With a six or eight-inch hose they would pump out the herring from stop twine set or a weir. We used to pump fish for Edgar Post of Spruce Head. My father’s younger brother was running one of the boats, Carl Bonnie Quinn, but he always went by just Bonnie Quinn. He had a knack for writing poems. He wrote a few songs and I did record those a few years ago.”

Bob’s time on the pumper was interrupted by Uncle Sam, when he was drafted into the U. S. Army in 1961. He said, “I joined with both feet braced and pushing back



The lighthouse on the Northeast corner of Eagle Island, which was built in 1839.

hard, but that didn’t matter. I went to basic in Fort Dix, New Jersey and they offered me, when you are young, foolish you don’t know anything so you believe stuff. They said you take these tests if you get good scores you could go to school in Fort Gordon, Georgia for radio and radar repair. If you want to sign up for that you’ll guarantee that school but you got to re-enlist for another year. I did that and the reason was radio telephones had just come on and then radar was all of the sudden on these carriers. If something happened, you blew a fuse or a tube, there was only two places to go to get it repaired, Portland or Bar Harbor. I thought I might be able to do something with that when I got out. When I got there guess what? ‘Oh, that is all filled up. Take this radio operator school.’ I graduated for that and the other thing they had me put up antennas.”

After graduating he had a choice as to

where he wanted to go, and he picked Alaska. They gave him a ticket to Seattle, and that is where he ended up for several months changing tires on pickup trucks. Then he got new order and thought now he was going to Alaska, no, he ended up in Darmstadt, Germany. He was working in a radio relay company. He added, “We did communications for an artillery company down in a valley. We would go to a hill someplace, set your antennas up and point them towards the tanks in the valley. The other one we point towards headquarters in Berlin and that was it. I got out of there as quick as I could because they never gave me what I signed that extra year for. I filed papers for a hardship discharge and it came through approved. I had a ticket to Bremerhaven, back on the ship and then home. I went in December

**Continued on Page 6.**

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# Robert Quinn of Eagle Island and Camden

**Continued from Page 5.**

and it was April before I got home so they nipped for a few extra months.”

The same year Bob got out of the service he got married to Helene at Christmas. Bob added, “She grew up on a dairy farm in Warren, but she is a niece to Clarence Howard.”

Upon his return he went right back scaling. This time he was with his father, who was the captain on HIPPOCAMPUS. She was built as a yacht for the Porter family of Great Spruce Head. During the first world war she was taken over by the government and following the war was returned to the Porter family. Of course, she had been altered for military use, but had not been changed her back. One of the changes was adding cement to the bilge to stop her from rolling, however this changed made her slow. The Porters did not like that so they ordered a new and larger HIPPOCAMPUS, which was operated by Erland for a time. Bob added, “When she was ready my father and Mr. Porter went to Connecticut to get her. Mr. Porter bought brand new charts for the whole length of their trip. They plotted their course and start out. They headed up Long Island Sound and they get to the end of the chart and Mr. Porter rolled it up and threw it overboard. He said, ‘We ain’t going back, we don’t need that anymore.’ In World War II she was here in Camden. Up in the head of the harbor there used to be three big red sheds and he had her hauled into the eastern most shed. My father still worked on her in the spring, rolled up the canvas and do the varnish and everything else. Never really cared for the smell of varnish. That is what it takes me back to. They were taking her to Florida and I have got some picture albums of those trips.

HIPPOCAMPUS (II) was sold by the Porters to Frank Sawyer in the 1950s and Erland remained her captain for several

years.

Bob spent a couple of seasons on HIPPOCAMPUS, running her for her new owner Bud Fowler. This did not last long, maybe a couple of years. Bob continued, “After that I stayed around Stonington and I went stop twining with some of the Robbins family, Bri (Brian), his brother Steve, old man Steve and James his older brother had a seining outfit and I went with them. Old Steve had a Dodge pickup truck maybe late 40s or 50s and the back corners of the cab the windows were rounded. Steve had given up on the truck and she was out in the field down by Clam City. Jeff got his eye on that truck and hounded old Steve long enough that he sold him the truck. When he started cleaning it out, all that stuff that was up there on the dashboard, he found this big pocketknife. Somebody had given it to him as a Christmas present or something like that. Jeff took the knife back down to Clam City where Steve lived and gave the knife back to him, that brought him a lot of points. All of the sudden he wasn’t just one of these hippie kids from off someplace.”

The Robbins were fishing out a boat named FIREBALL. They also had an old Novi boat, which they kept their twine on, and she was named FIREBALL II. They would move her to a cove they were fishing in and stay on board.

Bob explained this type of fishing, saying, “Probably late March you’d get a dory painted, more than one usually, and you’d pick coves that you were going to tend. Then you’d put out a couple of bridles and anchors and leave that dory there. That was a mark claiming you were fishing that cove. It was the honor system, I guess. You might go there and somebody else already had a dory in it then you’d go to another one. Then you’d wait for the fish to get in and you would shut the whole cove off. We would anchor the seiner, that was that old wooden

Novi boat they’d patched up and we kept the purse seine in it, some running twine and the rest of it would be in the dories. You’d go aboard late in the afternoon and crawl in the bunk and sleep until it got dark. Then you’d get out to go around the cove with a feeling stick. They are made so they cut through the water and you’d just reach out to the head of the boat and pull it back through the water. If there was fish, you could feel them on the stick. If you get one or two, it’s not very good, but if you get more than that, then the fish are pretty dense. I went with old man Steve and I would sit in the stern and row and he’d sit in the bow and pull. You could take a flashlight and start right beside the boat, turn that light on and drive the fish right out of the water. Then you’d go back and get your dories and take the twine ashore and tie it around a tree or something. We had outboard boat to tow the twine out and I’d be in there heaving the twine keeping your cork line and lead line separate. You’d go all the way across the cove and hopefully you had twine enough to do it. That was all night work. You’d put your pocket on and tie onto the cork line and start your twine out. If this is going across the cove then you run off and depending on how many fathoms of twine you had you’d run out for a ways and anchor it. We used kegs then, but probably if there is anybody doing it now, you’d have one of them inflatable balloons. This held your corner and then you would go across another anchor off and then back to your running twine and lace that on. When it starts to come daylight, those fish want to back off and they will start to come out and of course they come to the twine and then they’ll just go along it trying to find a way to get out. With the Robbins’ outfit you’d pick your place where you’d have your pocket. Then you’d get the graveyard gear which is ballacky rocks. They’ll be round or oblong, smooth not jagged, and you drill a hole in them and put a piece of line in and drive a wedge in there to swell up behind it. You take two of those rocks and on either side where your two cork lines are laced together your pocket is going off and you’d straddle those rocks over your twine there and that will sink the floats cork line down and then fish come along they’d be over the top of the corks and they’ll turn and keep going offshore in deeper water. They’ll run out into the pocket you’ve put out. If you are real lucky you might have more fish than the pocket will hold. Then you’d haul that cork line you’d take those rocks off and you’ve got the fish in the pocket. Then the boat comes and drag the pocket up to where you get them with the pump.”

Another boat that Bob remembers was the 65-foot BURL, which was a for-

mer government boat. She was owned by Clarence Howard, who also had BOBAIR and HIPPOCAMPUS. She was purchased on the Louisiana/Texas border. Clarence did not want to make the trip down to get her so Erland went along with two other crewmembers. He headed across the Gulf of Mexico to Florida and wondered why go around when there is a canal. Now the canal was supposed to be six feet deep, but his father said it was more like 5½. He wrote in the log about kicking out a lot of mud from her stern. He finally got to the other side and hauled out and said, ‘It looked like we’d left about 6 inches of keel in Florida.’

Bob ended his fishing career with the Robbins.

The discussion turned to the boatbuilding that took place on the island. Bob said, “My father and his brother Bonnie and Clarence Howard were the boatbuilders on the island. FELIX was built by my uncle Bonnie in the boat house at Eagle Island. She was a speed boat and was named for the cartoon character. They may have built only four or five boats. LITTLE ELVA, well see ELVA was that was Clarence Howard’s mother. She was built in the late 1800s. PRISCILLA JEAN was built by Clarence Howard and Sim Davis. That is the biggest boat they built in the shop over there to Eagle. She was a 42’ powerboat. RARE AVIS was built in one of the ells of the farmhouse that sat on top of the island and then they moved her down towards the west end.”

Bob’s first boat was NERAID, which he purchased from Cecil Lunt of Frenchboro. He thought she had been built on Vinalhaven in the 1930s. Bob added that Rupert Howard, who was caretaker of Great Spruce Head, had the boat built about 1937 or ’38. He said, “When I came home from the service in the 60s, she was an old boat then. She was a nice boat. She’d got to windward and never wet the windows.”

Bob’s next boat was TM1, named for his daughter Tina Marie, and was built by one of the Polands. His present boat is a Stanley 36, named TM2, was built in the 1970s. He met Lyford Stanley, who was building a 36-foot wooden boat and this was the one that became the plug for the fiberglass mould.

After fishing Bob became caretaker of Bear Island for the Fuller family and after almost 20 years, he retired from that too. He now lives in Camden in the same house they moved to in 1941.

For those wanting to know more about Eagle Island Bob suggested the book “A Family Island in Penobscot Bay, The Story of Eagle Island,” by John Enk. There is also some great information in the book “Islands of The Mid-Maine Coast: Blue Hill and Penobscot Bays,” by Charles B. McLane.

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## PYS Sea Trials IROQUOIS

**Continued from Page 1.**

12. Then I said ‘What do you want to get to?’ and he said ‘17 would be nice,’ so we showed him 17. I said ‘All right, now show him the new cruise speed and he took her up to 21-22 knots and turned the helm over to him. He was all grins. Then we really put her to the pins and showed her what she could do. We turned the steering damping up and down

so he could feel the new helm, all really top shelf technology.”

The best they saw was 25 knots, but that was at 80% capacity. They think by adding a little more pitch she will do three or four knots more.

The interior was not reinstalled before the sea trials just in case they needed to make changes. Now, the interior is going back in. The owner and Richard discussed adding more depth to the keel and two feet will be added to the back end of the keel. This will give her better tracking and protect the running gear in case of a grounding. Also, they will put back the spray rails.

What is next for Richard, well there is a 42-foot John Alden designed centerboard schooner that needs about five-month’s worth of work before she is ready for the water.

**Go to Maine Coastal News' WEBSITE! with more to come. mainescoast.com**

# GOLDEN GLOBE RACE UPDATE

*Golden Globe Entrants sail halfway around the world, to start in Les Sables d'Olonne!*

*Kirsten Neuschäfer sails 14,000 miles solo to the start of the 2022 GGR*

*Mark Sinclair is about to round Cape Horn as the last entrant in the 2018 GGR*

*GGR Entrants Conference is set for*

*March 9th in Les Sables d'Olonne, six months before the start*

*Lutz Kohne appointed Assistant Race Director of the GGR*

South African Kirsten Neuschäfer, the only woman in the Golden Globe, recently completed her GGR refit in Prince Edward Island, Nova Scotia, Canada, and is about to arrive home in Cape Town after an 8,000-mile solo non-stop sea trail, before heading 6,600 miles back to France.

Kirsten is a professional sailor, with over 200,000 miles of ocean experience, working with Skip Novak in remote, often hostile places in the Arctic and Antarctic. She chose the Cape George 36 design due to its long waterline, stability, seaworthiness, and generous rig. She discovered one in Canada. She had planned to bring the boat to Maine (U.S.) for refit, but Covid restrictions made that trip impossible. By chance, she found incredible support from the Prince Edward Island community, including local tradesman Eddie Arsenault, who managed the refit, rebuilding MINNEHAHA 100% for the grueling race ahead.

"I came as an outsider to Prince Edward Island. From the moment I arrived, I've only been treated with such kindness and generosity," said Kirsten "People in the community have taken a genuine interest in this project."

With the one-year refit completed, she set sail towards South Africa in early

December 2021, crossing the Equator just before the New Year, then rounding Trinidad Island to port and sailing the GGR 2022 course towards her homeport of Cape Town. This 8,000-mile voyage brings immense knowledge of her boat and huge gratitude in her heart, for her new friends in Canada.

Kirsten will arrive in Cape Town in the next few days and stop for just a few weeks to say "HI!" to family, friends and to check on sponsors with her team. She then sets sail on another solo, non-stop, 6,500 miles voyage, to the start in Les Sables d'Olonne, France. Kirsten will be a sailor to watch! She is at one with the ocean, as was Jean Luc VDH, winner of the 2018 GGR.

Follow Kirsten on her website <https://kirstenggr.com>

Australian Oceanographer Mark Sinclair is about to round Cape Horn sailing his Lello 34 COCONUT halfway around the world, in order to finish his 2018 GGR. He set sail from Adelaide on December 5, 2021, bound for Les Sables d'Olonne, officially re-joining the GGR 2018 edition. Previously, he had to stop in Adelaide after completing only half the Race. The 2018 GGR had no finishing time, and Mark only made the one-stop, so can re-join under the "Chichester Class.". Mark has also entered the 2022 Golden Globe, so this return voyage adds a wealth of Southern Ocean experience and also brings him and his boat to the start of this third edition. He will be a strong contender to finish the 2022 edition.

"I am first and foremost a mariner, so my number one objective is not to be rescued and get around under my own power," said Mark. "I will be more competitive in the next Golden Globe, having built huge experience and faith in my trusty little COCONUT."

Follow Mark Sinclair on <https://www.facebook.com/CoconutGGR/>



**Kirsten at the helm of MINNEHAHA in preparation for her race around the world.**

The final Golden Globe Entrants Conference has been scheduled for March 9/10, in Les Sables d'Olonne. It was hoped all 25 entrants around the World would assemble together for the first time, but COVID restrictions mean only 12 will be present. It is an important meeting of minds, full of passion, and marks the final countdown to the start just six months later. All entrants are either trying to complete refits and get sailing, or are currently out sailing and gaining important sea miles. As a minimum, entrants must have at least 8,000 ocean miles and another 2,000 solo sailing experience, followed by a final 2,000 solo miles in the boat as set up for the GGR, sailed with windvane and sextant only.

"The pressure is building for a few entrants as start day gets closer, and COVID challenges have delayed refits, increased cost and made sponsors harder to find," said

race founder Don McIntyre. "We've seen a few entrants retire in the last six months, and I think there will be a couple more soon, but that's the reality of the Golden Globe - Getting to the start is half the battle!"

Lutz Kohne, 25 years old from Germany joins the GGR team in Les Sables d'Olonne and has been appointed Assistant Race Director. Lutz is an experienced sailor and Yachtmaster, and has worked on several events with McIntyre Adventure last year. He will liaise with the skippers and their teams on safety requirements and all compliance issues, leading to final safety inspections prior to the start. He will also provide German commentary during the Race. As the GGR team strengthens, the organizers are working to further improve coverage for the GGR 2022 and bring to the French and international public, new and exclusive ways to share the spirit of the Golden Globe.

## NEW YORK YACHT CLUB AMERICAN MAGIC'S CHALLENGE FOR 37th AMERICA'S CUP ACCEPTED

NEWPORT, RI - The Royal New Zealand Yacht Squadron formally accepted the New York Yacht Club American Magic's challenge for the 37th America's Cup to be held in 2024 – the third additional challenge accepted for AC37.

"It is great to be back in the America's Cup for AC37, and our pursuit of bringing the Trophy home remains the same," remarked Terry Hutchinson, President of Sailing Operations for American Magic. "We've been preparing for AC37 from the moment our time came to an end at AC36 and are a deeply motivated group – all hands-on deck – ready to compete and ready to win."

Earlier this month, American Magic agreed to represent the New York Yacht Club at AC37 in a renewed collaboration to bring the America's Cup trophy, the Auld Mug, back to the United States.

American Magic's principals, Doug DeVos and Hap Fauth, shared their vision for the team to be an ongoing competitor in the America's Cup. They are committed to

investing in technology, design, innovation, and talent to build a winning team and franchise for the long haul.

"Doug and I are thrilled that our challenge was accepted," noted team Principal Hap Fauth. "We have unfinished business and a hunger to get back on the water and compete. Our dedicated team partners, supporters, and fans have become invested in our mission, and we are excited to represent them and the U.S.A. once again."

The team and the Club await the announcement of the venue and race schedule for AC37, the details for the America's Cup World Series, and the plan for the youth and women's events. The venue announcement is expected on March 31, 2022.



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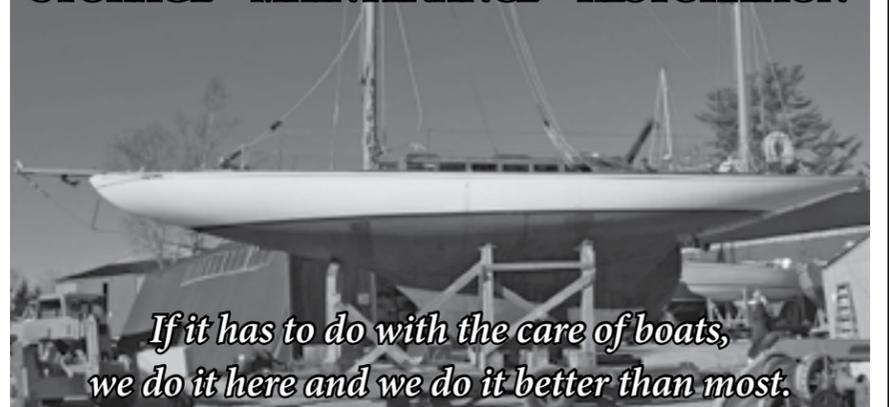
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# U. S. NAVY NEWS



## First Woman Takes Command of USS Constitution

**From Petty Officer 2nd Class Grant Grady, USS Constitution Public Affairs**  
 BOSTON – Cmdr. Billie Farrell relieved Cmdr. John Benda as commanding officer of USS Constitution during a change of command ceremony, Jan. 21.

Cmdr. Farrell became Old Ironsides' 77th commanding officer and the first woman to serve as the ship's commanding officer in the ship's 224 years of history, dating back to 1797.

"There is a picture floating around of me standing next to this remarkable ship back in 1998," said Farrell. "I could never have imagined that 24 years later that I'd be here today taking command of Old Ironsides. USS Constitution serves as a living piece of history. She can be visited and experienced firsthand, connecting us to those who had a vision of what this country and government would be. She is also a somber reminder of

those service members that gave the ultimate sacrifice on her decks to create the nation we know 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, Ky. and a graduate of the U.S. Naval Academy and the University of Arkansas.

As USS Constitution's crew welcomed Farrell's historic achievement, they said farewell to the ship's 76th commanding officer, and local Dedham, Massachusetts, native.

"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."

He served as USS Constitution's executive officer from 2017 to 2019 before taking command of Old Ironsides in 2019.

Benda's next command will be teaching at the U.S. Naval War College in Newport, Rhode Island.

The first female commissioned officer to serve aboard USS Constitution was Lt. Cmdr. Claire V. Bloom, who served as 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.

## Keel Authenticated for the Future USNS Cody

The keel for the future USNS Cody, Expeditionary Fast Transport Ship (EPF 14), the first of the Spearhead-class EPF Flight II configuration, was laid at Austal USA, Jan. 26.

A keel laying is the recognition of the start of a ship's construction. It is the joining together of a ship's modular components and the authentication or etching of an honoree's initials into a ceremonial keel plate.

"The new capabilities of this variant of EPFs fulfills a critical need for the Navy and Marine Corps," said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Ships. "Ensuring that the fleet has fast access to the right medical care increases both the safety and readiness of our Sailors and Marines."

EPFs are operated by the Military Sealift Command and the USNS Cody is the first ship in naval service named after Cody, Wyoming.

Beginning with EPF 14, the Flight II configuration will enhance current EPF capabilities by including a combined forward resuscitative care capability with a limited Intensive Care Unit and medical ward, while maintaining most of the original requirements of the ship. Flight II EPFs will be able to stabilize postsurgical cases for evacuation without the requirement to first route them through a higher facility.

EPF ships provide high speed, shallow draft transportation capabilities to support the intra-theater maneuver of personnel, supplies and equipment for the Navy and Marine Corps. The design of the EPF allows flexibility to support the fleet in maintaining a variety of roles, including humanitarian assistance, maritime security, disaster relief and more.

Austal USA is also in construction on the future USNS Point Loma (EPF 15) with production efforts commencing earlier this month.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the develop-

ment and procurement of all destroyers, amphibious ships, sealift ships, support ships, boats and craft.

## Keel Authenticated for Future USS Harrisburg

### From Team Ships Public Affairs

The keel for the future USS Harrisburg (LPD 30), the Navy's 14th San Antonio class-amphibious transport dock ship and the first Flight II ship, was laid at Huntington Ingalls Industries' (HII) Ingalls Shipbuilding, Jan. 28.

A keel laying is the recognition of the start of a ship's construction. It is the joining together of a ship's modular components and the authentication or etching of an honoree's initials into a ceremonial keel plate. The ship's sponsor, Alexandra Curry, wife of Middletown, Pennsylvania, Mayor Jim Curry, had her initials etched into the keel plate by HII welders.

"LPD 30 marks the beginning of the LPD Flight II builds and the continuation of the superb capability that the San Antonio Class platform has brought to the Navy-Marine Corps team," said Cedric McNeal, program manager, Amphibious Warfare Program Office, Program Executive Office (PEO) Ships. "With its flexibility and adaptability, LPD Flight II ships are essential to projecting power and delivering the combat capability needed to shape the future fleet."

The city of Harrisburg, Pennsylvania and her surrounding region play a central role in our national defense infrastructure, hosting a myriad of defense logistics and naval supply support activities that bring support and sustenance to our Navy's fleet and our forward deployed Sailors and Marines. This is the second U.S. Navy ship to be named after the city of Harrisburg. The first was a troopship acquired during World War I.

The LPD Flight II ships will be the functional replacement for the Whidbey Island Class (LSD 41/49). The San Antonio-class is designed to support embarking, transporting, and landing Marines and their equipment by conventional or air-cushioned landing craft. The ship's capabilities are further enhanced by its flight deck and hangar, enabling the ship to operate a variety of Marine Corps helicopters and the Osprey tilt-rotor aircraft (MV-22). Because of the ships inherent capabilities, they are able to support a variety of amphibious assault, special operations, expeditionary warfare, or disaster relief missions, operating independently or as part of Amphibious Readiness Groups (ARGs), Expeditionary Strike Groups, or Joint Task Forces.

HII's Ingalls Shipbuilding Division is currently in production of the future USS Richard S. McCool (LPD 29) and the future USS Fort Lauderdale (LPD 29). LPD 28 and 29 will serve as transition ships to LPD 30.

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

## PCU Fort Lauderdale Completes Acceptance Trial

### From Mass Communication Specialist 2nd Class Dustin Knight, PCU Fort Lauderdale (LPD 28) Public Affairs

PASCAGOULA, Miss. - The future USS Fort Lauderdale (LPD 28) successfully completed acceptance trials and returned to Pascagoula, Miss. Jan. 28.

Acceptance trials are the last significant milestone before delivery of the ship to the Navy later this year. During acceptance trials, the ship and its crew performed a

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# U. S. NAVY NEWS

series of demonstrations for review by the U.S. Navy's Board of Inspection and Survey (INSURV). These demonstrations are used by INSURV to validate the quality of construction and compliance with Navy specifications and requirements prior to delivery of the ship to the U.S. Navy.

"It is great to see the successful culmination of all of the hard work that the shipbuilder put into making the Future USS Fort Lauderdale's acceptance trials a success," said Pre-Commissioning Unit Fort Lauderdale (LPD 28) Commanding Officer Capt. James Quaresimo. "We are getting a great ship!"

The tests were conducted pier-side and while underway in the Gulf of Mexico to ensure successful and functional operation of all the ship's onboard systems including navigation, damage control, mechanical and electrical systems, combat systems, communications, and propulsion applications. Completion of the trial process is a significant milestone in delivering a critical warfighting capability to the Fleet.

"The crew is extremely excited to see the final stages of the shipbuilding process coming together," Quaresimo said. "We can't wait to accept delivery and move aboard."

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

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

## CNO Visits Philadelphia Navy Commands; Emphasizes Importance of Columbia-class Submarines

PHILADELPHIA (NNS) -- Chief of Naval Operations (CNO) Adm. Mike Gilday and Rear Adm. Douglas Perry, director, undersea warfare division, visited Philadelphia-based Navy commands, Feb. 3.

Together, they visited the Naval Foundry and Propeller Center and Naval Surface Warfare Center, Philadelphia Division (NSWCPD), where Gilday toured the facilities, spoke with Sailors and Navy civilians, and received updates about Columbia-class submarine construction.

"The impressive cadre of engineers here who are delivering world-class results are a national treasure," said Gilday. "The work you are doing here is vital to national security, as well of that of our Allies and partners."

Columbia-class submarines are the Navy's number one acquisition priority, Gilday added.

"These submarines need to be delivered on time, on budget and ready for the fight - and that's what we intend to do," Gilday said. "Working together, we will get them off of the production line and into the fleet where they belong."

The Columbia-class submarine is the nation's future sea-based strategic deterrent and will provide the most survivable leg of the Nation's strategic triad. It replaces the currently-serving Ohio-class submarines and must be constructed and delivered beginning in fiscal year 2028 to meet U.S. Strategic Command requirements. These ballistic missile submarines serve as an undetectable launch platform for submarine-launched ballistic missiles (SLBMs) and are designed specifically for stealth and the precise delivery of nuclear warheads.

Gilday toured the NAVSEA Compatibility Test Facility where he saw the shipboard-representative Columbia Integrated Propulsion System prototypes in operation and the Arleigh Burke-class Land-Based Engineering Site. He also received updates about the developing electrical and propulsion test facility risk-reduction capabilities for newer classes of ships, including the next-generation destroyer (DDG(X)), Constellation-class frigates, and unmanned surface vehicles.

"Fielding greater numbers of more affordable, smaller surface combatants, like the new Constellation-class frigates, allows us to operate in a more distributed manner - both in day-to-day competition and in high-end combat," said Gilday. "Because of the work of our systems commands and our partnerships with industry, we will continue to successfully compete and win."

Throughout the visit Gilday expressed his gratitude for the innovation and dedication Sailors and civilians have shown to keep these manufacturing and testing efforts on track, especially amidst the pandemic.

"To the entire workforce here, you directly support and generate warfighting readiness and have my profound thanks," said Gilday "Your hard work and commitment to the Fleet is appreciated, and what you are doing is critical for us to be able to protect our Nation."

The visit marked Gilday's first trip to Philadelphia since he assumed his duties as CNO.

NSWCPD's mission is to provide research, development, test and evaluation, acquisition support, engineering, systems integration, in-service engineering and fleet support with cyber-security, comprehensive logistics, and life-cycle savings through commonality for surface and undersea vehicle machinery, ship systems, equipment and material and to execute other responsibilities.

## Navy to Commission Future Littoral Combat Ship Savannah

The Navy will commission the future USS Savannah (LCS 28) as the newest Independence variant littoral combat ship (LCS) during a 10:00 a.m. EST ceremony Saturday, Feb. 5, in Brunswick, Georgia.

Remarks will be provided by the Honorable Earl L. "Buddy" Carter, U. S. Representative, Georgia's First District; the Honorable Meredith Berger, Performing the Duties of the Under Secretary of the Navy; Vice Adm. Carl Chebi, Commander, Naval Air Systems Command; the Honorable Van Johnson, Mayor of Savannah; the Honorable Cosby Johnson, Mayor of Brunswick; and Larry Ryder, Vice President of Business Development and External Affairs, Austal USA.

The ship's sponsor is Mrs. Dianne Davison Isakson, wife of the late Honorable Johnny Isakson, former Senator from Georgia.

In a time-honored Navy tradition, Mrs. Isakson, along with the Matron of Honor, her daughter Julie Isakson Mitchell, will give the first order to "man our ship and bring her to life."

"The city of Savannah, Georgia, has played an important role in our nation's naval history," said Secretary of the Navy Carlos Del Toro. "I have no doubt the Sailors of USS Savannah (LCS 28) will carry on the fighting spirit of this city and will play an important role in the defense of our nation and maritime freedom."

The LCS class consists of two variants, the Freedom and the Independence, designed and built by two industry teams. Lockheed Martin leads the Freedom variant team, or odd-numbered hulls, constructed in Marinette, Wisconsin. Austal USA leads the Independence variant team in Mobile, Alabama for LCS 2 and the subsequent even-numbered hulls.

Savannah is the 14th Independence variant LCS and the sixth ship to bear its name. LCS is a fast, agile, mission-focused platform designed to operate in near-shore environments, winning against 21st-century coastal threats. The platform is capable of supporting forward presence, maritime security, sea control and deterrence.

USS Savannah will homeport at Naval Base San Diego, California.



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# How About Safety?

By Sheila Dassatt

As I sit here and think about what is more important than anything concerning our fishing industry, safety comes to mind. I have been reading over Legislative bills, social media posts and newspaper articles about all of the issues that we have been dealing with in our marine industry. I asked myself if there is enough inspiration to write an entire article about safety issues that we are facing. Well, I will do my best to cover this subject.

There has been so much talk about the safety of whales that I understand, we all do not want them to be extinct. We also do not want to see any marine species have any undo suffering. This is not the nature of the fisherman. We are working on this every day and have been for years now.

My concern is about the safety of the fishermen and their crews on their vessels that will be equipped with all of the new requirements for the well being of the whales.

How about the twenty-five trap trawl that is being proposed? I remember a few years back, when we were all going over the same thing, that the size of the boat and the requirements for trawl lines and trawls was a major concern. An open stern boat may have a little more leeway than the standard, traditional stern. I have asked how these traps are laid out on the platform, and it doesn't

give much room for error. These traps go in a hurry when the first one is set, the rest fall into place, like a fast domino effect. If even your hand is in the wrong place, a person can lose a finger in the ropes. That is just the smaller mishap that can happen. Still, no one really wants to lose any fingers in the line of work, either.

Wasn't long ago, a young man that I know, went overboard in a hurry, setting a trawl line and luckily, they were able to retrieve him and he lived to tell about it. This created an awareness for the rest of the crew that day and we were lucky that no one lost their life that day.

What about breaking rope? Have you ever seen the tension on a piece of rope that is rocked down? When that rope breaks, during simple hauling, it can have quite a kick back on the person tending the trap. Once again, I am talking about the hazards that the fishermen are facing every day that they go out on the ocean to haul.

Personally, I have been there when help is needed, and it can happen in a split second.

I can't stress enough about the importance of the safety courses that is now required for the apprentices before they receive their Class I Lobster license. Mike and I have both taken the course with John McMillan Safety Training and are so glad that we did. To give you a little humor with

this one, I took my course in February, when the cold was much like it is now. I didn't think there was any way that I would be in that water in that kind of cold. But I did... had my survival suit on and it really wasn't bad. When it was time to lay on our backs and experience floating, I suddenly felt a cold nose and our dog, Lucy, pulling me to safety! She was watching from the shore, and came out to save me. It was really quite a good moment and everyone got quite a kick out of it. But, all in all, we have actually had to use some of the methods that we were taught in some circumstances. You never think that it will happen to you, but it can and it does when you least expect it.

Something as simple as having an anchor on the boat is a very important safety factor. My Dad preached to us about hauling on a windy shore, and stressed about having an anchor on board, in case your engine should stall. Trust me, it can happen! When that engine stalls or breaks down, it doesn't take very long for that boat to drift toward the rocks and then you are in a fickle. Some things that we have been taught by the gen-

eration before us always is in the back of my minds when we leave the dock.

Another one that is a good reason to carry survival suits is in case there is a fire on board. Sometimes it is just something simple like a wire overheating and igniting. Usually if you're hauling, you don't even notice this until you smell it and you have a full blown fire down below. Of course we have fire extinguishers, but they need to be up to date and with some fires, it depends on what you use to put the fire out. Does everyone know that? I'm even referring to recreational lobster trap folks that are hauling their five or ten traps. Safety and accidents at sea does not distinguish between commercial and recreational vessels. Having a good VHF radio can also save your life as well as the safety flares that we are required to have on hand.

So please, we want to save the whales, but your lives are endangered as well. Take care and please do what you need to do to stay safe! We are also endangered.

Take care

## Maine Dept. of Marine Resources

### State of Maine Land for Maine's Future Program Issues Call for Proposals

AUGUSTA - The Land for Maine's Future (LMF) Board and the Maine Department of Marine Resources are seeking proposals for Working Waterfront Access Protection Program (WWAPP) projects. The Board will make awards from the \$40 million in Land for Maine's Future (LMF) funds approved by Governor Janet Mills and the State Legislature in the Fiscal Year 2022-2023 budget.

The Maine Working Waterfront Access Protection Program provides funds to protect and secure commercial fishing access in Maine. WWAPP requires future development of funded property retain its use for commercial fishing and closely related activities.

"The Working Waterfront Access Protection Program is critical for the long-term viability of our coastal economy and the livelihoods of Maine fishermen," said Governor Janet Mills. "Maine's working waterfront is under tremendous development pressure that can limit or outright block access, which is why it is imperative that we do all that we can to preserve that access for

those who make a living on the water and who sustain one of Maine's vital heritage industries."

"A lack of access to the waterfront is one of many threats facing our maritime industries," said LMF Board Chair and Maine Department of Marine Resources Commissioner Patrick Keliher. "This program will preserve and protect the valuable coastal facilities and infrastructure necessary to ensure a strong and resilient coastal economy for Maine's future."

"The partnership between LMF and DMR in implementing the Working Waterfront Access Protection Program has been a true success, with the protection of 29 working waterfront properties statewide," added LMF Director Sarah Demers. "But there is more work to be done, and we look forward to leveraging our shared resources to ensure Maine's commercial fisheries businesses can access these funds."

A copy of the Working Waterfront Access Protection Program (WWAPP) workbook, which includes all information necessary to apply for LMF funds, can be obtained online at: <https://www.maine.gov/dacf/lmf/docs/wwapp/2022-wwapp-workbook.pdf>

Eligible applicants for WWAPP proposals include private landowners, non-profit land conservation organizations, counties, cities, towns, and state agencies. Potential applicants can contact Melissa Britsch, Senior Planner with the Maine Coastal Program at (207) 215-6171 with any questions.

To apply for WWAPP funds, a project MUST be sponsored by the Maine Department of Marine Resources (DMR). In order to receive a sponsorship, applicants are encouraged to submit a letter of intent (LOI) by Monday, February 28, 2022. Details on the LOI can be found in the WWAPP Workbook located at the link above.

Applicants are required to submit a completed proposal by June 3, 2022, by 5:00 PM EST, to Melissa Britsch - Melissa.Britsch@Maine.gov at the Maine Coastal Program, ME DMR, 21 SHS, 32 Blossom Lane, Augusta, ME 04333-0022. Proposals received after these dates and times will not be considered.



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# Commercial Fishing News

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

**From the Director -**

As I am writing this report, I took the time to read over last year's report for this same date. I do that sometimes to go over the issues and hope that we are making something positive with our time and progress. Well, this was the beginning of the wind power issues that were introduced, and the whales are a continuing concern. We were making progress with the Covid virus, but now the mask mandates are just about where we started. Our meetings are still Zoom meetings and the Legislature has a site for watching and making testimony. We will get the hang of it eventually!

I need to admit, it has been a while since we have had a live meeting, but I am always available if there are concerns or if you simply need to communicate. I also tell members that this D.E.L.A. report is in every month of the Maine Coastal News, which we do our best to keep updated. Please, take a

look at the issues when you receive them, and contact me at any time. We will get to the end of this tunnel eventually, the sooner the better. I know that life has been turned around for a lot of people, especially the younger generation that are trying to have a somewhat normal school life. It can be hard to have sports, dances, functions of any kind that we simply took for granted when life was normal.

If you would like to watch the Legislative proceedings, here is the link to access it: <https://www.youtube.com/@MaineStateLegislature>. We do have some interesting bills that are being presented this year. These particular bills are set for hearings this week: L.D. 7070 - An Act To Create A Commercial Halibut License, L.D. 1844 - An Act To Provide for Special Fees for Certain Aquaculture Lease Applications and to Amend Other Provisions in the Laws Governing Aquaculture Leases. L.D. 1908

- An Act to Limit Eligibility for Commercial Menhaden Fishing Licenses. L.D. 1916 - An Act to Create A Legal Defense Fund for the Maine Lobster Industry. L.D. 1742 - An Act to Ensure Compliance with the Interstate Fishery Management Plan for American Lobster. L.D. 1898 - An Act to Address the Economic Impact of Federal Closures on Maine's Fixed Gear Fishing Industry. These all may have an impact or interest to all of us. To provide Oral testimony, Sign up no later than 30 minutes prior to the posted start time of the meeting at <https://www.mainelegislature.org/testimony/>. Registrations received after that time will be accepted at the discretion of the committee chairs. If you need to speak to a person about this, call the Legislative Information Office as soon as possible: 207 287-1692, Fax 207 287-1580, [lio@legislature.maine.gov](mailto:lio@legislature.maine.gov). Feel free to contact us also at any time about these bills, 207 322-1924.

D.E.L.A. has also been involved in the Wind Power series that Andrew Joyce has been producing. It is a powerful series showing the impact that the windmills can have on the fishing industry. Here is the link to the first version of Andrew's series: <https://youtu.be/Cac4OOYqVPQ>. It is entitled Save the Gulf of Maine. A lot of work has gone into this series with a link at the end that shows where donations can be made to help with the fees of production. Please take the time to watch, they are very informative and aimed at trying to help save our fishing industry. There has been great participation

from a lot of leaders in the industry.

We have been invited to give our feedback on exhibits for the Maine State Museum who are hosting a series of virtual "Listening Tours." The events are 1.5 hours and are hoping to be scheduled for February-March, 2022. We will keep you posted on this. If you have any ideas for an exhibit, please contact us once again. It is very important to preserve our industry in history, for the future and the sake of saving tradition.

The Zone meetings have been happening once again. The complete list for the Zoom meetings are also listed with the D.M.R. This is another way to stay up to date and have an opportunity to weigh in on everything that is going on. We are trying our best to make sure that we are all included to be able to state our concerns and opinions of everything that we are dealing with.

Another concern is the availability of rope and weak link supplies to be able to have them ready for the deadline in May. A request has been put in to allow more time on this due to not having the supplies ready when we need them.

The Maine Fishermen's Forum will be continuing on with virtual seminars and the Scholarship Fund awards. The time for these should still be during the first weekend in March. Please stay tuned for the schedule for the seminars.

Take care and stay in touch! Please consider joining us, the form is in this paper. Sheila



Three lobster boats grounded out in Prospect Harbor last summer.

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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### AMERICAN LOBSTER MANAGEMENT BOARD

#### Meeting Summary

The American Lobster Management Board (Board) met to consider several items: Draft Addendum XXVII: Increasing Protection of Spawning Stock in the Gulf of Maine/Georges Bank (GOM/GBK) for public comment, terms of reference for the Jonah crab benchmark stock assessment, Fishery Management Plan (FMP) Reviews and state compliance for American lobster and Jonah crab for the 2020 fishing year, and nominations for Advisory Panel membership.

Staff provided an overview of Draft Addendum XXVII, which responds to signs of reduced settlement in the GOM/GBK stock in both the 2015 and 2020 stock assessments. The Draft Addendum includes two issues. Issue 1 considers immediate action to standardize some management measures within and across Lobster Conservation Management Areas in the GOM/GBK stock. Issue 2 considers establishing a trigger mechanism to implement management measures—specifically gauge and vent sizes—that are expected to add an additional biological buffer through the protection of spawning stock biomass (SSB). Management triggers are based on an index of recruit abundance. The Board approved Draft Addendum XXVII for public comment.

In consideration of the following issues – upcoming information on stock condition, the need for additional time for the Lobster Board to better understand current or new right whales rules that could benefit the resiliency of the lobster stock, and the importance of giving the states the opportunity to safely hold in-person scoping meetings with their lobster industry ahead of any Commission public hearing – the ISFMP Policy Board, which met later this week, delayed further action on the Draft Addendum. Consequently, public hearings are expected to occur in June 2022 and the Board will review public comment and consider final action on the addendum at the August 2022 meeting.

The Board approved terms of reference and a proposed timeline for the first Jonah crab range-wide benchmark stock assessment. The assessment will help answer questions about the status and sustainability of the resource and provide more information with which to manage the fishery. The stock assessment is scheduled to be completed in Fall 2023.

The Board also approved the American Lobster and Jonah Crab FMP Reviews for the 2020 fishing year, state compliance reports, and *de minimis* status for Delaware, Maryland, and Virginia. Since the adoption of the Jonah Crab FMP, New York has not implemented two required measures for Jonah crab: regulations to limit the directed trap fishery to lobster permit holders only and the 1,000 crab bycatch limit for non-trap and non-lobster trap gear. Given this concern has been raised by the Plan Review Team for several years and the Commission sent a letter to New York regarding its implementation of Jonah crab measures in 2020, the Board considered making a recommendation to the ISFMP Policy Board to find the State of New York out of compliance for not fully and effectively implementing the provisions of the FMP. The Board postponed the motion until August 2022 to allow New York's legislative process to approve the required regulations. In August, the Board will review New York's progress in implementing the FMP requirements.

Finally, the Board approved two nominations to the American Lobster Advisory Panel: Eben Wilson and Jeff Putnam, both commercial trap fishermen from Maine. For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

#### Motions

**Move to approve Draft Addendum XXVII for Public Comment, as amended today.** Motion made by Mr. McKiernan and seconded by Mr. Keliher. Motion approved by consent.

**Move to approve Terms of Reference and timeline for Jonah Crab Benchmark Stock Assessment.** Motion made by Mr. McKiernan and seconded by Mr. Hasbrouck. Motion approved by consent.

**Move to approve Fishery Management Plan Review, state compliance reports, and *de minimis* requests for DE, MD, and VA for American Lobster for the 2020 Fishing Year.** Motion made by Mr. Hasbrouck and seconded by Ms. Bouffard. Motion approved by consent.

**Move the American Lobster Board recommend to the ISFMP Policy Board that the State of New York be found out of compliance for not fully and effectively implementing and enforcing Section 5.1. Commercial Fisheries Management Measures of the Fishery Management Plan for Jonah crab, and Sections 3.1 and 3.2 of Addendum I to the FMP. The State of New York must implement regulations to limit**

**participation in the directed trap fishery to only those vessels and permit holders that already hold a lobster permit; or can prove prior participation in the crab fishery before the control date of June 2, 2015. The State of New York must also implement the incidental bycatch limit of 1,000 crabs per trip for non-trap gear and non-lobster trap gear. The implementation of these measures is necessary to achieve the goals and objectives of the FMP and ensure conservation of the species by preventing increased participation and landings in the fishery.** Motion made by Mr. Keliher and seconded by Mr. Borden. Motion postponed until August 2022 meeting.

**Move to postpone until the August 2022 meeting.** Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion approved by consent.

**Move to approve Fishery Management Plan Review, state compliance reports, and *de minimis* requests for DE, MD and VA for Jonah Crab for the 2020 Fishing Year.** Motion made by Ms. Patterson and seconded by Mr. Miller. Motion approved by consent.

**Move to approve American Lobster Advisory Panel nominations Eben Wilson and Jeff Putnam.** Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion approved by consent.

### TAUTOG MANAGEMENT BOARD Meeting Summary

The Tautog Management Board (Board) met to review hypothetical scenarios for the Risk and Uncertainty Decision Tools and consider feedback from the Law Enforcement Committee's (LEC) on the commercial tagging program. In October 2021, the Board was presented the stock assessment update which showed positive improvements for all regions from the past assessment update. Considering the results, the Board chose not to adjust current regional management measures but instead tasked staff with developing hypothetical scenarios to further illustrate how the Decision Tool could be used. At this meeting, the Board was presented the hypothetical scenarios, which demonstrated what risk tolerance level the Decision Tools would recommend under different hypothetical projection scenarios and weighting schemes. The Board discussed whether the

Decision Tool was ready to be used in the management of other Commission species. The Board indicated support for developing Decision Tools for other species as a way of further testing the process, as well as preparing for the potential application of the Risk and Uncertainty Policy to species management in the future. The results of the tautog pilot case and feedback from the Tautog Board will be communicated to the ISFMP Policy Board for consideration.

Next, the Board reviewed feedback from the LEC on the commercial harvest tagging program based on a prior tasking from the Board to the LEC on the impact of the tagging program on illegal harvest and evaluating compliance. The LEC met in December 2021 and identified some key considerations for the Board, most notably that illegal harvest and market sales are predominately coming from the recreational sector now. The LEC indicated there is generally good compliance with the tagging program, but that a minority of commercial harvesters have experienced issues with applying the tags and observing injury to the fish held in tanks for long periods of time. Considering this and feedback from the public, the Board discussed how best to further evaluate the impact of the tagging program on market price, specifically whether dealers had noticed a change in market price for tagged live fish. New York indicated it will be conducting a survey of their commercial dealers later this year to better understand how the tagging program has impacted market price. Additionally, Board members will identify dealers for staff to reach out to and the specific questions to pose to these dealers.

**Motions.** No motions made.

### SUMMER FLOUNDER, SCUP AND BLACK SEA BASS MANAGEMENT BOARD

#### Meeting Summary

The Summer Flounder, Scup, and Black Sea Bass Management Board met to review Technical Committee (TC) recommendations on the criteria regions will use for adjusting summer flounder and black sea bass recreational measures and receive an update on the TC's ongoing analysis for identifying and smoothing outlier recreational harvest estimates.

In December 2021, the Board and the

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

Mid-Atlantic Fishery Management Council (Council) jointly agreed to use regional conservation equivalency for summer flounder and black sea bass in 2022 to achieve, but not exceed, the 2022 recreational harvest limit (RHL). For summer flounder, the Board and Council jointly approved a 16.5% increase in coastwide harvest compared to average 2018-2021 harvest. For black sea bass the Board and Council jointly approved a 28% reduction in coastwide harvest compared to average 2018-2021 harvest. In order to achieve these changes in harvest each region is required to submit proposals for adjustments to summer flounder and black sea bass recreational measures. The TC met twice in January to recommend a methodology for regions to use when developing summer flounder and black sea bass conservation equivalency proposals. After reviewing the recommended criteria for proposals, the Board approved the methodology by consensus. The deadline for regions to submit proposals is February 21<sup>st</sup>. Each state is responsible with working within their region to coordinate measures between states and collect stakeholder input on preferred recreational regulations.

During the TC's review of 2018-2021 black sea bass recreational harvest, the TC identified various anomalous harvest estimates and has since been considering several methodologies for identifying and smoothing outlier harvest estimates. The Board reviewed the TC's progress on this analysis and tasked the TC with providing a recommendation on an outlier identification and smoothing methodology. Depending on the final method recommended by the TC, the resulting percentage reduction in black sea bass to prevent an RHL overage may be less than the 28% recommended by the Board and Council in December 2021. The TC is scheduled to meet again on Monday, January 31 to discuss the analysis further and provide a recommendation, which the Board will vote on prior to the Council's meeting on February 8. The Council can then determine appropriate action to allow for consistency in the approach in state and federal waters in 2022.

Additionally, the Board also tasked the TC with conducting a similar outlier identification and smoothing analysis for scup to determine whether revised data should inform the reduction needed for the recreational scup fishery. For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at [dleaning@asmfc.org](mailto:dleaning@asmfc.org) or 703.842.0740

**Motions**

**Move to rescind the December 2021 black sea bass recreational management motion and move to adopt conservation equivalency for 2022 black sea bass recreational management, with a reduction in harvest specified to achieve the coastwide 2022 RHL. A 28 percent reduction will be required unless additional analyses conducted by the Technical Committee examining the MRIP data, including an outlier analysis and incorporation of the updated 2021 data as presented today, result in a modified percentage. 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. If the percent reduction is changed the precautionary default and coastwide measures will be adjusted to be consistent with the required adjustment.** Motion made by Ms. Madsen and seconded by Ms. Meserve. Motion passes (11 in favor, 1 abstention).

**SPINY DOGFISH MANAGEMENT BOARD**

**Meeting Summary**

The Spiny Dogfish Management Board met to consider postponed motions from October 2021 to adjust the commercial trip limit for the northern region states (Maine through Connecticut) for the 2022 fishing year. In October 2021, the Board was presented analysis from Mid-Atlantic Fishery Management Council (MAFMC) staff on the impact of the federal trip limit on market price. The analysis showed that increasing the trip limit from 6,000 to 7,500 pounds would not have a negative impact on the resource or on market price. Based on these conclusions, MAFMC recommended setting the trip limit at 7,500 pounds. At the October Board meeting it was unclear if the New England Fishery Management Council (NEFMC) would recommend a different trip limit level and, depending on the NEFMC, when NOAA Fisheries would implement the regulatory change. In December, NEFMC recommended adjusting the trip limit to be consistent with that recommended by MAFMC. NOAA Fisheries indicated that the regulatory change would be implemented for the 2022 fishing year starting May 1. Based on this information, the Board approved changing the commercial trip limit in state waters for the northern region to 7,500 pounds for the 2022 fishing year.

Last, the Board approved the nomination of Rick Bellavance of Rhode Island to be on Spiny Dogfish Advisory Panel. For more information on management, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

**Motions**

**Main Motion from Fall 2021 Meeting**

**Move to set at least a 7500-pound trip limit in the Northern Region (ME through CT) for FY2022 contingent upon NOAA Fisheries adopting at least a 7500-pound trip limit for federal waters. If at least a 7500-pound trip limit is not approved in federal waters, then the 6,000-pound trip limit will remain in the Northern Region.**

**Motion to Substitute from Fall 2021 Meeting**

**Move to substitute to set the Northern Region (ME through CT) state waters trip limit for FY 2022 equal to the trip limit in federal waters approved by NOAA Fisheries.** Motion to substitute approved unanimously.

**Main Motion as Substituted**

**Move to set the Northern Region (ME through CT) state waters trip limit for FY 2022 equal to the trip limit in federal waters approved by NOAA Fisheries.** Motion approved by unanimous consent.

**Move to nominate Captain Rick Bellavance to the Spiny Dogfish Advisory Panel.** Motion made by Dr. McNamee and seconded by Mr. Gates. Motion approved by unanimous consent.

**EXECUTIVE COMMITTEE**

**Meeting Summary**

The Executive Committee (EC) met to discuss several issues, including wind energy Involvement; the distribution of CARES Act funds; the Commission's Appeals Process, and staff workload concerns. The following action items resulted from the Committee's discussions: A lengthy discussion about the role of the Commission in offshore wind energy along the Atlantic coast was held. Several members endorsed the concept of the Commission involvement for the following purposes 1) improved and timely sharing of information about processes and procedures related to siting, leasing, construction, and operation; 2) providing subject matter expertise regarding

the science-based data and information used to evaluate environmental, social, and economic impacts; 3) evaluation of how siting of infrastructure might adversely affect fishery-independent surveys; 4) development of consistent approaches for mitigation and compensation; 5) advocacy for policy development and/or modification thereof that protects state interests and 6) evaluation of offshore wind energy in the larger context of marine spatial planning. Leadership and staff will develop a draft scope of work with an associated analysis of the capacity of the Commission to address these tasks.

Mr. Beal presented information on member state responses to needs for unused CARES 1 funds. A unanimous decision was

made to make available unspent funds to states that had further needs with the goal of zeroing out the remaining CARES 1 balance by the deadline of June 30, 2022. The details of the EC's decision will be forwarded to NOAA Fisheries for approval prior to implementation. The EC agreed this decision does not set a precedent for how any unused funds from CARES 2 will be allocated and spent.

Mr. Beal presented draft revisions to the Appeals Process Policy. The ensuring discussion identified the need for further modification of the policy to reflect concerns of some members. The draft revised policy

**Continued on Page 20.**

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# Boat And Ship Yard News



Jeff Eaton, of Eaton's Boat Shop on Deer Isle, has just finished laying up a 25-foot hull for a customer from Massachusetts. She will be finished out as a walk-around tuna boat.

### Eaton's Boat Shop Deer Isle

Owner Jeff Eaton has just finished laying up a 25-footer, which he will be finishing out as a lobster/tuna/stripers sportfisherman for a customer from the North Shore of Massachusetts. Last spring, he sold one of these 25s to John Farrell, former manager of the Boston Red Sox, and this one is going to one of his friends. What is going to be interesting is that she is not going to be finished off with a standard cabin. She is going to be finished out as a walkaround with a two-thirds cabin so if he is fighting a fish he can walk to the bow and fight it from there. Jeff added, "With the smaller boats down there, when they get into the bigger tuna, and if they try to chase them down stern to, they get too much water on board and then they will roll. On the bow they put a rod holder up there 'So tow me around bow to, go until you get tired and then I've got you.'

She is going to have an 80-gallon fuel tank with a 250-hp Yamaha. She will look like a center console hardtop but with only two-thirds of the house with a hauler on the starboard side. On the fore deck there will be a bulkhead with a shelf where the owner can store rope or whatever. The house has not been designed as the owner needs to decide on what type of hauler he wants. Jeff thought that he should go with an electric one with a solar panel on the house top. Jeff explained, "I told him my brother-in-law has got an electric one on his boat that works great. We put a big solar panel up on the top plus the alternator

from the outboard gives him plenty of power. My brother-in-law bought his boat in Cutler off a couple boys and they hauled 250 traps with that electric hauler with no problem. It is so easy and clean for what little bit of hauling he is doing. Get the bigger hauler, 12-inch, and a bigger motor it's pretty decent."

Jeff said he got behind on the last boat he did, which was another 25 and Jeff likes getting his boats out on time. He said, "The one I just finished actually was really late. He got it before Christmas I guess that that was good. That one came out really nice, a 200-hp Yamaha on it and we had 38½ mph. She was set up as a day boat, it had a toilet and bunks. That one went down to southern Massachusetts."

Next, Jeff will be laying up a 25-foot kit boat, which will be raffled off for the local fire department and ambulance service. Jeff added, "We are going to try and sell 1,000 tickets at \$100 a ticket and donate the money after materials to the fire department and the ambulance department. Like any small community, there is only x-amount of dollars and I just figured that is the least that I can do. I see it firsthand because they are right here, day in and day out. People are volunteering and I can't do that, but I thought if we could help them buy some of the stuff that they need and can't afford. I thought this would be a good way of doing it and it seems a lot of people are interested for \$100 a ticket. I may cap it at five tickets per person and sell them up and down the coast, I will probably run it all summer until we sell 1,000 tickets.



Fogg Boatworks in North Yarmouth is building another aluminum catamaran for their charter service. To the left is the pilot house and on the right is the starboard pontoon.

You are looking at an \$18,000 kit, somebody is going to win it for \$100 ticket."

This 25 started life as a Mitchell Cove 20. Jeff thought that Vaughn or Eric Clark made the mould. He said one made a 22 and the other one the 25, which was originally called the Northern Edge 25. It was later sold to Downeast Boats & Composites of Penobscot, who produced a number of hulls. Then it was sold to Ronnie Eaton of Deer Isle, Jeff's cousin. Ronnie built a few, but then sold it to Jeff. At the time Jeff was building bigger lobster boats so the mould waited. Two years ago he produced one for a local fisherman and that sparked a lot of interest.

"Actually, I just got a call from another guy from Massachusetts that is looking for the same thing," said Jeff. "I don't want to book myself so hard. I had two people that has had to back out because they couldn't get outboards. That has been a big issue. I wasn't supposed to be doing this one right now, I was supposed to be doing one that was going to Fort Meyers, Florida. An 84-year-old fellow, this was going to be his 20<sup>th</sup> boat, his 4<sup>th</sup> Maine boat, but he had a health issue. That was going to be a sweet one, he wanted a stern deck with the outboard out on a bracket and a door in the back. She was going to be a fancy one, spare no expense mode, but he had to cancel his order. This one, the guy wanted this year but I told him no way, I can't do it, but when the other boat was canceled he was next in line."

With the interest in these 25s Jeff is staying as busy as he would like during the winter

months. However, he might have a person interested in laying up hulls for him so he could produce more kits for those interested.

### Feeney's Boat Shop Cutler

They just finished completely rebuilding a 38-foot Novi boat for a local fisherman. They replaced the engine, fuel tanks, platform, added new dragging gear including the winch and then they Awlgripp'd her. She went over the middle of January.

In the shop is WHITNEY & ASHLEY, a 42 Wesmac, owned by a local fisherman. She is in for just minor fiberglass repairs, redo the propeller, update the batteries and general annual maintenance. She will be done within the month.

In the layup shop they have a Mitchell Cove 20 in the mould for a local fisherman. Once out of the mould she will be lengthened and widened. Then they will layup another Mitchell Cove 32 top for a Mitchell Cove 32, which they have coming from Gamage Shipyard in South Bristol. Gamage's also laid up a hull for themselves and Feeney's Boat Shop has laid up a top for them that is sitting outside and ready for delivery. The Mitchell Cove 32 hull will be finished off for a customer from the Virgin Islands.

Also in the shop was their hydraulic trailer, which was in for repairs. They had developed an air leak inside the frame and this has been repaired and they just needed to close up the access. Owner Patrick Feeney said that he purchased the trailer from Ron Murphy of Ellsworth last year and uses it



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At Wayne Beal Boat Shop in Jonesport they are nearing completion on the hull of this Wayne Beal 36 with chines. She will be finished as a lobster boat for a fisherman from Vinalhaven.

mostly for himself around town.

Out in the yard are a number of lobster boats that need some level of repairs done to them before the fishing season starts. There are two repowers to do, one on a 38 Calvin Beal and the other is an Osmond 42.

Soon a Calvin Beal 38 hull is scheduled to arrive and she will be finished out as a lobster boat for a local fisherman.

**Fogg's Boatworks  
North Yarmouth**

They have a 37-foot passenger catamaran under construction in their shop. She was

designed by Patrick Fogg and they began construction just after Thanksgiving. The starboard hull is done and outside and they are now finishing up the port hull. While I was there they were welding the cabin up. This will have a deck platform that it will sit on so the helmsman can see over the people on board. For power she will have twin 250-hp Suzukis, which have yet to arrive, but they are hoping they will by the middle of Spring. She will be used by Fogg's Water Taxi & Charters, which run out of Portland and go all over Casco Bay. One of her main customers will

**Continued on Page 18.**

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# Boat And Ship Yard News



This is a Mussel Ridge 46 being finished out as a sportfisherman for a customer from Texas by Boricua Custom Boats in Steuben. Moises Ortiz, owner of the shop, is seen in the shelter faring the interior.

## Continued from Page 15.

be the Ripple Effect, which will hire her to take the children out to Cow Island.

This is the third catamaran of the 12 boats they have built out of aluminum. The first was CASCO BAY CAT, which they use in their taxi and charter business. This was followed by another close in size to the one now under construction for a Yarmouth customer. He uses it for mooring work and kelp farming.

The Water Taxi & Charter business has been going extremely well. Patrick Fogg said, "We had a great summer both with the water taxi and charter wise. This winter we are keeping at least one boat busy all day long Monday through Friday. During the winter we sort of switch over when you get your contractors. So, we have been doing well and hopefully things keep up."

### Handy Boat Falmouth

Over the last several years there has been a great transformation at this yard.

In the shop they are doing a refit on a Grand Banks 32. This includes custom cabinetry in the pilothouse along with a new removable headliner, systems upgrade, solar panel installation, and some electronics work. The owner is planning on taking that boat south next winter.

They are doing a partial refit of a Sabre 42, which got a new owner last year. She is having her brightwork redone, upgrades made to her electronics and a lot of smaller repair items so that she is in first class shape.

One of the major upgrades is an autohelm system.

A Sabreline 36 powerboat has had a lot of gelcoat work on deck done along with new eyebrows on the trunk cabin, new autopilot and now she will be getting full varnish and her annual maintenance.

They are repowering an Alerion 28 express sailboat. They will be removing the original Yanmar IGM and installing an Elco electric motor, which is a project that the technicians are looking forward to doing. Handy Boat has also become an Elco electric motor dealer.

Coming in shortly will be a Ted Brewer designed 44-foot Eastport pinkie, which was built by Penobscot Boat Works in Rockport in 1976. Her original name was TIME OF WONDER and later was renamed DAUGHTER OF DOVE. She has been stored at the yard for a number of years, but now she has a new owner. He is having the yard do some restoration work, which will include new rub rails, toe rails and cap rail, and some work on the side decks where there is some delamination of the original plywood deck. A few years ago, the former owner had her repowered with a Beta diesel engine. The new owner would like her to look like new when they are done.

We have got a number of boats that have either varnish restoration work or annual maintenance. Presently, the varnish crew is committed right into May. There is some fiberglass repair work on several small boats that grounded last summer. They also saw a number of boats needing repairs after being hit on the moorings. One was an Arey's Pond



At Rich's Boat Shop in West Tremont I found Colyn Rich's RICH ENDEAVOR inside getting major repairs done. The engine and transmission have been rebuilt and were now in the process of going back in.

18 catboat, which suffered damage to her toe rail, rub rail and glasswork on the starboard side.

They have got a lot of rigging work, replacement of standing rigging as well as a lot of upgrades in running rigging.

The launches are all receiving their usual annual maintenance, which includes varnish, paint and engine maintenance. One of the launches will be receiving a new Beta diesel if it arrives in time. They are hoping to get it before the end of April, but if it comes in late, they will slide her in the shop sometime this summer and put it in.

If you have not been to this yard in a number of years you will be surprised at the changes. Every year they have made upgrades and this year they will be replacing all of the floats on the main dock. The floats are being built by Custom Floats of South Portland.

Under the new management, which came in 2012, they have definitely put an emphasis on providing good service. This aspect of the yard has continued to grow and they are busy year around. In the summer they work on a number of transients and some were so pleased with the work that they have become storage customers. A major problem in Casco Bay is access to the water and being a member at Handy Boat affords that. There are 1200 moorings in the Falmouth Foreside anchorage and there is only three points of access, Handy Boat, Portland Yacht Club and the Falmouth town landing. Unfortunately, they have a waiting list for membership.

### The Landing School Arundel

Under the direction of Sean Fawcett, President, the Landing School in Arundel, Maine is pleased to announce the addition of two new team members Juliet Karam as Marketing Manager and Jon Landers as Director of Development to the staff.

"We are excited to have these talented professionals join the school to help us achieve our goals to build awareness in the marketplace and expand financial support for the school" noted Fawcett.

### Juliet Karam, Marketing Manager

Juliet will be responsible for all of The Landing School's marketing activities including print and digital advertising; social media, copywriting, marketing collateral, communications and public relations.

Juliet grew up in Scarborough Maine and recently graduated from the University of New Hampshire with a B.A. in Communication. After graduating, Juliet worked as an SEO Specialist, Copywriter and Social Media Manager at a local marketing agency in Portsmouth, NH.

"I'm so lucky to be able to live, work and play on the coast of Maine year-round. In my new position I'm really looking forward to connecting students of all ages to their passions in yacht design, composite and wooden boat building or marine systems, and promoting one of my favorite hobbies! Not many people can say they're able to market for something they're truly passionate about." says Juliet.

### Jon Landers, Director of Development

Jon joins the Landing School to oversee all development and fundraising activities with a focus on growing and broadening the School's base of financial support in order to continue its important educational mission. Jon brings over thirty years of marketing and business development experience having worked for Fortune 500 companies; non-profits; tech start-ups and in the academic sector as a Major Gift Officer and Executive Director of Museum Outreach at the University of Maryland School of Dentistry and as an adjunct professor of Marketing and Development at George Washington University's School of Museum Studies. After graduating from Bowdoin College, he

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# Boat And Ship Yard News



This is a Wesmac 50, which has been widened three feet and extended another five feet on the stern above the waterline. She is being finished off as a lobster boat for a fisherman from Birch Harbor by Little River Boat Shop in Cutler.

went on to receive his MBA from Columbia University's Graduate School of Business before starting his career.

Landers states, "I am thrilled to be part of the Landing School family. As a sailor and nautical history enthusiast with family roots firmly planted in Maine, I understand and appreciate what an asset the school is to the State of Maine, and beyond, by providing positive, life changing skills for its students to contribute to the future of the marine industry".

Landers, who divides his time between Kennebunkport, ME and Tampa, FL grew up sailing, fishing and working on family boats in Massachusetts and crewing in offshore races during his time working in New York City and Chicago. While working for start-up in Seattle, he continued to pursue his love of wooden boats as a shipwright volunteer at the Center for Wooden Boats. If you would like to contact Jon, you can reach him at [jlenders@landingschool.edu](mailto:jlenders@landingschool.edu).

### Little River Boat Shop Cutler

Let us talk about big. How about a Wesmac 50, which has been widened three feet and lengthened five feet above the waterline? When the hull was being moved from Wesmac in Surry to Little River Boat Shop in Cutler in mid-January where she would be finished there was plenty of chatter on Facebook. Once at the yard it took them a day to get her in the shop, leveled up and engine (20-liter, 800-hp Yanmar) placed inside. She will be finished out as an all-composite lobster boat for Matt Huntley of Buck's Harbor.

After just two weeks in the shop they had the three-inch shaft in the shaft tube set up as a wet log along with the dripless stuffing boxes from R. E. Thomas of Hancock. Bulkheads under the platform have been glassed in and they will form the fuel and lobster tanks. There are three lobster tanks with one on center with a capacity of 18 crates, and the two outboard sprinkle tanks, holding nine crates each for a total of 36 crates under the deck. Once everything is in place under the platform the Cosa board decking will be put down.

The five-foot extension on the stern is

all above the water. The sides were laid up in the mould at Wesmac and Little River was putting in the composite supporting framework. They put a fiberglass flange all the way around the area under the platform and the framework, which is running lengthwise will extend over the transom out onto the extension. This should be more than strong enough, but if not, they will add aluminum supports underneath. It is all about over-engineering everything that has a force put to it so that it will not fail.

Down forward they have the 10-inch bow thruster glassed in place and they are beginning to rough in the interior. Her accommodations will include four berths, a cabinet with countertop with an electric stove top in it. On the portside there is a hydraulic/electrical room, which will be accessed from the berthing area. From the hydraulic/electrical room you can access the engine room. She will have a split wheelhouse, but it will be fore and aft, not side by side. Up in the shelter there is a steering station and a settee and behind this is a wall and on the aft side is a second steering and hauling station with access forward through a Bomar door.

This is a big project, but they feel they should have her done and out the door in May. Nick Lemieux said that they had some work to do on his boat, his father's boat and Jeremy Cates' boat. Then they will start on a Young Brothers 40 for Nick's son Ryan. They will work on this project when time allows and then go full-time when they stop hauling late next fall.





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# MISCELLANEOUS COMMERCIAL FISHING NEWS

## Continued from Page 13.

will be discussed at a future EC meeting.

The near-term workload of Commission staff was discussed. It is possible that there may need to be public hearings on four fishery management plan amendments/addenda between the Winter and Spring Meetings. This will strain the capacity of staff especially considering that two veteran staff members have resigned. Possible mitigating measures include changing the timeline for some of the FMP actions and/or having management board actions originally scheduled for the May 2022 meeting occur at a meeting to be held in June 2022. This matter was discussed at the ISFMP Policy Board meeting later this week (see that section later in the document).

For more information, please contact Laura Leach, Director of Finance & Administration, at lleach@asmfc.org or 703.842.0740.

### Motions

No motions made

## NOAA PRESENTATION ON SEA TURTLE BYCATCH IN TRAWL FISHERIES

### Meeting Summary

Carrie Upite, Sea Turtle Recovery Coordinator for the NMFS Greater Atlantic Regional Fisheries Office, presented on sea turtle bycatch in Atlantic trawl fisheries. Fisheries bycatch is the primary threat to endangered and threatened sea turtles in the Greater Atlantic Region. The highest level of observed sea turtle trawl bycatch in the region occurs in the Atlantic croaker, longfin squid, and summer flounder fisheries. Under the Endangered Species Act, bycatch must be minimized in order to recover sea turtles.

In 2007 and 2010, NMFS held public workshops to discuss bycatch reduction technologies in New England and Mid-Atlantic trawl fisheries. NMFS is now sharing the results of the research that came out of these workshops, identifying potential management measures based on that research, and requesting early input from the public. The presented research included Turtle Excluder Devices (TEDs) in the Atlantic croaker, summer flounder, and longfin squid fisheries and data loggers to record and monitor tow duration.

Final operational feasibility research is being completed, but given the previous results, NMFS is considering: 1) Requiring TEDs with a large escape opening in trawls that target Atlantic croaker, weakfish, and longfin squid to reduce injury and mortality resulting from accidental capture in these fisheries; 2) Moving the current northern boundary of the TED requirements in the summer flounder fishery (i.e., the Summer Flounder Fishery-Sea Turtle Protection Area) to a point farther north to more comprehensively address capture in this fishery; 3) Amending the TED requirements for the summer flounder fishery to require a larger escape opening to allow the release of larger hard-shelled and leatherback sea turtles; and 4) Adding an option requiring limited tow durations, if feasible and enforceable, in lieu of TEDs in these fisheries to provide flexibility to the fisheries.

Early information from the public will help shape future management measures. Additionally, industry feedback would be particularly helpful on mitigation measures, operational considerations, and economic considerations. The type of information needed can be found on the website below.

There are several ways to provide public input: Written comments may be submitted to nmfs.gar.turtletrawl@noaa.gov by May 31. Oral comments may be submitted at call-

in days or a webinar. Call-in days: March 4, 8 a.m. to 3 p.m., (978) 281-9276; March 22, noon to 6 p.m., (978) 281-9276. Webinars: While NMFS will present on all the fisheries under consideration, the webinars are designed to provide a more in-depth focus on a particular fishery. Regardless of the focus, NMFS will be accepting comments on all measures under consideration at all of the webinars. *Croaker*: February 16, 6:30 to 8:30 p.m.; *Longfin squid*: March 1, 6:30 to 8:30 p.m. and *Summer flounder*: March 14, 6:30 to 8:30 p.m.

NMFS has a sea turtle bycatch in trawl fisheries website that provides background information, descriptions of TED designs, research reports, measures under consideration, the type of information needed from the public, and how to comment and participate in public webinars. NMFS will provide a summary of public input at the May Commission meeting. The recording of the presentation can be found here; the PDF of the presentation will be posted to the Winter Meeting page early next week.

For more information, contact Carrie Upite at carrie.upite@noaa.gov.

## ATLANTIC STRIPED BASS MANAGEMENT BOARD

### Atlantic Striped Bass Board Approves Draft Amendment 7 for Public Comment: Hearings to be Conducted Throughout March

The Commission's Atlantic Striped Bass Management Board approved for public comment Draft Amendment 7 to the Interstate Fishery Management Plan (FMP) for Atlantic Striped Bass. The Draft Amendment proposes options to address the following issues: management triggers, recreational release mortality, stock rebuilding plan, and conservation equivalency. These issues were identified during the public scoping process for Amendment 7 as critically important to help rebuild the stock and update the management program.

The Draft Amendment's proposed options consider changes to the management triggers, which determine when the Board is required to make management adjustments, and whether to adopt new restrictions or requirements for the use of conservation equivalency, which provides the states the flexibility to tailor the management measures. For stock rebuilding, the proposed options consider the impact of low recruitment and how the Board could respond to the 2022 stock assessment if action is needed to achieve stock rebuilding by 2029. Since release mortality in the recreational fishery is a large component of annual fishing mortality, the Draft Amendment considers options to reduce the number of striped bass released alive and options to increase the chance of survival after a striped bass is released.

The last time a new plan amendment to the Atlantic Striped Bass FMP was adopted was in 2003 (Amendment 6). Since then, the status and understanding of the striped bass stock and fishery has changed considerably, and the results of the 2018 Benchmark Stock Assessment in particular led the Board to discuss a number of prominent issues facing striped bass management. Consequently, the Board initiated the development of Amendment 7 in August 2020 to update the management program to better align with current fishery needs and priorities. The Board intends for this amendment to build upon the Addendum VI to Amendment 6 action to end overfishing and initiate rebuilding in response to the overfished status of the stock.

The Draft Amendment will be available on or before February 4 on the Commission's website at <http://www.asmfc.org/about-us/>

public-input. The public comment period will begin once the Draft Amendment 7 has been posted and will extend until April 15. All those interested in the management of Atlantic striped bass are encouraged to provide input either by participating in public hearings, which may be conducted via webinar, or providing written comment. Public comment will be accepted until **11:59 PM (EST) on April 15** and should be sent to Emilie Franke, 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: Draft Amendment 7). A subsequent press release will provide the details of the scheduled hearings once those are finalized. For more information, please contact Emilie Franke at efranke@asmfc.org or 703.842.0740.

### Motions

**Move to remove in Section 4.1: Management Triggers, sub-option B3 in Tier 1: Fishing Mortality Management Triggers (three year average F exceeds the F threshold) from draft Amendment 7.** Motion made by Ms. Ware and seconded by Mr. McMurray. Motion passes (10 in favor, 6 opposed).

**Move to add an option to Section 4.4: Rebuilding Plan that considers an alternative process for responding to the 2022 stock assessment, as follows: If the 2022 stock assessment results indicate the Amendment 7 measures have less than a 50% probability of rebuilding the stock by 2029 (as calculated using the recruitment assumption specified in Amendment 7) and if the stock assessment indicates at least a 5% reduction in removals is needed to achieve F rebuild, the Board may adjust measures to achieve F rebuild via Board action.** Motion made by Dr. Armstrong and seconded by Dr. McNamee. Motion passes by consent.

**Motion to remove Section 4.2.1 Measures to Protect Strong Year Classes (Recreational Size and Bag Limits) from Draft Amendment 7.** Motion made by Dr. Davis and seconded by Mr. Borden. Motion passes (15 in favor, 1 opposed).

**Move to approve Draft Amendment 7 for public comment as modified today.** Motion made by Mr. Hasbrouck and seconded by Dr. Davis. Motion passes by consent.

## ATLANTIC MENHADEN MANAGEMENT BOARD

### Meeting Summary

The Atlantic Menhaden Management Board met to receive an overview of Atlantic menhaden mortality events over the last two years, consider approval of Draft Addendum I to Amendment 3 for public comment, and approve Advisory Panel nominations.

The Board was presented an update on menhaden mortality events that have occurred along the Atlantic coast from 2020 through 2021. While these fish kills of menhaden can be relatively common events due to seasonal changes in dissolved oxygen and water temperature, pathology samples from recent fish kills in New Jersey and New York indicated die off from *Vibrio anguillarum*, a bacteria found in marine and estuarine areas. It is not known what may have caused the outbreak of *V. anguillarum* to occur, but the scale of these mortality events so far have not posed a significant threat to the Atlantic menhaden population, nor is it expected to impact wild populations of other species. The states will continue to monitor fish kills in coordination with staff at U.S. Geological Survey where samples are analyzed and stored on a regional level.

The Board was presented an overview of the management options developed for Draft Addendum I to Amendment 3. Previ-

ous to the Board meeting, the Plan Development Team (PDT) developed the document and provided recommendations for the Board's consideration. The Advisory Panel (AP) also met to provide feedback on whether additional options or information should be considered by the Board before approval for public comment. Draft Addendum I proposes changes to three management topics: commercial allocations, episodic event set-aside program (EESA), and the incidental catch and small-scale fisheries (IC/SSF) provision. The three topics are interconnected. For example, changes to allocation can affect states' need to participate in the EESA program as well as the volume of annual IC/SSF landings. This dynamic in the management program has created additional complexity for the options outlined in the Draft Addendum. Taking into consideration PDT recommendations and feedback from the AP, the Board made a number of changes to the Draft Addendum to reduce the complexity and possible options in the document for public comment. Due to time constraints and the extent of changes made to the document, the Draft Addendum will be reconsidered by the Board at the Spring Meeting in May before being approved for public comment. Below is a summary of changes made to the document and items for the PDT to work on further:

### Allocation

Adjust Section 3.1.1 Option 3. (three-tiered fixed minimum allocation) to designate Delaware and Florida in the second tier (0.25%) and New York in the third tier (0.50%)

Provide clarifying language in the Section regarding how latent quota under the tiered minimum allocation options (Section 3.1.1. Options 2 and 3) would be allocated to the state allocations unless directed by the Board to be used for the EESA, if a tiered minimum allocation were selected.

Remove Section 3.1.2. Option 2 (2009-2020) and Option 4 (Second Highest Year) timeframes for allocating the remaining Total Allowable Catch (TAC)

Remove Section 3.1.2 Sub-Option 3 under both Options 6A and 6B where the weighted Sub-Option 3 uses 75% older timeframe/25% newer timeframe from the weighted allocation timeframe options 6A (2009-2011/2018-2020) and 6B (2009-2012/2017-2020)

For Section 3.2.1 the moving average timeframe Option 5, provide additional information on how directed landings are to be evaluated and included into the calculation for moving average. The Board indicated that directed landings above a state's final annual quota should not count towards the moving average.

Episodic Event Set-Aside (EESA) Program Clarify that Section 3.2.2 Option 2 (to Set EESA during Specifications) is contingent on the Board selecting Section 3.2.1 Option 2 (to Increase the EESA up to 5%). If the Board does not move to increase the EESA percentage, then it will remain 1% of the annual TAC and does not need to be revised through specifications. Incidental Catch and Small-Scale Fisheries (IC/SSF) Provision

The PDT should explore creating two tiers for Section 3.3.4 Options 2-4 where the first tier addresses how the management trigger would be specified and the second tier would outline a management response to the management trigger.

In Section 3.3.4 modify the language in Option 4. Total Landings with Payback Provision to more clearly indicate that if IC/SSF landings, when added with directed landings under state quotas and the EESA, cause the TAC to be exceeded, then the overage will be

# MISCELLANEOUS COMMERCIAL FISHING NEWS

deducted on a pound-for-pound basis from the next subsequent year's TAC. The PDT should explore this further to provide more guidance on how this would be evaluated.

The Board considered and approved the nominations of Michael Dawson of Maine and William Caldwell of New York to the Atlantic Menhaden Advisory Panel. Last, Dr. Conor McManus of Rhode Island was elected Vice-Chair of the Board.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, at [jboyle@asmfc.org](mailto:jboyle@asmfc.org).

## Motions

**Move to remove option 3: 3-tiered fixed minimum approach, under 3.1.1 options for addressing minimum allocation.** Motion made by Ms. Fegley and seconded by Mr. Hasbrouck. Motion fails (3 in favor, 12 opposed, 3 abstentions).

## Main Motion

**Move to modify section 3.1.1. option 3 to put DE and FL in tier 2 (0.25%).** Motion made by Ms. Meserve and seconded by Ms. Burgess. Motion amended. **Motion to Amend**

**Move to amend to move NY into tier 3** Motion made by Mr. Hasbrouck and seconded by Mr. Miller. Motion passes.

## Main Motion as Amended

**Move to modify section 3.1.1. option 3 to put DE and FL in tier 2 (0.25%) and move NY into tier 3 (.5%).** Motion passes (15 in favor, 1 opposed, 3 abstentions).

## Main Motion

**Move to remove from Draft Addendum I in Section 3.1.2: Option 2: 2009-2020; Option 4: Second Highest Year; Option 6b: Weighted Allocation Timeframe 6B (2009-2012 and 2017-2020)** Motion made by Ms. Ware and seconded by Mr. Clark.

## Motion to Amend

**Move to amend to remove option 6b and replace with option 6a (2009-2011 and 2018-2020)** Motion made by Mr. Cimino and seconded by Dr. Davis. Motion fails for lack of a majority (6 in favor, 6 opposed, 5 abstentions, 1 null).

## Main Motion

**Move to remove from draft Addendum I in Section 3.1.2: Option 2: 2009-2020; Option 4: Second Highest Year; Option 6b: Weighted Allocation Timeframe 6B (2009-2012 and 2017-2020)** Motion made by Ms. Ware and seconded by Mr. Clark.

## Motion to Amend

**Move to amend to remove option 6b: Weighted Allocation Timeframe 6B (2009-2012 and 2017-2020)** Motion made by Dr. Davis and seconded by Mr. Fote. Motion carries (13 in favor, 2 opposed, 3 abstentions).

## Main Motion as Amended

**Move to remove from draft Addendum I in Section 3.1.2: Option 2: 2009-2020; Option 4: Second Highest Year** Motion carries without objection with 3 abstentions from USFWS, NOAA Fisheries, and South Carolina.

**Move to eliminate sub-options 3 (weighting 75/25) to both 6a (2009-2011/2018-2020) and 6b (2009-2012/2017-2020)** Motion made by Ms. Patterson and seconded by Ms. Fegley. Motion passes (11 in favor, 4 opposed, 3 abstentions).

**Move to eliminate sub option 1 (weighting 25/75) to both 6a (2009-2011/2018-2020) and 6b (2009-2012/2017-2020) from section 3.1.2.** Motion made by Mr. Geer and seconded by Mr. Pugh. Motion fails (2 in favor, 13 opposed, 3 abstentions).

**Motion to remove Option 5 (moving average) from section 3.1.2.** Motion made by Ms. Burgess and seconded by Mr. Geer.

Motion fails (2 in favor, 13 opposed, 3 abstentions).

**Move to nominate Michael Dawson of ME and William Caldwell of NY to the Atlantic Menhaden Advisory Panel.** Motion made by Mr. Gilmore and seconded by Dr. Davis. Motion carries by unanimous consent.

**Move to nominate Dr. Conor McManus of Rhode Island as Vice-Chair of the Atlantic Menhaden Board** Motion made by Mr. Reid and seconded by Ms. Ware. Motion passes.

## INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD

### Meeting Summary

The Interstate Fisheries Management Program (ISFMP) Policy Board met to receive an update from Executive Committee; review the 2021 Commissioner Survey results; consider a Policy on Information Requests; receive an update on the East Coast Scenario Planning Initiative; receive reports from the Atlantic Coastal Fish Habitat Partnership (ACFHP) and Habitat Committee (HC); and consider revision to the Submerged Aquatic Vegetation (SAV) Policy.

The Commission Chair Spud Woodard presented the Executive Committee Report to the Board (see Executive Committee meeting summary earlier in this document).

Deke Tompkins presented the results of the 2021 Commissioner Survey Results. Many questions show similar trends to years past. It was noted some obstacles to the Commission's success in rebuilding stocks include a need to improve cooperation among states and federal managers; managing fisheries in changing environmental conditions; and the social impacts

of management decisions. Some of the issues Commissioners would like to focus more on include: allocation; improving recreational management strategies (party and charter mode split, processes that allow for uncertainty in recreational harvest estimates); adapting management to changing environmental conditions; filling data gaps; advocating for increased state and federal agency resources; cooperation with federal partners; and improving federal enforcement.

Commission member states have committed to transparent and open ASMFC decision-making, record-keeping, and public meeting processes. Much of the Commission's work can readily be accessed on the ASMFC's website, [www.asmfc.org](http://www.asmfc.org). The Commission's website is maintained to provide extensive information on fishery management proceedings, scientific and technical information, ASMFC procedures, and many other topics. For information that is not available via the website, the public can make requests for that information. The Board reviewed and approved a policy to provide clarity to the public on making information requests for information that is not available on the Commission's web page. The Policy includes where to make requests, timeline and process for responses, and information regarding possible costs. It will be posted to the website in early February and can be found at <http://www.asmfc.org/about-us/guiding-documents>.

Over the past year, East Coast fishery management bodies have been collaborating on a climate change scenario planning initiative designed to prepare fishing communities and fishery managers for an era of climate change. Staff reviewed progress

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# International Maritime Library

## New Version 4 Now Online @ [internationalmaritimelibrary.org](http://internationalmaritimelibrary.org)

Presently we have a listing of over 125,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Several other lists have been added to this.

These include: WPA Custom House records for Bath, Maine; Frenchman's Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping;

Robert Applebee's notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

### 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 Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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*Dedicated to the Preservation of Maritime Writings*

# MISCELLANEOUS COMMERCIAL FISHING NEWS

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of the initiative and discussed upcoming drivers of change webinars. The goals of this project are to assess how climate change might affect stock distribution and availability of East Coast marine fisheries over the next 20 years and to identify the implications for fishery management and governance. Last summer and fall, many stakeholders participated in the Scoping phase of the project by attending introductory scoping webinars and providing input through an online questionnaire. A summary of the scoping process and input received is available here. The next step in the scenario planning process is the Exploration phase. Building on the input gathered during scoping, this phase will include a series of three webinars which will focus on identifying and analyzing the major drivers of change in greater depth. Once again, stakeholder involvement is key, and the webinars are open to the public. The outcomes of these webinars will form the “building blocks” for a future scenario creation workshop to be held in Spring 2022.

Dr. Lisa Havel provided updates on ACFHP and HC. The ACFHP Steering Committee revised the National Fish Habitat Partnership (NFHP) request for proposals (RFP) and discussed the creation of a general ACFHP RFP in response for potential funding associated with the Infrastructure Bill. The Steering Committee began discussing its next strategic plan, including how to handle future fundraising, and how to better consider diversity, equity, inclusion,

and justice in their work moving forward. Kent Smith (FL FWC) and Jessica Coakley (Mid-Atlantic Fishery Management Council) were re-confirmed as Chair and Vice Chair, respectively. Finally, the Committee reviewed endorsement project success over the years. The FY2023 NFHP RFP was released on November 16, 2021 and closed on January 19, 2022. ACFHP received three proposals this year.

The HC discussed the status and next steps for the documents they are currently working on: Acoustic Impacts to Fisheries, Fish Habitats of Concern, and a review of each state’s current climate change initiatives. The Committee also discussed potential Commission involvement in offshore wind and the impacts of harbor deepening projects on fisheries. The Policy Board unanimously approved the updates to the current SAV Policy. The HC also welcomed Rachael Peabody as the newest representative for the Virginia Marine Resources Commission.

Lastly, the Board also discussed the possibility of delaying the release of American Lobster Draft Addendum XXVII for public comment. In consideration of the following issues – upcoming information on stock condition, the need for additional time for the Lobster Board to better understand current or new right whales rules that could benefit the resiliency of the lobster stock, and the importance of giving the states the opportunity to safely hold in-person scoping meetings with their lobster industry ahead of any Commission public hearing – the Board delayed further action on the Draft

Addendum. Consequently, public hearings are expected to occur in June 2022 and the Board will review public comment and consider final action on the addendum at the August 2022 meeting.

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

### Motions

**Move that the ISFMP Policy Board delay further action on Draft Addendum XXVII to Amendment 3 to the American Lobster Fishery Management Plan, to move back the public hearings to June 2022.**

**The delay of final action on this FMP is to ensure that the public hearings can include a presentation on the 2021 stock status, ensure that the Lobster Board has a better understanding of current or new right whales rules that could benefit the resiliency of the lobster stock, and to allow for possible changes in the current COVID situation to allow states that will need to hold in-person scoping meetings ahead of any commission public hearings.** Motion made by Mr. Keliher and seconded by Mr. McKiernan. Motion carries unanimously.

**Move to approve the Policy on Information Requests as presented today.** Motion made by Mr. Keliher and seconded by Mr. Bell. Motion approved by unanimous consent.

**Move to approve the updates to the 2018 ASMFC SAV Policy.** Motion made by Mr. Keliher and seconded by Mr. Cimino. Motion approved unanimously.

### BUSINESS SESSION

#### Meeting Summary

The Atlantic States Marine Fisheries Commission approved Amendment 22 to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan: *Commercial/Recreational Allocation*. The Amendment establishes new catch-based allocations between the commercial and recreational sectors for all three species, and provides the option for future changes to commercial/recreational allocations and annual quota transfers to be made through addenda.

The Commission’s Summer Flounder,

Scup, and Black Sea Bass Management Board and the Mid- Atlantic Fishery Management Council (Council), who jointly manage these three species, initiated the Amendment to respond to the Marine Recreational Information Program’s (MRIP) release of revised recreational catch and harvest estimates that showed that recreational catch and harvest of summer flounder, scup, and black sea bass were much higher than previously estimated. The revised MRIP estimates resulted in significant changes to stock biomass estimates and resulting catch limits for these three species, and action was needed to consider modifications to the allocations.

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 Amendment revises the commercial and recreational sector allocations using the original base years updated with new MRIP data. These changes are intended to better reflect the current understanding of the historic proportions of catch and landings from the commercial and recreational sectors. Given the joint nature of the Amendment and the federal process that requires the Council’s Amendment to undergo federal review and rulemaking, the implementation date for the Commission plan will be set once NOAA Fisheries approves the Council’s Amendment. The Amendment is expected to go into effect for the 2023 fishing year.

For more information, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org or 703.842.0740.

### Motions

**Move on behalf of the Summer Flounder, Scup, and Black Sea Bass Management Board approval of Amendment 22 to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan: Commercial/Recreational Allocation. The effective date of the Amendment will be consistent with the effective date published in the final rule in the Federal Register.** Motion made by Dr. Davis. Motion passes unanimously.

**PENOBSCOT MARINE MUSEUM**

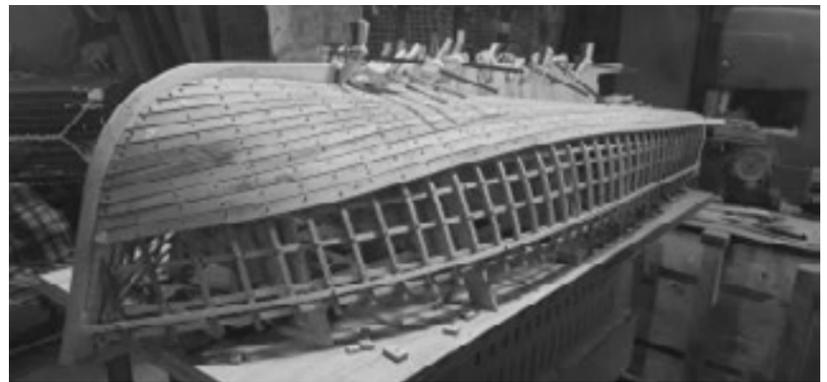
Penobscot Marine Museum’s National Fisherman photography collection is the definitive resource for seeing and understanding the commercial fisheries in 20<sup>th</sup> century North America.

See the images online:  
penobscotmarinemuseum.org/national-fisherman/

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Willis Beal is planking his newest model, which by now has been completed.

**Exciting summer opportunities for two girls between ages 14 and 18 for experiencing the joys of sailing or woodworking:**

**These are two fully funded one week courses at the Wooden Boat School in Brooklin, ME. Lodging included.**

**Interested applicants should contact one of the Directors of the Anne Bray Memorial Scholarship Fund:**

**Giffy Full 207-266-1243**

**or Maynard Bray**

**maynardbray@gmail.com or**

**Bill Page 207-749-0208 pageboats@me.com**

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

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## SEA AND PORT.

Foreign exports from the port of Bangor for last week were valued at \$21,022.80, and consisted of the following cargoes: 28,700 bundles fruit box shooks to Palermo, Sicily; 421,486 feet white birch spoolwood, 53,631 feet spruce deals to Ardrossan, Scotland; 445 tons ice, 966 bundles box shooks, 45,000 feet pine lumber, 19,000 feet scoots and fours, a package flavoring samples, one jigger cart and one refrigerator to Curacoa, Dutch West Indies.

The Bangor brig HARRY STEWART has been making a quick transatlantic trip. She sailed from Portland March 15 with miscellaneous cargo for St. Louis, Senegal, and reached that port in 26 days. She then proceeded to Turk's Island and loaded salt for New York, arriving at the Empire City on June 24, having made the round trip in 101 days. Her outward passage was the quickest ever made between the United States and St. Louis, and her voyage across the ocean and return is the quickest she has ever made in her twenty-one years of service.

The splendid clipper ships built on our Atlantic coast between 1850 and 1868 ranged from 1,400 to 3,000 tons register - were all built of wood and heavily sparred, spreading in some instances 16,000 square yards of canvas. Their superb models commanded the admiration of the nautical world; carrying capacity was sacrificed to speed; large breadth of beam gave stability under canvas pressure, and sharp ends gave unequalled speed. The remarkable distances covered by these vessels is a matter of record. The FLYING CLOUD, SOVERIGN OF THE SEAS, YOUNG AMERICA, and many other clipper ships have sailed over 400 nautical miles in one day, while their continuous runs were more remarkable still.

The weather at sea, as forecasted for the month just begun by the U. S. Hydrographic Office, will be generally fair. Occasional moderate gales, frequently accompanied by electric phenomena, will be felt north of the 40<sup>th</sup> parallel, and West Indian hurricanes are apt to occur, especially during the latter part of the month. Frequent fogs may be expected over the Grand Banks, along the northern coast of the United States, and in the neighborhood of the British Isles. Icebergs are liable to be encountered in the vicinity of the Grand Banks, between the 46<sup>th</sup> and 53<sup>rd</sup> meridians, as far south as latitude 42 30 N. Field ice should be looked out for to the eastward and southward of Newfoundland, and off the coast of Cape Breton Island.

Imports at the port of Portland last week were as follows: 4070 bales of rags from Hiogo, Japan, to S. D. Warren & Co.,

Cumberland Mills, and 3889 packages miscellaneous merchandise for New York; 362 hogsheads 41 tierces molasses from Ponce, Porto Rico, to George S. Hunt & Co.; from Barbadoes, to Cousins & Tomlinson; 1527 cases canned lobster from Sheet Harbor, N. S., to Burnham & Morrill; 4000 railway ties from Moncton, Nova Scotia, to the Boston & Maine Railroad; 3000 railway ties from Fredericton, New Brunswick, to the Boston & Maine; 3250 railway ties from Dorchester, New Brunswick, to the Boston & Maine; 75,000 feet of boards from St. John, N. B., to M. P. Emery; from Westport, Nova Scotia, 373 quintals dry fish to Twitchell, Champlin & Co., and 530 quintals dry fish and 4 barrels tongues and sounds to Dana & Co.; 10,000 live lobsters and 60 dozen eggs.

## THE OCEAN FREIGHT MARKET.

The trans-Atlantic freight market remains quiet, offerings having been moderate, and no improvement being indicated in the foreign demand for our export staples. There is some inquiry reported by our New York correspondents, Snow & Burgess, for the better class of tonnage to load case oil and general cargo to the far east and Pacific ports, but shippers meet with some difficulty in filling their wants, owing to the scarcity of such vessels; full rates could readily be obtained. There is more action noticed in the Provincial deal trade and as regards rates a firmer tone is noticeable. To the River Plate and also Brazil there is a fair inquiry for vessels to load general cargo from New York and lumber from the South and when suitable tonnage is available full rates are paid. The Cuba trade shows no improvement, but in other West India department a moderate call for vessels is noticed, though desirable vessels appear scarce, and owners in consequence are firm in their ideas. In the coastwise trade there is nothing exciting to report.

## CHARTERS.

Bark HENRY A. LITCHFIELD, Portland to Rosario, lumber, \$11.50

Bark SAMUEL H. NICKERSON, Boston to Melbourne, general cargo, lump sum.

Bark EDWARD L. MAY, Boston to Sidney, New South Wales, general cargo, lump sum, basis about 27 shillings.

Barks LIDSKOLF and MIDAS, Portland to Montevideo for orders, lumber, \$10.50.

Bark MARTHA REED, Portland to the Clyde, spoolwood, p. t.

Bark JOHN E. CHASE, Hoboken to Portland, coal 75 c. and discharged; thence to Rosario with lumber, \$11.50.

Brig HENRY B. CLEAVES, Kennebec to Philadelphia, ice, 60c.

Schooner A. J. YORK, Portland to New York, copper ore and empty barrels, p. t.

## THE FISHERIES.

Schooner CAROLINE VAUGHT has sailed for the North Bay, mackereling.

There were 2000 pounds of mackerel landed at Portland Tuesday.

Schooner MINNIE C. TAYLOR has been bought by Gallagher & Co. of Portland. She is 192 tons and was built at Harpswell in 1874.

Arrived at Portland last Friday schooners J. H. KENNEDY from the shore fishing with 4000 fresh mackerel, and JAMES DYER, shore fishing, with 10 barrels mackerel and 45 barrels herring.

The codfish fleet continue to arrive from the Banks with small fares, and all report fish unusually scarce. One schooner arrived at Boothbay with 320 quintals, having fitted out for 1100 quintals, and the generality of arrivals have less than half fares.

The mackerel fleet is now much scattered, some of the vessels having gone into North Bay, while others are spread pretty widely all the way from Block Island to the Nova Scotia shore. The fleet are all united in one respect however; none of them are catching any mackerel of importance in regard to either size or numbers.

Mackerel arrivals at Portland Monday were larger than had been expected and raised new hopes in the breasts of the traders. Schooner MOSES B. LINSKOTT landed 40 barrels fine fresh mackerel, schooner GEORGE WASHINGTON 40 barrels and netters 15,000 pounds. All the fish were taken off the Cape, and the fishermen report mackerel as plenty there.

Since the spurt off Canso, Nova Scotia, a few weeks ago, nothing has been done to the eastward by the mackerel fleet. Tinkers have been caught off Block Island and vicinity, 1000 or more to a barrel, and

they meet with a ready sale. Last week's arrivals at Boston amounted to 1879 barrels sea-packed, making the total New England catch up to July 1st, 4523 barrels.

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## NATIONAL IMPORTANCE OF THE FISHERIES.

[By Captain Fitz J. Babson.]

The ratification or rejection of the new Canadian treaty brings the country face to face with the question whether it is best to give the fullest development to our own producing industries, or to discourage in all sections and destroy in some the vital marine industry whose field of food products is the entire ocean and whose operations are as yet, in comparison with their possibilities, in their infancy. With the opinions of the most eminent scientists, students of natural history and practical men, showing the unlimited supply of ocean life; and controlling, as we do, the larger part of the eastern shores of the Pacific and western shores of the Atlantic, with rivers, lakes and bays innumerable, with every variety of fish within our reach, with a population growing at the rate of over two millions yearly, with a scientific commission established whose investigations and practical application of fish propagation make the necessity of foreign aid to our fish supply an absurdity, everything goes to show, and is showing, that the multiplicity of our fish products are without limit.

The last census showed by thorough and official inspection and report 131,426 persons directly engaged in the fishing industry; capital invested, \$37,955,349; value of products, \$43,046,043; number of vessels, 6605; boats, 44,804. Maryland has 26,008 persons engaged in the fisheries; capital invested, \$6,242,443; value of products, \$5,221,715; vessels, 1450; boats, 2825. Virginia has 18,864 persons

## WCVTI Boatbuilding Class of 1972 Alumni Reunion

July 30, 2022

LOCATION: Wooden Boat School, Brooklin, Maine  
However, ALL BOATBUILDING SCHOOL Instructors & Boat students are invited.

We will have access to the 31' Lobster Boat that was built by the Classes of '72.

Special Guests as well. Mark your Calendar!  
Contact Al Strout at (386) 212-3430 or find Al Strout on Facebook  
astrout99@gmx.com





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

engaged in the fisheries; invested capital, \$2,000,000; products, \$3,124,444; vessels, 1446; boats, 6618. North Carolina has 5274 persons engaged in the fisheries; invested capital \$506,561; products, \$845,695; vessels, 95; boats, 2714. Altogether the South Atlantic and Gulf States have 58,549 men engaged in the fisheries; invested capital, \$9,497,306; products, \$10,830,281; vessels, 3211; boats, 14,583; having in those States over half a million individuals in families and subsidiary industries dependent upon the fisheries for a living; and the fisheries of these States, under proper development, could be increased ten-fold. Yet under their present limited status they are nearly equal to Canada in amount. The Canadian official report shows 59,493 men employed; invested capital, \$6,697,460; vessels, 1117; boats, 28,472. The question for the South Atlantic States to decide is whether their neglected fishery industries, which are now fully equal to Canada, shall be increased and developed, as they surely will be if this treaty is defeated, or whether Canada shall have the benefit of the markets which belong to the Southern fisheries.

In no direction are the fishery industries capable of greater development than in the Southern Atlantic, Gulf and Pacific States, and while the immediate direct issue may seem to affect more largely the North Atlantic and Lake States, the new treaty opens the way for the depreciation of the entire fishery interests of the country. Already Canada has the free markets of the United States for all the fresh or ice-preserved fish she can send here. Her fishermen are all paid a bounty by their Government (i. e., from the interest of the Halifax award of \$5,500,000 paid under the last commission), their vessels, apparatus, etc., are exempt from local taxation, while United States fishermen are locally taxed about \$500,000 yearly. The American people can afford to be generous, but the American nation can not afford to destroy its own industries, weaken its marine power, and haul down its flag upon the ocean, for the purpose of building up the power of a foreign European nation on this continent.

If Canada were a free and independent nation, one of the American sisterhood of nations, the case would be different. But Canada is now a part of that great chain of British interests which connects the Atlantic with the Pacific, and which, in connection with Australia and South Africa, incloses the commercial transit of the globe. Nearly every line of ocean steamers is in possession of Great Britain. Her supply and coaling stations environ every route. Her commercial tonnage, exempting all vessels under 100 tons and all naval vessels, is 10,539,166 tons; more than all the rest of the world combined. With her navy and smaller vessels added, she has about seventeen million tons of shipping. The entire steam tonnage of the world, excluding naval vessels and steamers under 100 ton, or nearly two-thirds of the entire commercial steam navigation. It is in this direction she is developing her powers. The ocean must be her field and resource and every branch of marine industry is the object of her aggression and ambition. Free trade and the carrying trade of the ocean is indispensable to the maintenance of her wealth and power. The internal development of this continent within itself opens no avenue to her peculiar ocean monopoly. But the fishery treaty is entirely a British measure, striking at a small industry, to be sure, but its rejection is the last feeble hope of any renewal of our prestige on the ocean.

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### BANGOR SALMON POOL Fly Fishing on the Penobscot for 1887 -

#### A Record of the Season's Catch.

Fly fishing for salmon in the Penobscot is about closed for 1888. The Penobscot Salmon Clubhouse closed its doors on July 5th, but there have been several catches this week. There are still plenty of salmon in the river but the water is so warm they will not be taken much longer. The present season has been the most successful in the history of fly fishing on the river. The first capture at the Bangor pool was made in the spring of 1885 and that season between fifty and sixty fish were taken. In 1886 there were captured about eighty fish and last year the catch was in the vicinity of one hundred fish. The present season sportsmen have been unusually fortunate, the total catch being 148 fish, aggregating 2491 pounds, in weight, an average of about 17 pounds.

Below is a record of the successful fishermen, with number of fish caught, and also the weight, the list having been carefully compiled by J. Swett Rowe; F. W. Ayer, Bangor, 20, 350 pounds; A. Mitchell, Norwich, Conn., 12, 218 pounds; Charles Barstow, Boston, 8, 118 pounds; J. H. Peavey, 8, 133 pounds; T. F. Allen, 8, 116 pounds; George Libby, 5, 94 pounds; Edward Stetson, 5, 95 pounds; Dr. Elliot, Lawrence, Mass., 5, 87 pounds; John T. Clark, 4, 74 pounds; Mr. McCarty, Lawrence, Mass., 4, 72 pounds; John Kent, Veazie, 4, 74 pounds; E. A. Buck, 3, 53 pounds; H. N. Brooks, Meriden, Conn., 3, 46 pounds; J. H. Gould, 2, 33 pounds; G. W. McMahon, 2, 38 pounds; Mr. Munn, New York, 2, 32 pounds; Ivory Doane, Veazie, 2, 25 pounds; George Finnegan, 2, 34 pounds; Dr. W. H. Simmons, 2, 28 pounds; C. J. Bateman, Boston, 2, 36 pounds; Frank McGuire, 2, 26 pounds; Z. R. Robins, Norwich, Conn, 2, 32 pounds; J. A. Thompson, 2, 41 pounds; Wm. B. McElroy, Providence, R. I., 2, 38 pounds; Charles Richardson, 2, 33 pounds; C. P. Hodgkins, 2, 19 pounds; Herbert Nealley, 2, 21 pounds; also the following one each: F. S. Swett, Brewer; Hon. Wm. Senter, Portland; Frank Cowan; Al Spencer; I. K. Stetson; Jerome Philbrook; Mr. Dodge; F. W. Hill, Waterbury, Conn; Frank Libby; H. J. Wood, Utica, N. Y.; Fred H. Patten, Bath; H. W. Osgood, Pittsfield, Mass.; Harry Ellsworth, Providence, R. I.; E. S. Osgood, Philadelphia, Pa.; Mr. White, Portland; P. P. Kelley, Melrose, Mass.; J. F. Tracy, Hallowell; Alfred J. Webb; Thomas Nickerson; Fred Sproul, Veazie; E. D. Buffinton, Worcester, Mass.; Mr. Abbott; Wm. G. Wentworth, Brewer; J. H. Lewis; Joseph F. Shields, Boston, Mass.; Ezra L. Sterns; Charles York; F. H. Lougee; J. J. Russell, Plymouth, Mass., and Rev. Dr. Newman Smyth, New Haven, Conn.

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#### CONNECTICUT CLAM CATCHERS.

The farmers of this part of Connecticut, says a Norwalk dispatch to the New York Sun, are harvesting one of the best hay crops that most of them ever saw, and they are pushing the work with all possible rapidity in order that they may get a day off and "go down to salt," that is, spend a day on the shores of the Sound or on one of the Islands that dot the entrance to Norwalk harbor. Every morning for perhaps a month there will be a procession of country wagons through the streets of Norwalk. The farmer loads into it not only his wife and children, but those of his neighbors who have no turnout of their own.

Arrived at the shore they make preparations to "tread for clams." The men remove their boots and stockings, put on a pair of old trousers, and walk down the sloping beach when the tide is low. The women do likewise, except as to trousers. The festive round clam nestles in the mud all along the

shore, waiting patiently to be caught, and the hunters wade along, sometimes in water up to their armpits, feeling for the clams with their naked toes. When the water is up to or above the waist, it is something of a trick to bring the clam to the surface without going entirely under water after it. Some parties use a long handled rake, but the experts, when they note the presence of a clam, seize it with their toes after the fashion of the armless man in the circus and with a peculiar kicking motion [????] in to the surface of the water, from whence it is transferred to the bag, which is carried over the left shoulder.

When the tide gets high the work ceases, and all hands seek the shore. There on a flat rock, and within the confines of an old wagon-wheel tire, the clams are placed hinge up, and upon them a fire of light brush is started. In twenty minutes the hot coals are swept off, the steaming clams are transferred to plates, and the party enjoys a feast fit for the gods.

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#### THE FISHERIES.

Fish are very scarce on the banks, with indications that many vessels will return with short fares.

Codfish are scarce, and prices have gained more strength. Vessels continue to come home with half an done-third fares, and the prospects are that this season's catch will be much smaller than last year. The catch in Nova Scotia and Newfoundland is running small and prices are high.

Menhaden have just shown themselves north of Cape Cod. Steamer A. B. NICKERSON seined 175 barrels off Provincetown Saturday and Monday, and they were quickly taken by fishing vessels for bait. These fish had not been seen in those waters before for nine years, and their appearance is an event of no small moment. Further reports of the same kind will be looked for with interest.

The Cranberry Isles mackerel vessels have all returned home. None of them have caught any mackerel of account. The schooner LILLIS B. FERNALD took the most, which was but thirty-two barrels small mackerel. The cod-fishing vessels did comparatively well. The three herring weirs at Cranberry Isles are summed up as having done well, poorly, and badly, the first having taken a few thousands of bushels, the second a few hundreds of bushels, while the third and last has taken but a few bushels.

Mackerel receipts at Boston for last week included 742 bbls. from Nova Scotia and 963 bbls. from the fleet and outports, a total supply of 1732 bbls. Cargo sales of large No. 3 were made at \$11.75 to \$12.00 for plain, and \$12 to \$13 for rimmed. Sales of 200 bbls. to arrive from Halifax were made at equal to \$12.10 and \$13.75 per bbl. laid down in Boston. Other sales were previously made at a lower rate. Most of the Block Island fares sold at \$7.75 per bbl., fisherman's order. These fish pack 1000 to 1200 to the bbl. No. 2 are very scarce, and cannot be bought under \$16.50. Tinkers range from \$8 to \$10.

No schools of large mackerel have been seen in any direction. Most recent receipts of large mackerel came from Nova Scotia. There are indications of several schools of small mackerel along the coast, and if they remain till autumn they may be large enough to catch. In the meantime, the bulk of the fleet are sailing about with empty barrels and anxious crews, some of the vessels having gone to the North Bay. The landings of mackerel by the fleet for the last week footed up 2249 barrels, making the total catch only 6772 barrels, against 16,406 barrels for the same time a year ago.

On board schooner PAUL BOYNTON, which arrived at Portland Tuesday with fish from Georges Banks, was a most remarkable fish which nobody has been able to name. It was caught in deep water on a halibut trawl and it was a puzzle to all on board. The fish weighed about 175 pounds and is about as large over as the top of a hoghead, being almost as broad as it is long. When caught it was a bright red color and maculated with beautiful silver spots that varied in size from about the dimensions of a five cent piece to a silver dollar. After being out of water some time, it turned, except the fins, to a purple color, the silver maculations remaining unchanged. The head, also, is of a peculiar shape and the fins seem small in proportion to the size of the body. A fin is situated just back of the gills and well up on either side of the body and another is located underneath. The tail is short and broad. It is evidently a deep sea fish and certainly of brilliant and handsome colors. None of the fish dealers on Commercial wharf or any of the captains or members of the crew of the fishing schooners that have seen the fish are able to tell to what species it belongs. It is on exhibition in the window of Lovitt's fish market on Congress street.

#### THE OCEAN FREIGHT MARKET.

Our New York report from Snow & Burgess, shipping merchants at 66 South street, says the general freight market, except for oil, is devoid of new or specially interesting features. Moderate engagements of grain continue to be effected by the regular lines at full rates, but there is a continued absence of demand for full cargoes, the margins on wheat and Indian corn yet being against shippers. For petroleum tonnage the demand has increased, and handy vessels being not over abundant rates have advanced. The inquiry at the moment is chiefly for Baltic ports, in which direction the market is relatively firmer than to the United Kingdom and Continent. Vessels suitable for case oil to the East Indies, China, Japan, etc., continue scarce, and with a fair demand rates have an upward tendency. The same is true of ships adapted to the Pacific trade.

There is some inquiry for deal and timber ships to load in the Provinces and at the South at about quotations previously current. A brisk demand prevails for vessels adapted to the River Plate and the West India trades, other than Cuba, at full previous rates, but business continues to be somewhat restricted by a scarcity of handy tonnage. Coastwise lumber freights remain very quiet but steady, while the coal and other coastwise trades are about steady and only moderately active. At the close, the prospect for over-sea and short foreign business seems to be, on the whole, a trifle better than it has been in the recent past, owing to the paucity of available and nearby tonnage and a quickened demand. For the River Plate and Rio Janeiro, \$16 per M is obtainable from the Southern Atlantic ports, and \$15.50 @ \$16 from the Gulf ports.

\* \* \* \* \*

The Maine Register is out for 1888. This valuable manual is the only publication of its kind and accordingly fills a place peculiarly its own. It is published by G. M. Donham, Portland, who has been identified with the compilation of the Register for a number of years.

\* \* \* \* \*

We are in receipt of the Ocean Chronicle for July 4th, 1888, being No. 16 of Vol. 44. This unique publication is issued by Captain E. P. Nichols of the American ship FRANK PENDLETON, at regular intervals during his long voyages, and has the honor of having gone to press nearer the South Pole than

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

any other newspaper ever published. The Editor-Captain's editorials are original and interesting, his sketches graphic and spicy and his funny column too funny for anything, while the enterprise and thoroughness with which he gets up his local new stamps him as a born journalist. One item from the Chronicle we shall have to reproduce. It reads: "We hate a liar, and dislike to hear a man exaggerate, but do not hesitate to say that the rain that has fallen between 3N and 10N has swelled this part of the globe so that now there are seventy and one-tenth statute miles in a degree."

\*\*\*\*\*

Last week's foreign exports from the port of Bangor were valued at \$5408 and were as follows: 216,984 feet white pine shipping lumber, 4047 feet spruce ditto, and 90,000 cedar shingles to Grenada, W. I., and 7412 feet white pine boards, 40 spruce poles, 72 boat oars and 60,000 cedar shingles to Grand Turk, Turk's Island, all by brig FIDELIA; 578 tons ice, 62,515 feet white pine lumber, 150,000 spruce shingles and 166 spruce poles and spars to Nassau, N. P., by schooner M. V. B. CHASE. There were imported 80 tons of plaster from Chevarie, Nova Scotia, to Morse & Company.

20 July  
Page 1.

C. J. Hall & Co., Belfast, are doing a large business at their stoneyard, having several large contracts on hand to be finished this season. Mr. Hall has lately returned from Washington D. C., where he has been putting up machinery for handling the Maine Granite & Improvement Company's stone.

\*\*\*\*\*

A. R. Nickerson and Captain G. P. Hodgdon, Boothbay, are to establish a factory under the name of the Boothbay Clothing Manufacturing Company. They have leased a building and wharf, and will put in a boiler and engine of capacity to run 200 machines, but will only put in 30 machines to start on. They will begin operations August first, manufacturing pants.

Frank L. Osgood, this city, has shipped a 12 H. P. engine of his manufacture to Moosehead Lake for Captain Hopkins' new steamer. He is also to build another engine of about the same size for a steamer now being built at Brewer by H. J. Leach. The latter craft is being constructed for William Connors, who will use her in towing rafts of logs from the Bangor Boom to the various steam saw mills below the city.

The Waldoboro packing Company are now putting in the engine, boiler and machinery of their new factory. The boiler is 60 H. P. and the factory will rank among the best canning plants in the state. They will employ between forty and fifty hands to take care of the corn planted this season. The capacity of the factory is sufficient to pack a much larger quantity and it is expected another season will produce all the corn needed.

\*\*\*\*\*

Bath's three big machine shops are busy with work and giving regular employment to 200 men. The New England Iron Works is the largest establishment, employing at present about 100 men. In the machine shop there have been recently completed three triple expansion engines for the steam yachts SAGAMORE and SAPHIRE and the steamer NAHANADA, and the men are now busying themselves with steam-hoisters and various repairing jobs among which is an extensive contract on the U. S. Revenue Cutter WOODBURY's engine. In the boiler shop the workmen are finishing a boiler to be placed in Kelley & Spear's new steam whaling bark for Captain Lewis of New Bedford. The Bath Iron Works are now

employing 65 men, manufacturing capstans, windlasses, ships' pumps, steam-hoisters, etc. G. Moulton, Jr.'s shop is employing 25 or 30 men, who are getting out two steam-hoisters, one for the schooner which William T. Connell is to build and another for a Morse coal barge. Beside this the men are doing considerable repairing on the steamer PIONEER.

Page 2.

**INDUSTRIES OF THE NORTHEAST  
THE CITY OF ROCKLAND  
A Prosperous, Populous, Growing Place,  
A Bustling Seaport with a Fine Harbor,  
A Big Manufacturing Town, a Lime  
Metropolis, a Granite Headquarters and  
a Fine Region for Farming, Fruit Horse  
and Stock Raising. Its Business Push  
and Activity, its Various and Thriving  
Enterprises, and its New Railway.**

Rockland occupies a very interesting position among the seacoast cities and towns of Maine, and whoever becomes familiar with its natural advantages and resources cannot fail to see that it is destined to attain a steady growth in population and business importance in the future. Its large and excellent harbor is protected from the ocean on the south by a broad peninsula extending eastward three miles. At the ocean end of this broad highland is the noted round summit known as Owl's Head, on the top of which is a lighthouse standing 105 feet above the level of the sea. Smith's Point - another long and broad peninsula - forms the northern boundary of the harbor. At the end of this point is a granite breakwater built by the United States. A light has recently been established on the end of this breakwater which is of much value to mariners.

The present population of the city of Rockland is over 8000, and its tax valuation, which is less than the actual value, is about \$3,800,000. The great gift of nature which has aided the development of this beautiful city during the past one hundred years is its immense and inexhaustible belt of limerock, running from Blackinton's corner in a south-westerly direction into the town of Thomaston. The lime product here last year was about 1,350,000 casks. It requires 50 cords of wood to burn 1000 casks of lime, so the above figures would require 67,500 cords of wood. This wood comes mostly from the eastern coasts of Maine and New Brunswick and employs a large fleet of coasting vessels in its transportation. Furnishing the material

and making the casks gives a large industry for a wide section of country around, and many teams are employed in hauling the casks to this market. In quarrying, hauling and burning the rock it requires about ten men and seven horses for every one hundred casks of lime produced. So that 135,000 days' work of men and 93,500 days' work of horses would be required to burn the above mentioned quantity of lime. Reckoning 300 as the number of working days in a year the lime business directly employs 450 men and 312 horses in its production, while bringing the wood to this market and distributing the lime along the coast of the United States gives a large business for our coasting vessels. Of late years a considerable proportion of this lime is sent out over the Knox & Lincoln Railroad.

The Limerock Railroad Company are now building a railway for transporting the rock to the kilns, the entire length of which when completed will be six miles. On the shore line where the rock is burned the road will be elevated so as to dump the rock directly into the kilns. Two million feet of hard pine will be used in its construction, and over one-half of this amount is already on the ground. Parker Spofford of Bucksport, the engineer of the road, and James Mitchell of Belfast are now building one section of the road and this track will reach the kilns about September 1st. That section of the Knox & Lincoln Railroad that extends from the old Rockland railway station to Railway wharf will be used as a part of the new Limerock Railroad.

Rockland and its vicinity is not only noted for its extensive and inexhaustible quarries of the best quality of limerock, but is equally noted for the inexhaustible quarries

of excellent granite, found at Vinalhaven, Hurricane Island, South Thomaston and St. George, for which points this city is a natural trade and business center. Rockland is the headquarters of the extensive granite business done by the Bodwell Granite Company and the Hurricane Granite Company now employ from 400 to 500 men at Vinalhaven and from 150 to 200 men in their quarries at Spruce Head and Willard Point. They also employ from 40 to 50 men in their red granite quarry at Jonesboro.

The Hurricane Granite Company own Hurricane Island, which is composed of 150 acres of granite lying in straits. It has been incorporated as a town. On it are only a few garden patches and these mostly are made land. The company now employ 250 men in the granite business on the island. They also have a fish-packing establishment on the island which employs 50 hands. They put up clams, lobster, mackerel and herring. They have recently built a new wharf at Hurricane where they have thirty feet of water at low tide. Two steamers make hourly trips from Rockland to Vinalhaven and Hurricane in the summer. The Railway Granite Company have granite works at Railway wharf, and have lately opened an office in Columbus, Ohio. They furnish all kinds of building stone and monumental work. They have lately opened a quarry at South Thomaston, the stone from which is very handsome and pure.

J. G. Torrey & Son have a brass foundry which was established in 1853. They make ship-bells, water-closets, ship-trimmings, a composition ship fastenings, boat trimmings, etc. They employ six hands. J. B. Loring has had thirty-five years' experience in boat building. He exhibited a boat at the

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

recent exposition at New Orleans, in which eleven different kinds of Maine wood were used. On this boat he was awarded the first premium. In late years he has had large orders from Mount Desert. The Rockland Manufacturing Company have fine quarters in the Berry Brothers' block, where they make from 250 to 300 pairs of pants daily and run 30 sewing machines, employing 30 hands inside of this factory. They began business in December 1887.

J. H. Simonton & Co., clothing manufacturers, are now building a factory on Limerock street which will be two stories and basement. They manufacture cotton and woolen shirts, pants, coats and vests, and sell to the trade in New England. Their new factory is designed especially for their business, and there they will employ from 30 to 40 inside and about 500 outside, scattered over Knox county and part of Lincoln. This firm started in business here three years ago, and have built up an excellent reputation with dealers. J. H. Simonton, the senior member of the firm, is now 23 years old and has been familiar with the business since he was 16 years of age.

J. Fred Hall has a new carriage factory on the eastern side of Main street, and now employs from seven to twelve hands. He makes all descriptions of carriages and does first class work. He began business in 1886 and has enjoyed a constantly growing patronage. C. B. Cummings makes carriages of all kinds and does a large amount of repairing. He employs several hands. Benjamin Philbrook, at the north end, has been building carriages, pungs, sleds and heavy wagons twenty-one years and is kept very busy. O. M. Lamson, at the head of Rankin street, has made heavy team wagons thirty-two years. He also deals in lumber for heavy wagons and sleds. On the meadow road B. B. Gardiner & Company have a tripe and tallow factory employing several hands. They put up their tripe in half and quarter barrels and have a growing business. At the Rockland steam mill on Winter street they grind and handle 200,000 bushels of corn and grain yearly, and Charles T. Spear at his steam grist mill does nearly as much. F. W. Covell does gold, silver and nickel plating. His business was established here 10 years ago. James W. Campbell makes ship tanks, casks, water barrels, and kegs. The material used is white oak from Virginia and Canada. Daggett Brothers manufacture from 150,000 to 200,000 cigars yearly and sell mostly to the local trade. George C. Fairbanks has lately established another cigar factory on Main street. He has been in the business 50 years, and manufactures for the local trade.

George F. Kaler, Sea Street, manufactures of blocks, pumps, handspikes, mast hoops, oars, galvanized goods, etc., has recently sold a half interest in the business to the lumber and building firm of W. H. Glover & Co. The new firm have built an addition 28 x 30 and three stories, and in addition to their former business now run a planing mill, and make mouldings and all kinds of house furnishing material, employing from 10 to 12 hands. W. H. Glover & Company are extensive dealers in northern, western, and southern lumber and building materials, and are contractors and builders. Bryant & Cobb established their granite and marble works here 35 years ago. They now employ about 9 men and turn out many high cost monuments. O. S. Trussell has a new machine shop at 11 Park Place. He manufactures special machinery for inventors and is well fitted up for general business. H. C. Day started another machine shop in June, 1887. He has one lathe 25 feet long with a 42-inch swing and does all kinds of jobbing

and repairing. G. W. Drake, extensive dealer in stoves, hardware and agricultural implements, manufactures all varieties of heating furnaces to order and now makes from 25 to 30 yearly. Ephraim Perry, proprietor of the Rockland Steam Dye House, established his business here in 1860. He has recently made an addition 20 x 40 and his business is constantly increasing. He often receives goods from distant parts of the country.

S. T. Mugridge, in sail making and manufacturing tents, awnings and flags, employs from three to ten hands. Mr. Mugridge is the commodore of the Rockland Yacht Club which has now twelve members. R. Dunning & Son use up 20,000 yards new duck yearly and employ eight to ten men nine months of the year. They likewise make tents, awnings and flags. There are two other sail making concerns in Rockland who do a considerable amount of business.

William Pendleton began the manufacture of Pendleton's Panacea 35 years ago. It is now made by his son C. N. Pendleton, the druggist, who is agent for his father. It is sold by wholesale houses all over the country and the sales have reached from 50,000 to 70,000 bottles yearly. J. W. Anderson occupies three floors in Brackett Block at the north end, in the manufacture of confectionary and cigars, and does a business of about \$30,000 yearly which he has built up within the past eleven years. He has recently sold the confectionary department to St. Clair Brothers, who will keep one man on the road in Knox, Hancock and Waldo counties. The entire business employs ten hands inside and out. Mr. Anderson will give his entire attention hereafter to the cigar department. The new firm will roast peanuts, make corn cakes and meal in nuts also. A. E. Hewett, at the north end, established his bottling business 15 years ago. He runs fifteen fountains and is rapidly building up a large trade over a inside section of country.

I. L. Snow & Co., at the south end, have two marine railways, three cradles and three wharves. They have one three-masted schooner on the stocks and have repaired eighty vessels since January 1, 1888. They employ from 25 to 65 men and will soon break up the U. S. Ship KANSAS, which now lies at their docks. In custom tailoring F. C. Knight employs from 25 to 30 hands, Rose Brothers from 20 to 25 hands. These three first class concerns, together with C. F. Wood & Co., and several other ready-made establishments keep the people here very well dressed. C. M. Sullivan in connection with his store keeps three to four hands busy in the manufacture of harnesses and collars, some being of extra quality. He has been in the business twelve years. Several other parties are engaged in the plumbing and water piping establishment, February, 1888, and has a growing business. B. F. Sargent, at his bonnet bleachery, in the busy season employs four to six hands. Clifton & Karl in painting and paper hanging employ on an average ten hands. L. E. Marsh cuts 4000 tons of ice on the Chickawaukee pond every winter for his retail trade in the city. He has a house on Tillson's wharf with a capacity for 500 tons, from which he supplies fishermen. W. T. Hewett has a patent oven at his large bakery and has a capacity to supply very numerous customers. He runs four teams Sundays and three during the other days of the week. There are two other bakers in the city.

Stephen Chase & Co., the noted fish dealers on Tillson's wharf, have a building 125 x 60 and two stories, and they require 600 tons of ice yearly in conducting their business. In the month of June they handled 50,000 pounds of shore halibut for one item. They deal largely in lobsters and clams and

put up lobster in glass jars. They have a New York branch at 138 Beckman street and ship to Chicago and other western cities. Rockland is well supplied with fish markets and one new one has recently been opened at the north end by George W. Thomas, who deals in all kinds of dry and fresh fish, oysters and clams. R. Fred Crie & Company are interested in several fishing vessels and keep fishing outfits, including salt, duck, cordage, dry fish and pickled at wholesale.

Swift & Company of Chicago erected a large refrigerator building near the railway station early in the spring of 1887. It has a capacity for handling 33,000 pounds of beef per week. It is run under the name of the Rockland Beef Company, F. A. Thorndike, of the firm of Thorndike & Hix, being the manager. Thorndike & Hix have a wholesale fruit store on Maine street and during the best of the season they sell 100 crates of strawberries daily. Their banana room is heated by gas and their sales of this fruit are very large. At their store we find beans from Germany, onions from Egypt and potatoes from Scotland.

Rockland has communication with a large section of the state by rail, steamers and wood-coasters and accordingly her wholesale and retail trade is large and growing. John Bird & Co., wholesale groceries, flour, etc., employ ten men in conducting their business. Cobb, Wight & Company do a business of \$500,000 yearly. Simonton Brothers, dry goods, carpets, upholstery goods, etc., employ from ten to twelve hands and do a business of from \$75,000 to \$100,000 yearly. These are a few of the leading and most noteworthy trade establishments. In furniture the trade is large. The Atkinson House Furnishing Company have one of their large branch establishments here. The old and enterprising firm of N. A. & S. H. Burpee do a large business in furniture, upholstery, coffins and caskets. They have recently put in a new elevator run by water power, using the hydraulic system. W. A. Kimball will soon open another large furniture warehouse in a new building on Main street. C. F. Sawtelle has a very growing business in the sale of pianos, organs, art goods, etc. His trade extends over a large territory and he keeps two men on the road. W. S. Wight & Company opened a new store for the sale of iron, steel, carriage-stock, hardware, etc., January 1, 1888.

The soil in Rockland and vicinity contains a large amount of lime, and orcharding and fruit raising, in fact all branches of farming, can be made profitable here. J. R. Richardson, on the Smith Point road, has eleven acres in gooseberries, currants, strawberries, blackberries, and garden vegetables, beside apple, pear and horse chestnut trees. This is a good place for learners to visit. Ezra Whitney on Cedar street has an apple tree whose branches spread from forty to forty-five feet and often produces twenty-five bushels of apples yearly.

From Chickswankee Pond extending southwesterly is the very productive valley known as the meadows. This valley contains about 2000 acres of land and is mostly owned by the residents on the road which runs along the base of the Madame Bettox range of highlands west of the valley. There are the stock breeding and fruit farms of the Tolman Brothers, O. Gardiner, George W. Ingraham and others. The Tolmans have 29 cows, thoroughbred Jerseys, grades and natives, and have thirteen acres in vegetables and fruit. Ingraham has nine thoroughbred Jersey cattle, and O. Gardiner has a herd of sixteen Jerseys, which in value are among the leading herds in New England. There are several others on this road who have valuable Jersey cattle and productive fruit

grounds. N. N. Sideliager at the northwest side of the city supplies native meat, beef, lambs and veals. He sells from 1000 to 1500 lambs yearly and large lots of cattle and veals. Ezra Whitney & Co., on Cedar street, bought 20,000 sheep skins last year. They run a wool pulling establishment. It is expected that a large butter factory will soon be built in Rockland.

There are a number of horses here valued at from \$300 to \$800 each, and breeding valuable horses, both trotting and team animals is now receiving much attention. Ulmer & Oberton keep two highly bred Clydesdale stallions for service at their stables. One of these weighs 1500 pounds and the other 1350. They bought the last year 130 horses, 96 of which were from Canada. They have a very productive farm at the edge of the city and keep the simon pure Red Jersey hogs, which experience has taught them are very valuable for crossing with other breeds. A. B. Crockett at the Lindsey House Stables has the valuable stallions Old Withers, Arthur B. and Geo. E. Gld. Withers was sired by Gideon and his dam was Withers Star, by General Withers. Arthur B. was sired by Bronze and his dam was by Black Monitor, he by Gen. Knox. Geo. E. was sired by Gen. Lyon, and his dam was a Hambletonian mare. These handsome Hambletonian stallions are highly bred and will make their mark here. W. B. Mills of the Lindsey House has the finely bred Knox stallion Black Duke, now eleven years old. He weighs 1150 pounds and is the father of many valuable colts.

Considering the growth of Maine as a summer resort, the situation of Rockland with its very attractive surrounds is a matter of much importance. The Owl's Head section of South Thomaston stretches oceanward several miles and is among the most desirable summer resort regions in Maine. At the southern extremity of Rockland harbor and near the edge of the city proper, Ingraham's Hill rises in a broad table land one hundred feet high, back of a beautiful shore. Here are seven cottages supplied with the Camden water. J. E. Hanly and several Boston gentlemen are interested in this resort, which has all the city privileges. East of this is Cooper's Beach with ten summer cottages and a large grove back of the beach. J. Fred Merrill and A. Ross Weeks have cottages farther east.

The Owl's Head Park Company, comprising Edwin Sprague, late of the Rockland Free Press, Judge Hicks and Captain Pillsbury of Rockland and some New York capitalists, have purchased the point west of Owl's Head Light and a tract of land extending to the harbor on the opposite shore. They have built a granite wharf on the point with 13 feet of water at low tide, and are now building a three-story hotel which will be opened about August 1st. This company have built a broad driveway from this hotel to the harbor and will run a steamer regularly from Tillson's wharf when the hotel is opened. Opposite the thoroughfare south of this new hotel A. J. Small has recently opened his new Grand View Hotel, which is three stories with mansard roof, a broad avenue leading up to the house. Crescent Beach is still further along, about one and one half miles on the southern shore. Here F. M. Smith has a large dance hall, pavilion and cottage, and furnishes the multitude with fish dinners, chowders, ice cream, etc. Here is a fine beach and east of this is a tract of land owned by C. a. Henrickson of Waterville, on which are ten cottages. Owl's Head commands fine views of the Camden mountains and Penobscot bay with its thousand islands, and codfish and other deep sea fish can be taken within a mile or two of its

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

shores. There are at least six miles of shore line here which is very desirable as a location for summer cottages and hotels.

The Madame Bettox range of highlands west of Rockland is the southern part of the Camden mountain range, and is very eligible for improvement. Smith's Point which forms the northern boundary of Rockland commands extensive views, and here the Smith Brothers, who own 200 acres of land comprising the northeast part of the point, have made extensive improvements during recent years. On their territory they have erected elegant and extensive buildings and built three and a half miles of new road. Contiguous to the Smith property General Davis Tillson owns 60 acres on which he obtains yearly an immense hay crop.

Rockland has a Board of Trade of large membership, a commercial college, a Young Men's Christian Association, numerous churches and good schools, while its water supply and the quality of the same is such as may reasonably cause much laudable pride. The water is brought from Oyster River Lake in Camden, a distance of seven miles, in which it has a fall of 350 feet. Analysis shows that for all practical purposes it may be considered absolutely pure. There are now more buildings going up than for many years in the past and the new Limerock Railroad will save the streets from the heavy wear of the past, so that in the future they can be made equal to those of any city in the state.

The Thorndike House in its table and management is first class in all respects and has a large patronage. The stables connected with the house are owned by Berry Brothers, and with their recent enlargement have now a length of over 300 feet and fifteen hands are required to run the stables. An elegant new ladies waiting room has recently been added. Fine teams can be provided here to give 200 persons an airing at short notice. D. N. Murphy has been the popular manager at these stables for the past 18 years. W. B. Mills, the new proprietor of the Lindsey House, is having an excellent patronage and is earning a good record as a hotel man. The Courier-Gazette, Free Press and Opinion, the three weekly papers published here, are well conducted and receive a large and growing patronage over a wide extent of territory.

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### RAILWAY AND STEAMSHIP NEWS.

The Portland Company have just delivered a locomotive to the Quebec Central Railway of Canada, and have three more engines in the last stages of construction. Two of them are very large and will be the finest engines ever built in Portland. They are for the Maine Central and are to run through on the fast train between Portland and Mount Desert. The other is a fine shifting engine for the Grand Trunk. It is equipped with three pairs of driving wheels.

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The new steamer BAR HARBOR, of the Bangor and Bar Harbor line, made a very suspicious trial trip yesterday, carrying about two hundred Bangor people from this city down the Penobscot to Islesboro, where a sumptuous banquet was served at Johnson's-by-the-Sea. The trip was a success and the steamer proved herself fully up to the glowing anticipation's which had been entertained of her. She will begin her regular trips next Monday between Bangor and Bar Harbor, and a daily line will thenceforward be maintained until the end of the season.

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### SEA AND PORT.

Schooner JOSEPH FARWELL, 137

tons, built at Rockland in 1873, has been sold to Mexican parties, and her name changed to JAMAPA.

Ellsworth parties have bought the machinery of D. W. Dyer's late marine railway, Belfast, to use a new marine railway at Ellsworth.

Schooner ISABEL ALBERTO, 218 tons, has been bought by Rockland parties for the lime coasting trade. She was built in Port Jefferson, NY, in 1859.

Tug POPHAM, owned by the Knickerbocker Steam Towing Company, Bath, went ashore near Mack's Island, Sheepscot River, and will probably be a total loss.

Launched at South Bristol last week by A. & M. Gamage, a schooner of 40 tons for Captain Joseph A. Brewer of Portland. She is named the VIOLA M. BREWER, and is for the lobster fishery.

Bark SAMUEL D. CARLETON, 843 tons, built at Rockland in 1868, was recently purchased by the quarantine commissioners of New York for \$10,000. She will be used as a hospital-ship on the lower bay at New York.

Foreign exports from the port of Portland last week were valued at \$6469, and were 433,077 feet lumber to Bahia Blanca by bark CELINA. The imports were 570 puns, 10 tes. 35 bbls. molasses, by schooner WM. F. GREEN, from St. Kitts, W. I.; 4400 railway ties from Moncton, New Brunswick, by schooner GIVEN; 3000 live lobsters and 29 doz. eggs, from Westport, Nova Scotia, by schooner JAMES BECKWITH; 3200 railway ties, by schooner CROWN PRINCE, from Dorchester, New Brunswick.

### SOME IMPROVEMENT IN SHIP-BUILDING.

The figures furnished by the commissioner of navigation as to the tonnage of vessels registered during the month of June, show that the rapid increase in new steam tonnage reported for several months past continued unabated up to the close of the fiscal year, while the enrollments of sailing vessels during June showed an unusual and notable advance over last year's figures. The returns for the past fiscal year show an increased tonnage employed in several branches of our mercantile marine sufficiently great to indicate a pronounced revival of activity.

The tonnage of new steam vessels registered during June, 1888, as compared to June, 1887, was as follows: On the great lakes, 11,418 tons, as compared to 6,889 in June, 1887; on Western rivers, 7,310, compared to 2,480 tons; In the middle Atlantic and Gulf division, 5,010, as compared to 2,752 tons; on the Pacific coast, 1,777, as compared to 1,476 tons; on the New England coast, 572, as compared to 245 tons. It will thus be seen that there was an increase in every division, and that the aggregate new tonnage during June, 1888, was 16,089 as compared to 13,844 tons during June, 1887.

As to sailing vessels also, a very large increase is shown. The aggregate tonnage registered in June, 1888, was 7,322 tons, compared to 2316 in June, 1887. The comparison by divisions was as follows: Northern lakes, June, 1888, 1437; 1887, 428; Pacific coast, June, 1888, 1751; 1887, 637; New England, June, 1888, 949; 1887, 1083.

### BATH SHIPBUILDING NOTES.

Seven vessels are now building in Bath yards. The most important of all is the big tug which Morse & Company are building, and which will be the largest tug afloat. Kelley & Spear are building a three-masted schooner of 250 tons for Captain Alfred Caswell of North Edgcomb. The same

firm have the frame for a big schooner on the way from Virginia. Their next launch will be the steam whaling bark for Capt. Lewis of New Bedford. William T. Donnell has begun work on a four-masted schooner of 1200 tons. E. S. Crosby & Company have received the frame for a three-masted schooner of five or six hundred tons. A similar schooner will be built by John McDonald. Gardiner G. Deering has a large three-masted schooner. Contracts have been taken for other vessels to be begun in the course of the summer. The New England Shipbuilding Company has suspended work for the summer, and for the next month or so account of stock will be taken and a general overhauling made of the company's affairs. The expectation is to resume building within two months, when they will begin on some more schooners.

### THE FISHERIES.

Twenty-five hundred pounds of mackerel were landed at Portland Monday.

Menhaden are reported to have been seen off Monhegan, their first appearance on the Maine coast for twelve years.

Mackerel were taken in considerable numbers off Provincetown early in the week, mostly tinkers. They kept the canning factories busy packing them.

The codfish market was somewhat improved last week, some large fares having been landed at Gloucester from the Grand Banks. Boston and Gloucester arrivals together amounted to 1,671,000 pounds.

But one mackerel fare of importance was landed at Boston last week, and that was 219 barrels from Cape Shore. The fleet is scattered all the way from Block Island to the farther shore of Prince Edward Island, and it appears to make but little difference where the vessels are; they are getting only very few mackerel.

27 July

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McLeon & Stover of Rockland, who lately purchased the Buxton limerock quarry in Warren, have bought five acres of land near the railway station and will build a patent kiln there at once, beside putting up one or two more near the quarry. The rock from this quarry proved so satisfactory upon trial that it is their intention to develop it.

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The Bodwell Granite Company, Rockland, are the lowest bidders on the contract for furnishing cut granite for the court walls, western front, reading room and book repositories of the Congressional Library building in Washington, work upon which is to be soon begun. Their bid was \$145,000, and there were eight other bidders, the next lowest bid being that of the Maine Granite & Improvement Company, Waterville.

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Dr. George A. Phillis and H. W. Dunn of Ellsworth are proprietors of a valuable black granite quarry in the town of Franklin. It is a granite hill, about a mile from Taunton Bay, several acres in extent, and rising fifty feet above the sea level. Several granite experts have examined the stone and pronounce it of the best quality. Mr. Dunn, who runs a monument-working establishment in Ellsworth, has used several columns of stone from this quarry in monuments, and found that the stone took a very fine polish, and the letters cut in it were white.

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At the extensive granite quarries of J. H. Stimson in West Sullivan about two hundred hands are at present employed, notwithstanding this is the dull season. The shipments thus far made this year aggregate about 1,000,000 paving blocks. Fifteen years ago Mr. Stimson came to Sullivan from Massachusetts and he has built up here a business of very large

proportions. His quarries are among the best in the state, covering over 1000 acres and being very well developed: In addition to his granite quarries he has other large property interests in the vicinity, and he disposed not very long since 200 acres of land to the Sullivan Harbor Company. His store is one of the largest and best equipped in Hancock county and it enjoys a trade of from \$4000 to \$5000 monthly. At the quarries thirty horses and thirty oxen are employed and they consume annually about 300 tons of hay. Mr. Stimson owns at the quarries some thirty houses which are rented to workmen. He owns also two fine farms, one of thirty acres at Sullivan on which he lives and one of about the same size at West Sullivan and on which resides his efficient Superintendent, W. B. Eaton. On Mr. Stimson's house farm is a very fine set of buildings and his barn, 65 x 40 feet, has a capacity for sixty tons of hay. In the line of stock he has now two horses, fifteen cows and a great lot of pigs.

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### THE BIG RAFT GETS AFLOAT.

The second big timber raft was successfully launched from the stocks at Joggins, Nova Scotia, Tuesday and anchored to await the arrival of the Boston tugs UNDERWRITER and STORM KING, who are to tow her to New York. It was expected that the great tug B. W. MORSE would tow the raft (alias timber ship), but a disagreement caused the arrangement to fall through. The UNDERWRITER is one of the largest and most powerful tugs afloat, and with the STORM KING will make a powerful team. The raft is insured for \$30,000 with the Boston Marine insurance Company, who had a representative at the launching, and both owner and the underwriters are confident of her reaching port in safety. An immense crowd was present at the launching and cheered themselves hoarse with delight over its success.

The raft is 698 feet long, 35 feet deep and 52 feet wide, tapering to 10 feet at the ends, and draws about 22 feet of water. It contains in the neighborhood of 22,000 logs, averaging 38 feet in length and making over 3,000,000 superficial feet. It weighs about 11,000 tons, and is the largest craft that ever floated. The logs are arranged in the shape of a ship's hull, coming to a sharp point at the bow with a heavy cutwater. Running through the center of the craft for its whole length is a massive chain of welded iron, its links being 1 3/4 inches thick, while at intervals of ten feet cross chains run to the sides of the raft and are clamped on the outside. The towing hawser will be attached to the main chain, and thus bind the logs tighter together. Upwards of 33 tons of steel wire rope are also bound around the mass, alternating with the transverse chains.

To support the claim that the thing is a ship it has six masts about 70 feet high, five of which are square-rigged while the mizzenmast is fitted with a spanker, and she will have a crew of fifteen able seamen. She will carry an enormous spread of canvas. Whether this method of transporting logs has come to stay or not will probably be determined by the success or failure of this experiment. If this raft reaches port in safety Mr. Leary promises to build two more and have them ready to launch next spring, and if she meets the fate of the other, it is most likely that the construction of another will not be permitted.

The Bodwell Granite Company, Rockland, are the lowest bidders on the contract for furnishing cut granite for the court walls, western front, reading room and book repositories of the Congressional Library building in Washington, work upon which is to be soon begun. Their bid was \$145,000, and there were eight other bidders, the next lowest bid being that of the Maine Granite & Improvement Company, Waterville.

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21' SCOUT 215 XSF, 2022. With Yamaha F150XB & 2022 Venture Trailer. Shark Gray Hull Color, Raw Water Washdown & Elite Package - Powder Coated T-Top, Forward Seating Backrests & Stern Seat. Call for more details and pricing. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



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22' NORTHSORE CENTER CONSOLE, 2007. With Yanmar 110hp Diesel Inboard - 375 Hours & 2012 Atlantic Trailer. Teak Deck / Bow Rail / Transom / Helm Console, Full Boat Cover, Console Cover, Stereo w/ Amplifier, VHF Radio & Custom Helm Seat w/ Teak Ladder Backrest Asking Price \$59,950. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



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32' BOSTON WHALER 320 VANTAGE, 2016. With twin Mercury 350-hp Verado Joystick Outboards - 301 hours. LOADED including electronics and navigation packages. Asking \$258,700. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; cascobayyacht.com



33' HYDRA-SPORTS 3300 CC, 2010. With 2019 Yamaha F350NCC Outboard with 111 hours. This boat is CLEAN & LOADED. Price Reduced, \$205,000. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; cascobayyacht.com

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33' SCOUT 330 LXF, 2021 With twin Yamaha F300 UCA outboards - 190 hours. Owner is moving into a larger boat - his loss is your gain! Full Shark Gray Hull Color Upgrade, Red Painted Accent Stripe, Additional Garmin Display 862 XSV, lots of extras. Asking \$379,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com

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### C18



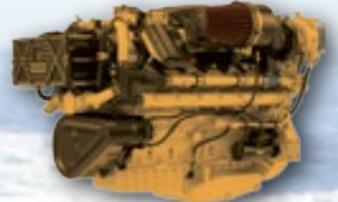
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