

Maine Coastal News

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FREE

Lobster Boat Racing Season is Fast Approaching!



TERRIE J, KIMBERLY ANN and MISS MADELYN battling it out in the final heat of Diesel Class M(B) at the Moosabec Reach races last year.

The days are finally getting longer and the temperatures are slowly rising. With spring comes the anticipation of summer and for many on the coast of Maine that means getting their boats ready for the up-coming season. Then there are those boat owners, lobster boat owners, who go beyond this and make sure they are ready for something way more important, lobster boat racing. Any boat racer knows that there are small changes you can do that can make the difference between winning and losing, like a nice smooth bottom and a lobster boat engine putting out all it can. Rumours have been circulating around the coast all winter and the 2022 season looks like it could be another great one with several new boats and several others with new engines. This means the status quo could be shaken up.

At the annual meeting and banquet held at Robinson's Wharf on Southport Island last October there were no changes made to either the classes or rules for this season. Unfortunately, the Maine Fisherman's Forum, which normally takes place in early March, was cancelled late fall when the pandemic numbers were rising. Traditionally, we hold a meeting at the Forum where we go over any changes and usually find out a little more about what has been transpiring over the winter.

All 11 venues (Boothbay, Rockland, Bass Harbor, Moosabec, Stonington,

Friendship, Harpswell, Winter Harbor, Pemaquid, Long Island and Portland) are on the schedule and that should not change. The only issue we could have is when Mother Nature decides to send us some serious inclement weather, such as high winds and or fog and then the races will be postponed and given a rain date. The only rumbling regarding changes that I have heard was from Harpswell, who will be moving the race course from Pott's Harbor to Mitchell Field, the old U. S. Navy tank farm. We raced there several years ago, but when the races were taken over by a new committee headed by Larry Ward in 2018, he decided to bring them back to Pott's Harbor.

So how can the status quo be changed this year? Numerous texts were going back and forth between two racers in the Gasoline Classes as to who would be the top boat in the Gasoline Classes. The Engerts of Boothbay Harbor say they will have THUNDERBOLT [South Shore 30; 621 Chevrolet] ready, which has not raced since Portland in 2018. They explained they have all the parts and pieces for their engine and will be ready. Shawn Alley and LITTLE GIRL [28' Calvin Beal Jr.; 466 Ford, Blower] has been the dominate boat for several years and he has opted for a new engine with a lot more power hoping to ensure that he stays the top boat. One problem he may not be able to overcome will be obtaining all the parts

he needs to finish this engine. One can bet they both could be well over 50 mph, but can they get over 60 and challenge Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta], the top diesel boat, that will be a big question and one that would be fun to watch.

Three other gas boats could be a threat if they repower and find a lot more power than they had last year. Mark Davis with DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] did well last year and won Gasoline Class E, just beating out LITTLE GIRL in the points total by going to more races. However, when they faced off against each other LITTLE GIRL had the edge in speed. Mark Freeman with FOOLISH PLEASURE [30' Custom Riley Beal; 650-hp 455 Stroker] did well last year too, getting close to 50 mph. FOOLISH PLEASURE, when owned by Galen Alley of Beals Island, set the speed record at 72 mph so we know if you put the power to her, she can go. Jeremy Saxton of Harpswell in VOOP [Duffy 30; 502 Chevrolet] is also capable of easily going over 60 mph when her original owner raced her in the late 1980s. The rumour is that she has been repowered and all this could make for some interesting racing for the top spot in the gasoline classes.

Colyn Rich's WIDE OPEN [26' Robert Rich; 350 Chevrolet], who competed in Class B, suffered a major engine issue two

years ago and has not been out since. Last fall his main lobster boat developed an issue, which meant several weeks in Rich's Boat Yard at West Tremont having repairs made, so WIDE OPEN may be sitting out another year, but hopefully not. Doug Dodge had his new boat, a wooden 28-footer with hard chines, close to being ready last year, but issues kept her in the shop. He said a month ago that she needs just her final coat of paint and she will be ready.

Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet] has been the dominated boat in Gasoline Class C for several years and one can bet she will be back this year to defend that title.

So, who is going to best Cameron Crawford's WILD WILD WEST? That has been the question for several years, but this year someone may have enough to be very competitive with her. Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 800-hp Nanni] will be repowered with a 1,300-hp Isotta. The engine is in and they will be sea trialing her to see what changes need to be made to get all they can out of her. Glenn Crawford bought ten 1,300-hp Isottas and sold them all, hoping that someone would be able to be competitive with his WILD WILD WEST and give them and the spectators a close race.

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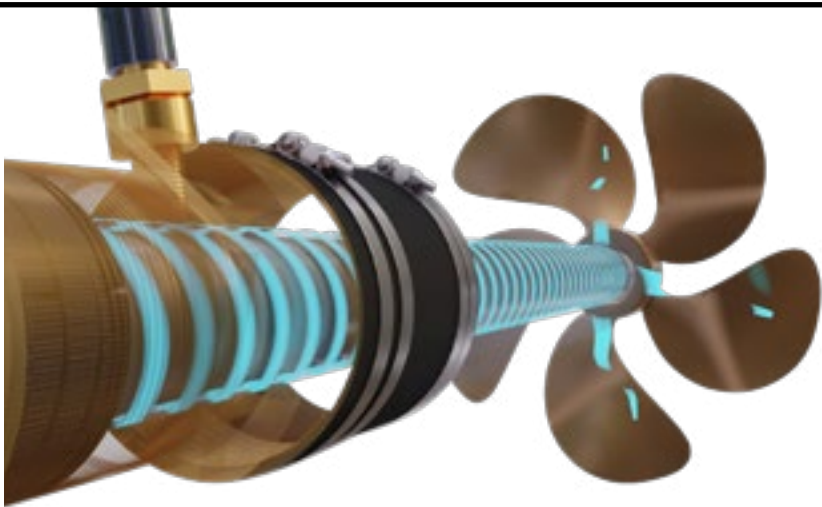
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Maine Coastal News

P.O. Box 710

Winterport, Maine 04496-0710 U.S.A.

(207) 223-8846

E-mail - igmatats@aol.com

Website: www.mainescoast.com



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Publisher
Editor-in-Chief
Advertising Sales

Jon B. Johansen
Rachel Elward
Randy Nichols

Advertising Deadlines: The deadline for the June issue is May 6.
The deadline for the July issue is June 17.

Publisher's Note

Many of you know the number of miles I put on a vehicle every year. Last year I was just shy of 50,000, up from the usual 45,000 miles or less a year previously. This year I was hoping to bring it back down, but I did not need the transmission to start having issues to help with this endeavour. On a return trip from down-state I hit Route 1A in Winterport on the way home and she started to shutter slightly. Initially I thought she needed a tune up, but it became evident the transmission was the problem. This is the second transmission issue this GMC has had. I had not owned her long when the first one started having a problem. I rolled the dice and headed for Yarmouth and on my way back to the Maine Fishermen's Forum it quit. She was taken to the local dealer in Brunswick and they put a reconditioned transmission in. With the warranty long gone I took her out to Harold's Auto in Holden, who specializes in transmission repair. They explained that GM vehicles in the mid-teens had a transmission problem due to a pump that would not pump enough fluid after a while. So, do I opt for a new GMC or have this one rebuilt. Love this truck so in will go another transmission.

I get a lot of maritime related questions as many know I have a lot of data computerized. However, it always seems that I do not have what I need done yet. Cipperly Good, curator at the Penobscot Marine Museum in Searsport asked if I could solve a problem: Capt. Oscar Eaton's wife died on board a ship at sea and the book "Searsport Sea Captains" listed it either as ship ONEIDA or bark PENOBSCOT. A quick search turned up the following:

Looking in my cemetery records I found that she is buried in Elmwood Cemetery in Searsport.

From the Republican Journal I found two references that were already transcribed:

22 December 1881

The friends of Capt. Oscar G. Eaton have received letters containing the facts regarding the death of his wife. She died in Singapore November 3rd. This news is quite a relief to friends, as from the reading of the dispatch announcing the death it was feared she died with cholera or Java fever on the passage, which would preclude the possibility of bringing the remains home.

9 March 1882

Marine Notes. Sailed from Sagua, January 23rd, bark PENOBSCOT, Capt. Oscar G. Eaton, for New York...

These did not prove which vessel she passed away on and I knew it had to be listed in the Republican Journal somewhere. The question was how quick would a message get from the Far East to Belfast at that time? I thought maybe a month, but I was not going to take any chances and I started transcribing the articles in the 3 November issue and was determined to put in all the articles for each issue until the end of March 1882 or until I found the answer. There were a lot interesting articles: Test of Steel in Shipbuilding; Reminiscences and Opinions of a Veteran Fisherman; Castine; Compulsory Lane Routes in the North Atlantic; and numerous smaller tidbits of valuable maritime information. At 0130 Sunday morning I found it:

10 November 1881

Searsport. A cable dispatch from Singapore announces the death of the wife of Capt. O. G. Eaton, of Searsport, on board bark PENOBSCOT from New York via Angier. Mrs. Eaton died after leaving Angier.

It was good that I found it when I did, as I to start work on the this of this paper.

MCN's Calendar of Waterfront Events

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings
Searsport
Info: <https://penobscotmarinemuseum.org/>

Hutchinson Learning Center

Thru June
PMM – Animal Tales and Lincoln County...
Belfast
Info: hutchinsoncenter.umaine.edu

Maine Maritime Museum

Cotton Town: Maine's Economic Connections to Slavery
Arthur Beaumont: Art of the Sea
Sustaining Maine's Waters
Shipwrecks & Salvage
Bath
Info: www.mainemaritimemuseum.org

Cape Ann Museum

Window on the Marsh
Fitz Henry Lane Gallery
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Loomings: Christopher Volpe
Turn the Tide, Courtney Mattison
Whales Today
Cultures of Whaling
The Azorean Spirit: The art of Domingos Rebelo
LAGODA
Local Artist Showcase
For the Love of Beauty
Energy and Enterprise: Industry and the City of New Bedford
Harboring Hope
Scribble
Enlightening Encounters: The Two Nations of Manjiro Nakahama

Captain Paul Cuffe
Shaping the SouthCoast: Women of Lighting the Way
"The SPRAY Will Come Back" Solo Circumnavigator Joshua Slocum
Youth Voices for the Ocean
'Go A Whaling I Must and I Would': Life Aboard a New Bedford Whaling Vessel
A Voyage Around the World
A Spectacle in Motion: The Experience
Cape Verdean Maritime Exhibition
Azorean Whaleman Gallery
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Info: (508) 997-0046

Mystic Seaport Museum

Figureheads & Shipcarvings
Mystic River Scale Model
Sailor Made
Small Boats
Thames Keel Shipbuilding
Sentinels of the Sea
Whaleboat
Voyaging in the Wake of the Whalers
Sea as Muse
19th Century Navigation
Benjamin F. Packard's ship's Cabin
Mystic, CT
Info: mysticseaport.org

2022 MAY

27 Opening Day
Penobscot Marine Museum
Searsport
Info: penobscotmarinemuseum.org/
28 Centreboard Regatta
Centreboard Yacht Club
South Portland
Info: gmora.org

JUNE

18 Boothbay Harbor Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
18 Pilot Regatta
Portland Yacht Club
Falmouth
Info: gmora.org
18 RYC Solstice Race
Rockland Yacht Club
Rockland
Info: gmora.org
19 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879
25 Harraseeket Regatta
Harraseeket Yacht Club
South Freeport
26 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Colyn Rich (207) 479-7288

JULY

2 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607
2 Schooner Race
Portland Yacht Club
Falmouth
Info: gmora.org
2 Annual Classic Race
Boothbay Harbor Yacht Club
Boothbay Harbor
Info: gmora.org

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

10 Round Southport Race
Southport Yacht Club
Southport
Info: gmora.org

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

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

23-4 48th Annual Boothbay Harbor Regatta
Boothbay Harbor Yacht Club
Boothbay Harbor
Info: gmora.org

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

29-30 Camden Classics Cup
Camden Yacht Club
Camden
Info: gmora.org

AUGUST

4-7 Monhegan Weekend
Portland Yacht Club
Falmouth
Info: gmora.org

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

Hilton Turner - Stonington Fisherman

STONINGTON – There are a lot of interesting families that live along the coast of Maine. How about one that started in Beals/Jonesport, went out to Mount Desert Rock, then to Bass Harbor over to Isle au Haut and finally settled in Stonington. Then one married a woman from the Harpswell area and that means he now has ties from the east’ard to the west’ard. The more I talked with lobster fisherman Hilton Turner the more interesting it got.

Hilton explained that it was his mother’s side, the Alleys, that came from Beals/Jonesport and the family moved out to Mount Desert Rock where Vinal Beal became the lighthouse keeper. They also were the lighthouse keepers on Seguin Island for a while. His grandmother grew up on the Rock until she was 12 and Hilton said, “My grandmother really saw some crazy stuff on Mount Desert Rock...storms. I have an article somewhere about a guy who used to come out to visit. My great-grandfather and him went out and hauled his traps around the Rock, he had one of those Coast Guard peapods and as they were trying to get ashore the boat got upset. My grandfather got dragged up over the beach by a huge wave, but the other guy, he just disappeared and they never saw him again. Another time he said they had to go up in the lighthouse because they thought the house was going to be washed off.”

After a while Hilton’s great-grandfather decided he did not want to remain a light keeper so he moved into Manset and became a lobster fisherman full-time and he did this for the rest of his life. His father was Charles Frank Turner and he was born in 1934. His great-great-grandfather had eight kids and only lived to be 43 years old. Hilton added, “He had a schooner and hauled freight. He took the first load of stone off from Crotch Island in his schooner ACCUMLATOR. He used to haul cargo to Boston or kiln wood to Rockland. One thing he used...down near the island there is a great big rock with an eyebolt in the end of it. He would tie the boat to that eyebolt and put the boat as close to shore as he could...go cut the trees and put them in the hold and then sail to Rockland. That was a lot of work. There was one time when he was in Boston, but he wanted to get down the Charles River before it froze up. Well, I don’t know what happened to his crew, I think they all got drunk and left him behind, so he hired two guys, and said ‘you help me get the sails set and get down the river as far as you can.’ They took a peapod with them and then he said ‘you guys can just row back ashore’ and the guys they did it. So, he got out of Boston by himself and sailed to Isle au Haut. There was a storm coming and he didn’t dare leave the wheel so

he stayed right there at the wheel the whole trip. I don’t know if he slept at all or not. My son has the model of that boat because my great-grandfather’s brother was a model builder.”

The schooner ACCUMULATOR, official number #321, was 58 tons, length 56.8 feet x beam 16.2 feet x draft 7.3 feet. She was built at Essex, Massachusetts in 1834 and sported a billet head and a square stern. Her known owners were: Benjamin Coombs, William Witherle, Jotham S. Gardner, William H. Witherle, Benjamin D. Gay, and George H. Webb, Castine, Maine, 1850. George A. Turner, sole, Isle au Haut, Maine, 1890. Her known masters were: John Collins, 1850; Ezra Turner (1876); Ezra Turner 2nd (1878); Ezra Turner (1878) and George A. Turner, 1890. Hailed from Deer Isle, ME (Pre-list; 1869-1875); Isle au Haut, ME (1876-1878); Rockland, ME (1879-1882); Deer Isle, ME (1883; 1884); Isle au Haut, ME (1885+). It was reported by Robert Applebee that she was lost in a collision with the British schooner VADA, Deer Isle Thorofare, on 24 October 1891. The Republican Journal of 29 October 1891 reported, “The schooner VADO, of and for St. John’s, NB, passing through the harbor at Green’s Landing Saturday morning, collided with and dismasted the schooner ACCUMULATOR of Isle au Haut, then ran into and sunk the schooner CARRIE A. PITTMAN of Castine, loaded with paving stones. She then drifted into and broke the jibboom of the schooner WILLIE of Deer Isle.” In checking the “List of Merchant Vessels” she is last listed as registered in 1910, but there is no reference as to her fate.

Ezra would have been Hilton’s great-great grandfather, Charles H., is great-grandfather and Harold was his grandfather. Hilton added, “I don’t think my great-great-grandfather lobstered, but my grandfather Charles did and his son, my grandfather, he was a better carpenter than he was a fisherman and of course my father lobstered as long as he could. My great-grandfather Charles had the JEANNETTE F., which Harold Gower built (hull #45), in ‘49. My grandfather also had the SACHEM, which had a sprayhood and a model A engine. That was his summer boat. He’d haul in that in the summertime and then he had a bigger boat in the wintertime.”

In searching some records I found the Capt. Charles H. Turner ordered another JEANETTE F., a 35’ foot lobster boat, from Riley Beal of Beals Island in 1951 and Robert W. Turner, Jr. had the 27-foot REBECCA ROSE built in 1967.

Hilton said, “My father, he had to go to high school up here because out on the island (Isle au Haut) they only had up to 8th grade. He lived out there until I was two

years old. I was sick and my mother just said, ‘you know we need to be closer to the hospitals’ so we moved up here, but my grandparents stayed down there until they were in their 70s. I would spend summers, sometimes I’d go down there Monday morning and I wouldn’t come home until Friday night or Saturday morning. I spent a lot of time down there.”

When asked if he remembered Phil Alley of Jonesport, who summered out on the island, Hilton said, “Of course. I think he moved up here in the ‘40s because his sister married Gordon Chapin and he lived on Isle au Haut. I don’t know how they ever met. Phil had your boat (CINDY JEN), I remember when that boat was new, BERNADINE & GERALDINE. I’d say he probably owned it 10 years. He and Reggie (Alley of Jonesport) were friends and neighbors. His wife died and he went back to Jonesport and Reggie wanted the boat. Reggie lobstered with it some and Phil would go with him. I remember that boat was all varnished inside the cabin and the transom was all varnished.




Hilton Turner

That boat doesn’t even look the same to me, the trunk house looks right but the proportion of the cabin are different, it makes it deceiving.”

“Every once in a while,” continued Hilton, “I see a picture of the boat my great-grandfather had, called DIRIGO. That boat was tied up down to the Atlantic Avenue dock, must have been in the ‘40s, because he

Continued on Page 6



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Hilton Turner - Stonington Fisherman

Continued from Page 5

had the mail contract for a while back in the '30s when they walked back and forth from Isle au Haut. They walked 14 times in February and that is a long walk, six miles. He said it felt like it was uphill both ways. There was Noyce McDonald. He would have been a little younger than my great-grandfather and he walked with him some. There was four or five of them that walked out. Noyce's wife made him take a rowboat with them, well, they'd get just out of town and they ditched the rowboat. The ice was solid enough, but he said you would hear it creaking some."

Getting back to DIRIGO, Hilton added, “That boat was rigged so you could haul on both sides and I think she was built over in Thomaston, I believe Newbert & Wallace. There were some Beals Island boats out on the Island. Harold Chapin had a Ralph Stanley boat, his last boat. That was a nice boat. Billy Barter had one of Osmond’s boats then another guy Greg Runge, he had a Gower boat (SHOCK WAVE, Hull #97, which was originally built for Mike Wilson in 1965). He had one of the 38s kind of like the one that Andy Gove had. Now that first boat of mine was 36 by about 10½. It wasn’t a real wide boat, but real narrow in the stern and real narrow forward and she was built down because Gramp always said, ‘I don’t want a boat with a five-gallon bucket and I think I am sinking.’ That boat is over the shipyard (Billings Diesel & Marine), PAJAMA MAN (x-JEANETTE F. named for Hilton’s great-grandmother), and you’d never know it is the same boat.”

Hilton started fishing in 1980 and explained, "I'd been out of school for a while and I went stern for several people, I went with Jon Eaton over in Brooklin for a couple years. His boat was SHEILA MARIE, a Stanley (Lyford). I went with my uncle Dick Turner some and I went with my father

some. He had AHAB, a Bruno, and he went gill-netting in that. Then he had the boat I have now built (now RHONDA JEAN, named for his Hilton's wife), originally, a 34 Duffy, which will be 42 next month. I just had it down to Oceanville Boat putting a new platform in it. Wade Dow (Bridges Point Boat Yard) built the boat originally. I replaced the top, which Eric Dow did one winter."

“When Dad was a kid his grandfather found a row boat,” said Hilton, “like 14-foot long. They weren’t real wide, they were a nice boat. Well, he found one that the stern was rotten in, the rest of the boat was in pretty good shape. His grandfather bought that boat for \$5, took it home and cut her off 6 inches and put a stern in it for him. My father took that boat and he rowed it for two summers and hauled his traps and caught flounders. Back then you could catch a lot of flounders and you could bring them into town and there was a store by the Co-op II and they’d buy them, fresh flounder. Well, he got money enough so he sent to Sears to get an outboard. Every day at lunchtime the kids would go down to the post office, and one day it showed up. They grabbed that outboard went up to the school, they hooked it to the back of a chair and he said they got some gasoline at the store on the way and before the day was over they had the thing running sitting in the school house.”

York Island is just to the east of Isle au Haut, and makes up a little tiny bay. Hilton said they even had a grocery store on there one time because they'd have people come down and fish and stay there because they couldn't commute as well back to Stonington. "I almost think that is what Phil did when he first came up," explained Hilton. "They camped out and fished and they caught a lot of herring. He fished with Gordon and Carroll Chapin. Gordon is married to Phil's sister. Billy Barter's wife

is Bernadine, Phil's daughter."

When asked where he fishes, Hilton said, "I fish Isle au Haut and in towards town too, I don't come in too close but down through Merchant's Row."

Isle au Haut has changed a lot over the years, as it is mostly a summer colony today. Hilton said, “There is 20-some houses and they all have their own dock, they used to have their own post office even. There are three guys that work all summer long, five days a week, tending them. Of course, the Maine Coast Mission goes out there quite often. There are about 50, who spend winters out there, but you know something, I can only count ten that actually didn’t come from somewhere else. I think when I was a kid there was about that many people, but they all had been there. Linda Greenlaw was a summer kid, but I never met Linda Greenlaw until I was probably in 8th grade. I knew her sister (Rhonda) who was just a whisker older than her. Linda’s grandmother of course came from the Island.

"Now, Isle au Haut is part of Knox County, do you know why that came to be?" asked Hilton, "Well, back years ago when the steamers were running you could get on the steamer in Rockland and go to Isle au Haut because they had a dock and they had a resort. People would come in on the steamer and up over the hill and that was where they would stay. It got hard to do the town business, my great-grandfather was a selectman for years, and he'd have to come up here, get in the vehicle, go up get on the barge on Deer Isle, and go across. It would be more than a one day thing. When they switched to Knox County you could get on the steamer go to Rockland, do your business and catch one back that night. That is why it came to be Knox County, not Hancock."

Hilton not only fished for lobsters, he also went scalloping, saying, "I went with John Eaton, and George Boyce one winter. I sold to my lobsters at Caldwell's. There were the two brothers and they moved up here in the 40s and they bought the business. They were from Hancock. They bought lobsters down there for a while, 40 years anyway. One of their sons, Tom, took it over and he bought until he didn't want to do it anymore. Their grandfather had the first lobster pound in United States. They had one on the Stonington side and the one on the Moose Island causeway. They bought the whole outfit from Gene Tessey. He was an Italian that lived over here for a number of years and all of a sudden decided he wanted to go back to Italy. He sold out and went back

to Italy and that was it, never heard of him again. The Caldwell's were good. Back then if you needed something, I could go in there and order it and they'd load it in the truck and it would be sitting right in the dooryard. You'd pay it back over the summer when you brought your catch in."

“Mentioning about herring,” said Hilton, “they say there’s no fish around. We have sailed through more herring this summer in these bays than in years. I hauled a trap this summer and it came up and it looked like a snowstorm was on it. What the heck was this? Well, it was spawn and the traps were full of herring they were stuck in heads. I’ve never, ever seen that before and you know what? That trap wouldn’t catch a lobster for about two more hauls, lobsters do not like herring spawn. I thought lobsters were scavengers that would eat anything but they don’t.”

Hilton switched back to the family, adding, "Did I tell you that Beals Lobster in Southwest, that was my great- great-uncle that started that, Harvard Beal. He was one of the Beals that came up from Beals Island. There was 10 of them and my great-great aunt was Ralph Ellis' wife. I mean there was quite a fleet from Beals Island. One old guy said to another fellow that lived here, 'We came up here from down Beals Island' and he said, 'Yeah you did, you come up here and you set your traps and then every time you haul them you move a trap berth closer to the shore until you finally got in town.'

“Back when my mother and father were first married,” continued Hilton, “my mother of course was from Southwest Harbor and her father had a construction company (Billings & Hamlin). They had some good clients, the Rockefeller’s kept them going for quite a few years. Well, Doug Gott bought my grandfather out.”

If you care about the industry you get involved with organizations that try to protect it. Hilton is the president of the Downeast Lobstermen's Association, a position he has held for seven years. He was also chairman of the lobster council for ten years and is still the chairman of the Stonington Harbor Committee, which he has done for 35 years.

Hilton has two sons, Andrew knew that fishing was not for him and he went west to Denver, Colorado and works in the financial world. His oldest son Ethan took his father's path and operates CAPTAIN JACK, an MDI 37, out of Stonington. So, as the world turns, so sometimes does the tradition of doing what your father did.

BARCELONA TO HOST THE 37th AMERICA'S CUP IN 2024

NEWPORT, RI – Emirates Team New Zealand and the Royal New Zealand Yacht Squadron announced Barcelona, in the region of Catalonia, as the Host Venue for the 37th America's Cup to be held in September and October of 2024.

“We are thrilled with the Defender’s selection of Barcelona for the 37th America’s Cup,” said Terry Hutchinson, Skipper and President of Sailing Operations for New York Yacht Club American Magic. “As a team we are focused on understanding the changes of the class rule for AC37 and developing our next generation AC75. Knowing the venue now allows for a more detailed look at both wind and sea state conditions optimizing for Barcelona. Operationally we look forward to being back on the water later in 2022.”

America's Cup Defender Emirates Team New Zealand CEO Grant Dalton is delighted to announce Barcelona as the Host Venue after a long and competitive venue selection process. "Barcelona really is one of the most recognized cities in the world so to

have the ability to host the most recognized sailing event in the world is hugely exciting. As Defender of the America's Cup, we have always felt the responsibility to grow the event, the audience, and the sport of sailing on a global scale and certainly having the event hosted in a significant city such as Barcelona will allow us to propel the growth trajectory on the global sporting stage. When thinking ahead to the 37th America's Cup and the AC75's racing within a few hundred meters of the Barcelona beach, waterfront, and race village fan engagement zones it will be nothing less than spectacular."

Barcelona is a leading city in terms of sustainability and social impact with ambitions to become Europe's digital and tech capital, so the alignment with the America's Cup is clear. Its existing world class facilities for racing, team bases, technical infrastructure, superyachts, and areas for the America's Cup event village to host fans, hospitality, and media as well as an

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AMORY HOUGHTON DOES HISTORY OF FAMILY & SHIPS

YARMOUTH – I have always had a question about authors who can release a book every couple of years, knowing full well that to do a book like it would take years of research before fingers could start tapping on the keyboard. I was once told the way this is done is by utilizing researchers and ghost writers. This mostly happens because publishers want more from writers whose works sell well, and the writer needs to make a living, so it is all about the money. However, there are those that see the project through from beginning to end and that is exactly what Amory Houghton did when he compiled a history of his family and their shipbuilding and shipping business in Bath.

One day about 15 years ago, Amory was contacted by Dr. Charles Burden saying that he would like to have lunch with him and his cousin. Amory’s first thought was he wanted to hit them up for a donation for the Maine Maritime Museum in Bath. Charlie had been a major influence in the success of the Museum and always worked towards making the Museum bigger and better. Amory added, “It was not a good time for me financially, but as it turned out, Charlie said, ‘Hey guys, everybody seems to have provided a book on their various maritime activities in Bath, but there is absolutely nothing on your family and your family was extremely well-known in the shipbuilding and commercial business world-wide, and as family contributors to the City of Bath. Charlie said somebody has got to do it.’”

Amory explained, as he looked back at all the effort it took to accomplish the goal that his brother John did not have the stamina to take on such a project and his cousin was too old, so that left him the last person standing.

“I was very much a neophyte in this,” said Amory. “I had never done anything like this. I went to Charlie and he was very good, I still may have some outlines of stuff that he said ‘do this, do that,’ ‘here’s some people you can talk with,’ etc. I started out and my initial approach was to see what they had in the Portland Public Library. I started with Fairbank’s book (Merchant Sail) and found lots of stuff. Then I went to the Maine Maritime Museum. I went up to the Penobscot Marine Museum and I discovered myself taking pictures of things. I would bring it all back, put the pictures on the computer and then just spend probably two or three days working through them. My wife Joan was pretty good about letting me get on because I spent a lot of time on this.”

Amory would head to Bath and the Maine Maritime Museum, where much of the research was done. He added, “They let me have access to their achieves and I could take pictures of various elements of it. So, I spent very honestly ten years working on this thing. It was interesting to do and one of the other unique elements of it was during my time researching in the library there were two other volunteers and they knew I was involved in Houghton stuff so they all contributed stuff that they would find. It was darn good because they picked up more personal stuff like what my grandfather drove.

I never would have found this type of thing.

“I chipped away at the family,” continued Amory. “I did quite a bit on the family in the beginning. Part of that dealt with a contact that I had with a fellow by the name of Charles Vella on the West Coast. He either had a grandmother or an aunt who was a Houghton and he did a big project on it. He would debate whether some of the stuff I had was really true, especially regarding the English ancestry. The first Houghton’s came over in 1635 and I think they got off and said, ‘What the hell are we doing here?’ and went back. They didn’t come back until the 1650s and a lot settled in Massachusetts, ultimately Lancaster. In the late 1700s there was quite an exodus from some of these small towns and a lot of them went to Vermont and New Hampshire. After a lot of searching I was able to sort of develop this volume of words creating the family history. One thing that I have never been able to do was to substantiate the part of England where they came from. Part of the English area that they lived was in Preston and Bolton and it’s interesting that they tried to get Lancaster (MA) named Preston. Levi Houghton, two of his ships were named BOLTON, now why would he pick that if there was no relationship to the family? The family lived all around Bath and it was fun to look at some of the old maps and I could find some of the residences and again Charlie said, ‘You know there’s still two houses that were part of the Houghton family.’ One of them I discovered because we found the house was for sale on South Street out of Bath and it was Levi Warren Houghton’s. He was the oldest son of my great-grandfather. The second house belonged to my great-grandfather and is across Route One on the other side of Bath. John Reed Houghton really catered to my grandfather. He grew up and had two sons, Amory Houghton; he would have been Junior, and his brother John Reed Houghton and Aunt Elizabeth Houghton who ultimately married Raymond Trott who was another Bath family of a shipbuilder. They ultimately lived in Providence, Rhode Island where he managed a hospital and maybe was a banker. I found a lot of information in the achieves at the Museum on this. I found the probate notices and found out what money was left and it was very obvious there was a great deal of money there. There was a bountiful treasure of articles or paperwork receipts from my grandfather John and I saw what he bought for food, he ate pretty-high off the hog, and he loved his cigars and his brandy and whiskey.”

Once the family history was well along, Amory’s focus switched to the ships built by the Houghton’s in Bath after another nudge by Charlie. “The Houghton family built 44 ships and the family managed them along with building them,” said Amory. “I also know that there were several other vessels that they had substantial shares in which gave them operating rights to those ships.”

To research the shipbuilding and the shipping interests of the family, Amory spent hours and hours and hours in front of a microfilm machine reading the Bath



PARTHIA being outfitted.

newspapers, page by page, week by week, and year by year. He added, “One of the interesting elements of it was that whenever they went into New York they would list the cargo contents and publish it in the paper so that I had quite a lot of that type of thing. I knew what I was going after and it was not just a ship going from Charleston, South Carolina to Savannah, Georgia and then on up to Liverpool. There were always anecdotes within the story that enhanced the story of the ship. I mean anybody reading this is going to think they can only handle so much of the ships traveling back and forth, even though it was a big part of what I did and each ship, if it didn’t get wrecked early on, it took up two or three pages of comings and goings. One of the humorous parts of this is I spent so much time there that one

of the fairly new people that came onboard thought I was part of the volunteer staff.”

Levi Houghton arrived in Bath in

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If you would like to help Kirsten Neuschafer on her journey to the 2022 Golden Globe Race, please go to <https://gofund.me/e92d7bd2>



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KIRSTEN NEUSCHAFER'S MARCH NEWSLETTER

It has indeed been a long time since a newsletter came out – so, apologies to everyone who has been following the journey and cheering me on, and who might have been awaiting an update! My team, as always, had to crack the whip to get me to sit down and write about all the events of the past 3 months. It is now less than 6 months to the start of the Golden Globe Race 2022, and the race is definitely very much on!

I also just got back to my home in the Eastern Cape – exactly 2 years to the day since I left, and not knowing that a pandemic would erupt and stop me from coming home for such a long time. Reunited at long last with both my parents, as well as my dogs! A very special moment, that I have been longing for, for so long! Food for the soul...

Before I say any more, I would like to thank everyone who has been following this journey up until this point! If it had not been for all of you who have been supporting me with all sorts of different forms of assistance, from financial, to donation of gear and services, to advice and in cheering me along, I would not be where I am now! Although we are already some months into 2022, I wish you all a very happy and successful 2022, and I am honoured to know you will be following me on this race!

I left Prince Edward Island at the beginning of December, just as the winter was starting to deepen. It was a difficult departure for me, as it turned out much harder than expected to say good bye to the Prince Edward Islanders who had supported me through such a long refit, and have become very dear friends. As the islanders were getting ready for the onslaught of winter, I was sitting in the shelter of Souris Harbour, waiting for a weather window to head offshore out into the North Atlantic – but the winter lows were sweeping up the coastline, one after the other, and before I knew it, already 3 weeks had passed and there still had

been no favourable window for departure. In those 3 weeks, temperatures had also started to drop below freezing, and the first snow had appeared, adding to my anxiety to leave before the winter became more extreme.

So, I decided one morning to leave Souris to head through the Canso Canal, and if need be, inch my way down the coastline. That morning temperatures were -8 Celsius, and it took a fair few kettles of boiling water to be able to defrost the mooring lines and melt the ice on top of the winches, before casting off. I got as far as a small harbour called Fisherman's Harbour, where I sought shelter for a night as unfavourable headwinds blew – but then fortunately the next day a good weather window finally did present itself, for a departure offshore. With the encouragement and help of Larry Rosenfeld, who very kindly agreed to do the weather routing for me, I decided to use the window and made haste to stow the last few things and head out towards the open ocean. The only snag with leaving on that weather window, was that it entailed starting the trip in winds above 40knots, and gusting even higher than that. I asked the kind fishermen at Fisherman's Harbour to cast me off, and they were happy to oblige, however they did ask me a few times whether I was quite sure that I wanted to leave in those conditions. I had my storm trysail all ready to hoist, and I was all prepared to take the seas on the beam, as Minnehaha and I would be choosing a course to clear the continental shelf at shortest distance, just giving Sable Island a wide enough berth, before getting into deep waters. I must admit, that as I made my way out of Fisherman's Harbour, past all the rocks and reefs, under bear pole, with an offshore wind and towards sunset, I did feel as though I was doing something rather crazy. It is one thing getting caught out in bad weather, but another thing altogether leaving the safety



of a port to head out into rough weather. As I cleared the reefs, I hoisted the trysail and the staysail, and got Minnehaha onto her course. The further we moved from the shelter of land, the rougher the seas became, and the darker it became, as night fell. By that time, I had quite a bit of anxiety that had been building up over the months of refit and waiting to head out to sea. I have to admit, that in those conditions, I was definitely being reminded of just how uncomfortable it is to be seasick – but as I slowly got back my sea-legs, Minnehaha did exactly what she was designed and built to do: glide through the waves and water, propelled by her sails, and make way! She carried me very steadily and securely, and I soon realized, that I was on a boat that merited my absolute confidence. So steadily did she handle the conditions, that I was able to be in the shelter below deck, getting some much-needed rest. In the first 24 hours in those conditions, we averaged 6.5 knots.

There was, however, one nuisance, that would annoy me for the rest of the trip: the portholes were leaking right from the start. They were leaking from beneath their frames, and not from the gaskets, so no matter how tightly I closed them, the water was coming in, and many things, including my laptop got wet from the word go. The laptop was damaged and unusable as a result, and many things went moldy within only days after leaving, not to mention all the salt in everything. I was able to caulk the portholes up a bit and stem the amount of water entering, but I knew that it would be a big, dusty job awaiting me in the next port – not something I felt like after an already rather lengthy refit, of sanding, fairing, priming, painting and cleaning up... Such are boats! Always work to be done, and jobs that one did not expect. On the bright side, however, the problem of the leaking portholes was only one that introduced a bit of discomfort, but no danger. The things that needed to hold their own and perform, surely did – and did so very successfully – so I really had no reason to complain!

Minnehaha carried us further and further South in those first days, and before long we had entered the Gulf Stream, and the water and air temperature drastically went up, which certainly made things a lot more comfortable. We stayed on a close-reach and as close to the wind as we could for many days, just trying to get South as quickly as possible, and out of the “bowling alley” of North Atlantic winter lows. As we did so, I got into the rhythm of sailing Minnehaha, and life aboard, and even life at a constant heeling angle started taking on a level of normality. We were also lucky enough to start seeing flying fish, Minke whales, tropic birds, and even caught sight briefly of a sperm whale within only one week into the trip!

I have to add at this point, that 4 very dear and generous friends of mine on Prince Edward Island, who knew that the departure from there for me had not been an easy one, thought about how they could add an element of cheer to my journey, and the solution they came up with, was to send me a generous amount of Iridium Satellite Phone airtime,

so that I could talk to them at my leisure. So, a very big thank you to Eddie Arsenault, Darren Cousins, Arleigh Hudson and Gordon McCleod for that very sincere and generous gift! It really did lift my spirits – and staying in touch with all of you for the entirety of the passage was really grand! Also, a big thank you to Jeremy Carter from Northern Access, who has been attending to all our Sat Phone needs and was always on stand-by to help if and where he could. Unfortunately my laptop got damaged, so I could not make use of the super-cool Access Mail, which would have allowed me to send emails and receive grib files – but that does not change the fact, that Jeremy had given me the UUplus Access Mail subscription as his contribution to the trip, and that it worked very well up until the laptop got water damaged!

Eddie, having you as remote, technical support, to discuss all technical and performance issues on Minnehaha, was amazing! Darren, getting updates and news from PEI, allowed me to continue to feel connected to the island at times when I really longed for my “second home”, and Gordon – if it was not enough what you and all the fishermen at French River did for me, to still get that generous contribution from you, just made me realize again how lucky I had been to land up on PEI, and that there is a lasting connection between me and the Prince Edward Islanders, for which I am very grateful! Certainly, not least, Arleigh – after everything you have done for me on PEI, you continued to support throughout that crossing in any way you could, and I will remain grateful for your friendship!

With the laptop down, and no more grib files, Larry Rosenfeld made sure to keep me informed about weather, which not only helped me to make the fastest, possible headway with given weather conditions, but Larry also kept an eye on the safety factor, as well as keeping all the team members informed – which in turn allowed them to post updates of my journey on social media. This became really important, as the tracking device had also unexpectedly and without any particular reason, given up, so instead I sent daily position reports to Larry and the team.


On note of team, I have to say a very big thank you here to Alicia Biggart, who tirelessly kept the campaign alive while I was out at sea – making sure that the followers on social media remained updated, that any paperwork that needed to be completed was taken care of, that any media outreach was answered and so forth. Thank you, Alicia – and to the whole team – including Erin Ranney, Alan Burland, Jerome Drnovsek, Simone Bond and everyone else who kept things moving forward while I was out at sea! I am very honoured and lucky to have you all along with me on the journey!

A week or so into the trip, we were basically already into the Northeasterly tradewinds, and from there on there were any amount of flying fish, the water became warmer and warmer, and we remained on the same tack on a close reach for weeks... The

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U. S. NAVY NEWS

Keel Authenticated for Future USS Ted Stevens

From Team Ships Public Affairs

The keel of future USS Ted Stevens (DDG 128), the 78th Arleigh Burke-class ship was ceremonially laid at Huntington Ingalls Industries (HII) Ingalls Shipbuilding, March 9.

The ship is named for the late Senator Ted Stevens from Alaska. Stevens was the longest-serving Republican U.S. Senator in history at the time he left office and was the third senator to hold the title of president pro tempore emeritus. He was the president pro tempore of the United States Senate in the 108th and 109th Congresses.

The contemporary keel laying ceremony represents the joining together of a ship’s modular components at the land level. The keel is authenticated with the ship sponsors’ initials etched into a ceremonial keel plate as part of the ceremony. Sponsors of DDG 128 are Catherine Stevens, wife of the ship’s namesake, and Susan Stevens Covich and Lily Stevens Becker, daughters of the namesake.

“The Flight III upgrade fulfills a critical need for the Navy. Flight III ships like the future USS Ted Stevens will serve as a deterrent to our adversaries using the ship’s increased power projection capability as a result of the upgraded AEGIS Combat System and Air and Missile Defense Radar,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “We are honored to have the Stevens family with us today as we mark this important milestone in building the Navy’s and the Nation’s next great warship.”

The DDG 51 Flight III upgrade is centered on the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporates upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet. Flight III is the latest Flight upgrade in the more than 30-year history of the class, building on the proud legacy of Flight I, II and IIA ships before it.

HII’s Ingalls Shipbuilding is also in production on the future USS Lenah Sutcliffe Higbee (DDG 123), USS Jack H. Lucas (DDG 125), USS Jeremiah Denton (DDG 129), and USS George M. Neal (DDG 131).

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.

Navy Accepts Delivery of the Future USS Ft. Lauderdale

From Team Ships Public Affairs

The Navy accepted delivery of the future USS Ft. Lauderdale (LPD 28), the 12th San Antonio class-amphibious transport dock ship, from Huntington Ingalls Industries’ Ingalls (HII) Shipbuilding Division, March 11.

Delivery of LPD 28 represents the official transfer of the ship from the shipbuilder to the Navy. Prior to delivery, the ship successfully conducted a series of at-sea and pier-side trials to demonstrate its material and operational readiness.

“Following successful builder’s and acceptance trials, LPD 28 will soon be ready to join the fleet to provide critical readiness and capacity to our Sailors said Capt. Cedric McNeal, program manager, Amphibious Warfare Program Office, Program Executive Office (PEO) Ships. “This ship will help expand our advantage in the maritime domain and brings critical capability now and in the future.”

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, Expeditionary Strike Groups, or Joint Task Forces.

In addition to LPD 28, HII’s Ingalls Shipbuilding Division is currently in production on the future USS Richard S. McCool (LPD 29) and the future USS Harrisburg (LPD 30), with start of fabrication for future USS Pittsburgh (LPD 31) planned for later this spring.

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

Future USS Montana delivered

From Team Submarine Public Affairs

NEWPORT NEWS, VA - The Submarine Force’s newest attack submarine, the future USS Montana (SSN 794), delivered to the U.S. Navy on Mar. 12th.

PCU Montana is the 21st Virginia Class submarine co-produced by General Dynamics Electric Boat (GDEB) and Huntington Ingalls Industries – Newport News Shipbuilding (HII-NNS) through a long-standing teaming agreement. Montana is the tenth Virginia Class delivered by HII-NNS and the third Block IV configured submarine.

“The delivery of this ship reflects an enormous effort across the Navy and Industry shipbuilding teams,” said CAPT Todd Weeks, the Virginia Class Program Manager who rode the boat during sea trials. “This is an exciting time for the program, Montana’s crew and the Navy. This is the second Virginia Class submarine to deliver in less than a month and it is in excellent condition. Continued deliveries of attack submarines are critical to the Fleet and



PASCAGOULA, Miss. (Mar. 26, 2022) Chief of Naval Operations Adm. Mike Gilday speaks to the United States Naval Academy’s Silent Drill Team at the christening ceremony for the future Jack H. Lucas (DDG 125) in Pascagoula, Mississippi, March 26. Lucas is the first Flight III guided-missile destroyer, and will be equipped with the most advanced technology and weapons systems. (U.S. Navy photo by Cmdr. Courtney Hillson/released)


our National Maritime Strategy.”

Virginia Class Submarines are built to operate in the world’s littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance and reconnaissance; irregular warfare; and mine warfare missions. Their

inherent stealth, endurance, mobility and fire-power directly enable them to support five of the six maritime strategy core capabilities - sea control, power projection, forward presence, maritime security, and deterrence.

The submarine’s sponsor is Ms. Sally

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Youth Safety Survival Program

By Sheila Dassatt

With all that is going on in this world right now, including all that the fishery is facing, it is my pleasure to give you a more positive article this month. This article will be our May issue, which also honors Memorial Day this month. We would like to thank all of the soldiers that served our country in all of the wars and “conflicts” that we have faced since the beginning of our country. There has been a lot of sacrifice for our freedom and we don’t want to overlook anyone that has participated with our safety and well-being.

On March 2, 1971, Leslie Hicks died in Vietnam. He was a fun loving 21 year old that had his whole life ahead of him. Leslie was cousin to the Holland Family, son and brother to the Hicks Family. He was from Stonington, Maine, graduated from the Class of 1968, then enlisted in the Army and sent to Vietnam. He wasn’t there for very long when he passed. It was a sad day for our family and the fishing village of Stonington.

At that time, The Leslie C. Hicks Memorial Fund was established. With the wishes of the family, all contributions to the fund were put in a special account to be used to further a concept that was held deeply by Leslie, which was understanding the love of the water, especially in children. His Mom expressed she would like to leave something

of Leslie’s love of the water with future generations. This involved a future program for swimming instruction, with a great vision for the well-being of generations to come. “No man dies in vain who died for what he believes in.” With this being said, after this period of time, this is all coming into a reality.

The funds are now in the hands of the Island Fishermen’s Wives in Stonington, who are going to help make this all happen. The planning is now taking place, with the assistance of the Maine Center for Coastal Fisheries and McMillan Safety Training.

There is now a swimming pool at the YMCA in Blue Hill, which they have donated time and space for this course on behalf of our young people. This has been such a blessing that it is becoming a reality. At this point in time, there are eleven students that are already signed up to take the course. This course is going to cover the complete safety of the students when on the water and all aspects of safety on the fishing vessels.

Part of the course will be at the Maine Center for Coastal Fisheries, for classroom activities and then the parents will take them to Blue Hill for the swimming and survival training part of the course. There will also be transportation available if the parents cannot transport their child due to conflicting schedules. The course will involve swimming,

knowing how to put on a survival suit, man a life raft and understand how to get yourself out of a rope entanglement with a lobster trap. There will also be fishing vessel training in case the captain has a health problem or needs assistance for safety of his own accord. This is all very important when on a fishing vessel or a recreational vessel when things go wrong. There will also be a fishing vessel available to give a better understanding of the working parts of a boat. This is all necessary for safety and survival and will have a better chance to save lives in the future.

The course will be an on-going course with opportunity for more classes in the future. We are all hoping that this will be available for communities in the surrounding coastal area. This course is available for more than one community and we are hoping that the concept catches on and is able to grow as time passes on. A course such as this is like planting a seed and hoping that it grows throughout the entire coast of Maine.

Downeast Lobstermen’s Association

is very proud of the participation of our membership, which includes the Island Fishermen’s Wives, The Center for Coastal Fisheries and McMillan Safety Training. With the participation of family and friends, we truly want to be able to help make a difference.

If you feel that you would like to contribute to this project, the address is Island Fishermen’s Wives, P. O. Box 493, Stonington, ME 04681 and label it “Pool Fund.” Every little bit counts and can also save lives. If you need more information about the next schedule, you can also contact Island Fishermen’s Wives at the same address.

Our family would like to thank everyone that has a part in this special project. As a parting thought, from Leslie’s own words from a letter that he sent to the local paper while he was in Vietnam: “Please do not think I am saying that we should force democracy on these people, but if nothing else, we should give them the chance to have a free choice in the kind of life they want for themselves and their descendants.”

Maine Dept. of Marine Resources

Attention Maine License Holder: Brief Survey Will Help Support Safety in Your Industry

Dear Maine License Holder,

The Maine Commercial Fishing Safety Council (The Council), in collaboration with the Department of Marine Resources, invites you to participate in a safety survey of Maine fishermen and aquaculturists.

The purpose of the survey is to gather information about personal injuries as well as any “near-misses” you have experienced while involved in commercial harvesting activities. We also are interested in incidents that resulted in damage to your boat(s) and/or gear. The survey is set-up so that you may remain anonymous, or you may provide contact information that would enable us to have follow-up conversations with you.

The Council will use the information from this survey to develop educational outreach to the fishing and aquaculture community and to provide training opportunities that address safety concerns that you have or foresee in the future.

The Council was established by the Maine legislature to improve the safety of fishermen in Maine. We are charged with

providing outreach and training.

This survey should take five to 10 minutes to complete. Thank you for helping to make our industry safe. Please respond to the survey by April 30, 2022.

Governor Mills Announces Opening of \$16 Million Maine Jobs & Recovery Plan Grant Program to Support Seafood Dealers and Processors

Program commits nearly \$16 million in Federal funds to help seafood dealers and processors in Maine recover from the COVID-19 pandemic, invest in technology and infrastructure, and increase resiliency to future market disruptions

Governor Janet Mills announced today the opening of a nearly \$16 million grant program through her Maine Jobs & Recovery Plan to help Maine’s wholesale seafood dealers and processors recover from the COVID-19 pandemic and invest in infrastructure improvements that will make their businesses more resilient to potential future market disruptions.

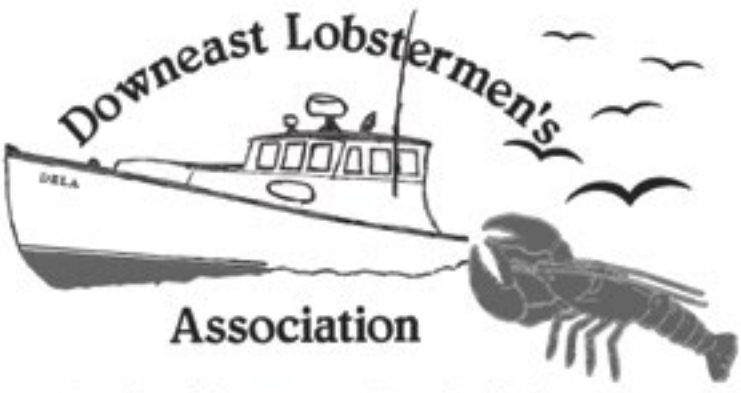
Applications for the Maine Seafood Dealer and Processors COVID-19 Response and Resilience Program (SDPP) will open April 1, 2022 and close on April 28, 2022. The Maine Technology Institute (MTI) is administering the program on behalf of the Maine Department of Marine Resources.

“Maine seafood dealers and processors are key to our states coastal economy, providing thousands of good-paying jobs in one of our most iconic industries and generating billions of dollars in economic activity for Maine,” said Governor Mills. “My Administration will work hard to help them not only recover from the pandemic but also make needed investments that will position them for success in the future.”

“This program will not only help Maine wholesale seafood dealers and processors recover from the significant economic challenges of the past two years, but it will also deliver important and timely investments to support the resilience and future prosperity of Maine’s working waterfront and blue economy,” said Maine Department of Marine Resources Commissioner Patrick Keliher.

“The program is very important to all the dealers and processors right now,” said Ron Trundy, Manager of the Stonington Co-Op. “With these funds, we can better adapt our business infrastructure to handle

Continued on Page 20



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Commercial Fishing News

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

From the Director -

As we go through the boatyards this season, most of the inshore boats are still “on the bank.” I have a feeling that most of us are still working on ropes and hoping that the needed special rope that has been ordered comes in on time for preparing it for the whale ruling. This rule has not been extended for us and is in force May 1, 2022.

Realistically, it will make it very difficult to comply with this ruling if we do not have the needed supplies to meet the requirements. Then what do we do? This has been a popular question among the lobster industry these days. Under the extenuating circumstances, with the Covid virus, the War, and the Green Movement, it has made availability for these products very hard to come by.

We all have great compassion for the people in the Ukraine and understand that their circumstances is a concern for everyone, in this country as well. At this point in time, even the merchant ships are being targeted. These are very trying and dangerous times that we are in. With all of this being said, we will do our best to keep moving

forward.

D.E.L.A. welcomes and thanks the support that we have been receiving. We have been very involved with the Fisheries Working Group, that involves our participation with the windmill projects that we are faced with. We have another meeting coming up soon, Tuesday, May 31st. If you have information or input for us to share with this meeting, please feel free to contact me at dassatt711@yahoo.com. It is our job to relay the feelings of our fishing industry. Please share any information with us that you may have about the long range effects of these power plants. Again, we thank Andrew Joyce for all of his dedicated work that he has done to get the word out about this topic.

The most recent information that is on the table now, is the topic of the Zone meetings, which most of us will have attended by the time this report comes out. The biggest reason for the meetings is to give us the scientific update since the Covid shut downs. The last time that we had any form of update, especially in person, was in 2020. Since that time, according to Kathleen Reardon, lead

lobster biologist from the Department of Marine Resources, “the settlement of baby lobsters has fallen below average since 2014, but sub-legals - lobsters just below the legal minimum, remained high. So as long as the number of sub-legals stayed high, the ASFMS didn’t see a need to change the minimum requirement,” she said. Now, she can no longer say this, sub-legals have been down for about five years. ASFMC had three options to protect spawning grounds, trap reduction, seasonal quotas or changing the size of the gauges that measure the lobsters. “They chose a very small change in minimum size and it would have a big impact. One the brighter side, she said changing the gauge size will mean heavier lobsters.”

Raising the minimum size is not a done deal, as representatives from 15 states that make up the ASFMC will be voting on this. This will take place sometime in August or October after they have a hearing this in June. Even though Maine is one of the largest in the lobster industry, represented by Commissioner Patrick Keliher, he has only one vote. If this results in a change, Kathleen says “it won’t be for some time.” Stay tuned.

The Maine Fishermen’s Forum has announced its 2022 scholarship recipients! Even though there was no live event, the scholarships were still awarded. This year, the total funding was \$22,500 with three winners receiving \$5000 courtesy of an anonymous donor. Recipients were: Jacob Curtis, Nathon Emmons, Madison Faulk-

ingham, Braxton Farrin, Sophie Gamage, Emily Kelsey, Mackenzie Mayo, and Audrey Young. The Forum is scheduled for next March 2,3, and 4 at the Samoset Resort in Rockport and hopefully in person! Congratulations to all of our scholarship recipients!

At this point in time, the lobster industry has received 17 million in aid as well as \$765,000 through Senator Susan Collins, for the Planning of the Future of Maine’s Lobster Industry initiative. Please stay tuned for how this is all going to be negotiated with our lobster industry. D.E.L.A. is very thankful for the results of the recognition that we need help with all that we are facing. We have all played a big part in the awareness that we will survive this and will maintain the success of our lobster landings throughout the Coast of Maine.

Have a safe and successful season, Sheila



The 63-inch model of a lobster boat being built by Willis Beal of Beals Island.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

AMERICAN LOBSTER
MANAGEMENT BOARD
ASMFC American Lobster Board
Approves Use of Electronic Trackers for
Federally-permitted American Lobster
& Jonah Crab Vessels

ARLINGTON, VA – The Commission’s American Lobster Management Board approved Addendum XXIX to Amendment 3 to the Interstate Fishery Management Plan (FMP) for American Lobster and Addendum IV to the Jonah Crab FMP. The Addenda establish electronic tracking requirements for federally permitted vessels in the American lobster and Jonah crab fisheries, with the goal of collecting high resolution spatial and temporal effort data to support a number of ongoing efforts.

The Board initiated the Addenda in August 2021 to address several challenges facing the fishery, including stock assessment limitations, protected species interactions, marine spatial planning efforts, and enforcement in federal waters. Given the critical need for enhanced spatial and temporal data in the offshore fishery to address these issues, the Addenda require federally-permitted American lobster and Jonah crab vessels with commercial trap gear area permits to collect location data via an approved electronic tracking device. Specifically, electronic tracking devices will be required for vessels with commercial trap gear area permits for Lobster Conservation Management Areas (LCMAs) 1, 2, 3, 4, 5, and Outer Cape Cod. LCMA 6 (Long Island Sound) and the Area 5 waiver permit, which allows Area 5 permit holders to target black sea bass with un-baited traps, are excluded from the tracking requirements.

The data collected through electronic tracking under the Addenda will greatly improve the stock assessment’s ability to estimate exploitation and abundance for American lobster by providing size composition data at a finer resolution than what is currently available. Additionally, the models used to assess the location of vertical lines in the fishery and their associated risk to endangered right whales will be substantially improved, which could have an impact on federal risk reduction requirements for the fishery. With a better understanding of the spatial footprint of the U.S. lobster and Jonah crab fisheries, managers will be better positioned to minimize and mitigate the impacts of other ocean uses such as aquaculture, marine protected areas, and offshore energy development on the

fisheries. Furthermore, vessel tracking data will enhance the efficiency and efficacy of offshore law enforcement efforts.

The Addenda establish minimum criteria that must be met by tracking devices and vendors to be approved for use in the fishery, including a data reporting rate of one ping per minute, technical specifications, and customer service standards. To identify devices and vendors that meet these criteria, the Commission will form a work group to review and approve tracking technologies, and provide information on available options to the states.

States, in conjunction with Commission staff, will work to develop an implementation plan, including a standard operating procedure and a request for quotes from vessel tracking companies. The Commission is requesting that NOAA Fisheries implement the requirements of the Addenda through the federal rulemaking process by May 1, 2023.

Answers to some frequently asked questions about the electronic tracking program can be found here. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to approve Option B: Implement electronic tracking requirements for federally-permitted lobster and Jonah crab vessels with commercial trap gear area permits, exempting Federal Area 5 Waiver permits from the vessel tracking requirement in Addendum XXIX. As a part of selecting Option B, have the Board commit to a multi-committee (Tracker subcommittee, Lobster Technical Committee, and Law Enforcement Committee) review of the vessel tracking program after two full years of implementation, including assessing the uses and the utility of the data to-date.

Motion made by Mr. McKiernan and seconded by Ms. Patterson. Motion passes (11 in favor).

Move that the Commission request that NOAA publish the final rule on vessel tracking by May 1, 2023, with implementation no later than December 15, 2023. States in conjunction with ASMFC staff will work in 2022 to develop an implementation plan, including a standard operating procedure and the request for quotes from vessel tracking companies. The results of this shall be reported back to the Board at a future meeting.

Motion made by Ms. Ware and seconded by Mr. Borden. Motion passes (10 in favor, 1 abstention).

Move to approve Addendum XXIX to the Lobster FMP and Addendum IV to the Jonah Crab FMP, as amended today.

Motion made by Mr. McKiernan and seconded by Ms. Patterson. Motion passes (11 in favor)

NOAA Fisheries and Bureau of Ocean
Energy Management Announce Efforts
to Mitigate Impacts of Offshore Wind
Energy Development on NOAA
Fisheries’ Surveys

Agencies seek public comment on implementation strategy for Northeast and Mid-Atlantic regions.

To support the Biden-Harris Administration’s goals of advancing offshore wind energy production, NOAA Fisheries and BOEM developed a **Draft Federal Survey Mitigation Strategy**. It addresses anticipated impacts of offshore wind energy development on NOAA Fisheries’ scientific surveys. The joint strategy underscores our shared commitment to advance offshore wind energy production responsibly while protecting marine biodiversity and promoting cooperative ocean use.

NOAA Fisheries’ surveys are essential for the sustainable management of our nation’s fisheries, recovery of protected resources, conservation of habitats and ecosystems, and understanding the impacts of climate change. The implementation strategy identifies the essential components of mitigating the impacts of offshore wind energy development on the surveys, as well as actions to accomplish the goals and objectives of mitigation. While this initial strategy focuses on the Northeast and Mid-Atlantic, it will serve as a model to address the impacts of offshore wind on NOAA Fisheries surveys nationwide.

“This strategy will help maintain the quality of our surveys and data, while also facilitating the development of offshore wind energy,” said Janet Coit, assistant administrator for NOAA Fisheries. “Sustaining our surveys allows NOAA Fisheries to monitor trends with species over time, with the broader goal of understanding marine ecosystems, particularly in the face of a rapidly changing climate.”

Nationally, NOAA Fisheries assesses the status of approximately 450 fishery stocks, 200 marine mammal stocks, and 165 threatened and endangered species (some

of which are marine mammals). These assessments rely on more than 50 long-term, standardized surveys, many of which have been ongoing for more than 30 years.

Offshore wind energy development plays an important role in U.S. efforts to combat the climate crisis and build a clean energy economy. The Biden-Harris Administration has set a goal of significantly increasing the nation’s offshore wind energy capacity to 30 gigawatts by 2030.

BOEM is the lead federal agency responsible for offshore energy exploration and development in the United States. NOAA Fisheries is a consulting federal agency.

Read the full **Draft Federal Survey Mitigation Implementation Strategy**. Two informational webinars will be held on March 29 and 30.

The agencies seek public comment on this strategy. To submit comments, please visit [regulations.gov](https://www.regulations.gov) and **submit comments here**. The deadline to submit comments is May 6, 2022.

Secretary of Commerce Appoints Seven New Committee Members to NOAA’s Marine Fisheries Advisory Committee

The Marine Fisheries Advisory Committee advises the Secretary of Commerce and NOAA on all marine life matters that are the responsibility of the Department of Commerce.

Secretary of Commerce Gina Raimondo appointed seven new members to NOAA’s Marine Fisheries Advisory Committee, bringing the group’s membership to the full complement of 21. MAFAC advises the Secretary of Commerce and NOAA on all living marine resource matters that are the responsibility of the Department of Commerce.

The seven new members are: Natasha Hayden, Kodiak, Alaska; Vice President of Lands & Natural Resources, Afognak Native Corporation; Meredith Moore, Washington, D.C.; Director, Fish Conservation Program, Ocean Conservancy; Linda O’Dierno, Somers, New York; Fish and Seafood Development Specialist; Jocelyn Runnebaum, Ph.D., Bath, Maine; Fisheries Project Manager, Nature Conservancy; Sarah Schumann, Warren, Rhode Island; Owner/Principal, Shining Sea Fisheries Consulting, LLC; Clayward Tam, Kailua, Hawaii;



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MISCELLANEOUS COMMERCIAL FISHING NEWS

Cooperative Fisheries Research Coordinator, Pacific Islands Fisheries Group; Brett Veerhusen, Seattle, Washington, Principal, Ocean Strategies, Inc.

“I’m extremely pleased to announce these seven new appointments made by the Secretary of Commerce. These new members have such a rich and diverse background working across a wide range of fisheries, seafood, and marine resource issues,” said NOAA Fisheries’ Assistant Administrator Janet Coit.

MAFAC members draw on their expertise to evaluate and make recommendations on national living marine resources policies. The members represent a wide spectrum of fishing, aquaculture, protected resources, environmental, academic, tribal, state, consumer, and other related national interests from across the United States. They ensure the nation’s marine resource policies and programs meet the needs of these stakeholders.

Jennifer Lukens, the Designated Federal Officer that manages MAFAC noted, “MAFAC has provided advice and recommendations to NOAA for more than 50 years and these new members will bring invaluable experience and a rich diversity of perspectives to the work of this important Committee. I am excited to have them join MAFAC and share their insights.”

MAFAC recently identified priority initiatives for incoming NOAA and Commerce leaders to improve seafood businesses and trade, support recreational opportunities, strengthen science and fishery data, enable adaptive management, and recover protected species.

In recent years, MAFAC provided advice and input on: Reestablishing a National Seafood Council under the Fish and Seafood Promotion Act, to serve the U.S. seafood industry by conducting marketing, education, research, and promotion of U.S. seafood; Building Resiliency At NOAA Fisheries: Navigating the next Four Years, recommendations that address pressing issues for U.S. fisheries and other marine resources, particularly in light of the challenges posed by climate change and the COVID-19 pandemic; Recommendations to improve planning and coordination of offshore wind development for better engagement of stakeholders and to reduce or mitigate impacts to fishing activities, protected species, and NOAA Fisheries science and mission-related activities; Recommendations in support of an effective national aquaculture initiative to help substantially increase domestic aquaculture production; A vision, qualitative and quantitative goals for the recovery of all 27 stocks of Columbia Basin salmon and steelhead, which also recommended continued collaboration to further define and implement strategies to achieve the Columbia Basin Partnership Goals; and Improving species recovery and ESA Section 7 pre-consultation processes.

MAFAC also instituted the Recreational Electronic Reporting Task Force to provide expertise on the generation, delivery, and use of electronic private recreational angler self-reported data to assist NOAA Fisheries in fulfilling mission activities. Their report is expected by early summer 2022.

Changing Oceanographic Conditions And Environmental Justice Concerns In The Northeast Shelf

The latest State of the Ecosystem Reports highlight fishing communities with environmental justice concerns and potential risks to fishery management from proposed offshore wind energy development.

Two new reports show the Northeast

continental shelf marine ecosystems are experiencing notable ocean warming and changes in oceanography. The reports include new indicators that evaluate **environmental justice** concerns.

The Northeast shelf extends from North Carolina to Maine and is one of the most productive marine ecosystems in the United States. The annual **New England and Mid-Atlantic State of the Ecosystem** reports capture the big picture of the biology, climate, physical, and social conditions of the marine ecosystem. The assessments inform fisheries management by showing how the ecosystem is connected and changing. This ecosystem change, in turn, affects the distribution and abundance of marine species from **phytoplankton to whales**.

“We develop these reports along with the regional fishery management councils to provide information on current social, economic, and environmental conditions and address priority questions on factors affecting their management objectives. Every year, the Mid-Atlantic Fishery Management Council uses these reports to update their **ecosystem level risk assessment**. This gives managers a quick overview of conditions that may affect fisheries,” said Sarah Gaichas, co-editor at the Northeast Fisheries Science Center.

Record High Temperatures and Changing Ocean Conditions

Ocean temperatures continue to warm at both the surface and bottom throughout the Northeast Shelf. Seasonal sea surface temperatures in 2021 matched or exceeded the record temperatures from 2012. Marine heatwaves measure not just high temperature but how long the ecosystem is subjected to the high temperature. The region has been experiencing more frequent and intense marine heatwaves over the last decade, including 2021. Changing oceanographic conditions, such as the stability and location of the Gulf Stream is affecting the habitats of multiple federally managed species on the Northeast shelf. 2021 was distinguished by a large number of warm core rings — currents that flow in a circular motion and broke off from the gulf stream — present in May and June, which likely partially contributed to the **movement of warm, salty offshore waters onto the shelf**.

Fishing Communities Vulnerable to Environmental Justice Concerns

There are environmental justice concerns with fishing communities that are most vulnerable to changes in fishing patterns. They may have a lower ability to successfully respond and adapt to change. Federal agencies are required to address disproportionately high and adverse human health and environmental effects of federal actions on minority and low-income populations. Three of the existing **NOAA Fisheries Community Social Vulnerability Indicators** can be used for mandated environmental justice analysis: Poverty Index; Population Composition Vulnerability Index; Personal Disruption Index

The State of the Ecosystem reports highlight the top 10 most engaged and the top 10 most reliant commercial and recreational fishing communities. It also examines their associated environmental justice vulnerability. The top five most engaged commercial fishing communities in New England and the Mid-Atlantic and their associated environmental justice rankings are below. Communities with environmental justice concerns are ranked medium-high or above.

New England
New Bedford, Massachusetts (High)
Narragansett/Point Judith, Rhode Island

(Low)
Gloucester, Massachusetts (Low)
Chatham, Massachusetts (Low)
Portland, Maine (Medium)
Mid-Atlantic
Cape May, New Jersey (Low)
Reedville, Virginia (Low)
Montauk, New York (Low)
Point Pleasant Beach, New Jersey (Low)
Barnegat Light, New Jersey (Low)

“Evaluating the environmental justice concerns in fishing communities allows us to identify those most vulnerable to changing fishing regulations, as well as socio-economic and climate conditions,” said Lisa Colburn, co-author and scientist at the Northeast Fisheries Science Center.

“These vulnerabilities may be exacerbated by a community’s inability to adapt due to limited resources. We identify the socio-economic dimensions of vulnerability in fishing communities to provide support for the decision-making process for fisheries management, climate adaptation, and risk mitigation.”

Offshore Wind Energy Development Will Impact Fisheries

Construction of more than 20 offshore wind development projects is proposed on the Northeast shelf, covering more than 1.7 million acres by 2030. An additional six lease areas (488,000 acres) were recently identified.

Continued on Page 20

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Boat And Ship Yard News



At Atlantic Boat in Brooklin they were getting ready to marry the hull and deck of this 31-foot launch after the Coast Guard their blessing. This one will be going to the Portland Yacht Club in Falmouth.



Deep Cove Marine Services in Eastport has a Libby 41 lobster boat in from Cutler for an extension on her stern.

Atlantic Boat Brooklin, ME

They have under construction a Duffy 42 being finished off as a research vessel with a flybridge for a customer in New Hampshire. She will have a full interior, power is a 500-hp Cummins and she will sport a lot of custom components including an A-frame (being built by Cumberland Ironworks) for towing scientific instruments. She is progressing well and many of the parts needed have already arrived at the yard. She will be launched the beginning of the year and will be used for towing test gear around the New England coast.

Also underway is a 31-foot yacht club launch for the Portland Yacht Club in Falmouth, their second one. The hull and deck were ready to marry, but they were awaiting Coast Guard approval, which was expected soon. She is scheduled to be delivered the end of April.

A resort in Florida ordered two launches with full enclosures last year and they have returned and ordered another one. Atlantic Boat spent a lot of time with the Coast Guard to get them approved to carry the same number of people the ones without the enclosure carries, which is 24 passengers. The frame work is done by Cumberland Iron Works and the canvas work by Hallett Canvas and Sails in Falmouth. It is thought that they will order another one before summer arrives.

The other boat in the main shop is a sailboat TANTUM II from New Hampshire and she is being repowered with a three-cyl-

inder Yanmar. She will then get her annual maintenance.

Around the yard they have a lot of boats undergoing a variety of work. Most of this is regular annual maintenance, with lots of system work, paint and varnish.

One boat was formerly owned by Giffy Full and she has new owners and they are making some changes. She has gotten a new sole and some other general joiner work in the galley area and an aft settee with storage underneath it. Her new owners like cruising the coast and doing overnights, and are planning to return next year and do more upgrades.

Outside is a brand new 48 hull that the owner decided to stop work on and walked away from it. Anyone looking for a Duffy 48 to finish out here is your chance. A few people have been looking, but no one has signed on the dotted line yet.

Atlantic Boat will soon offer a 29-foot boat, powered with outboards. They see a good market for this and along with several of their other models will begin marketing further south, especially southern New England. The 29 is built off the 26 mould and will be offered with a cuddy cabin, V-berth and head, and powered with twin 150 outboards. Since it is a good sea boat and is priced right it should sell very well in the Cape Cod, Buzzards Bay, Islands and Newport areas.

Presently they are concentrating on getting their storage customers ready for the summer season, which will keep them very



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Robert Jones, Jr.'s of Stonington new BOUNTY HUNTER IV sitting outside of Billings Diesel & Marine in Stonington.

busy right up to the beginning of summer. Atlantic does mostly inside storage, but this will likely change next year as they hope to offer some outside storage. They have a lot of space and this they plan to clear this summer and get it ready to store boats on in the fall.

**Deep Cove Marine Services
Eastport, ME**

They have been renting space from the Friends of the Boat School and have two major projects underway in the former paint shop. Presently they have a Libby 41 from Cutler in having a 16-inch composite extension added to her stern. Once this is fitted they will make repairs to the rails and replace the deck tiles on the platform.

Just behind the Libby 41 is a wooden Pembroke runabout that is being completely rebuilt. They have put in floors and replaced the cockpit platform, replaced the wind-

shield and fore deck, then glassed the fore and side decks; engine is in and they are now fairing the topsides. She is scheduled to go over late this spring or early summer.

Another big power boat, a Huckins, was in before this where the Libby 41 is now sitting. She received mechanical maintenance and rot repair around the deck joints. She had never been glassed inside the anchor locker and this has caused rot with some of the uncovered wood. Two years ago they replaced some of the rub-rail and deck and were hoping this would solve the problem, but it seems it has not and to replace the decks totally is a major project.

Over in the other shop is a wooden power cruiser and she had some rot repair replaced in the horn timber. She also had work done on her steering gear and now she

Continued on Page 18



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Boat And Ship Yard News



This is a view of some of the boats in the main shop of Padebco Boats in Round Pond. The two in the foreground are Padebco 21s in to be refurbished. ARCHANGEL has been in storage for a couple of years and this year she will be going over.

Continued from Page 15

is getting painted.

Next they will change the deck configuration on a Novi so the owner can haul by himself. Basically they are going to make her into a split wheelhouse lobster boat with dual steering stations.

This will be followed by a Skye 51 coming in for some joiner work down below; a Donnell commercial boat to be repowered, and then an older fiberglass Chris Craft to have her engine block changed out.

They store about 120 boats every winter and all of these will need some work before they go over, which will keep the yard busy right into the summer season.

Edgecomb Boatworks Edgecomb

In one of the bays in the main shop they have a new Holland 32 getting her final

touches before being launched in May. They are currently finishing up the teak joiner work, wiring and the painting below. The end of March they were putting in the electronics, stereo and wiring it up. They are still waiting on some items that need to go in, but they are expected this to arrive early April. She is powered with a 550-hp Cummins and should be pretty quick and in fact she may be racing at the first race of the year in Boothbay. She would be in Diesel Class G and that means she will need to be over 40 mph to best the top boats in this class.

In the next bay they were working on a 25-foot Lyman, which was getting a lot of brightwork refinished. They had finished her annual maintenance, added trim tabs and she was headed back out to the storage shed. Coming in next was a 23-foot Lyman for hull paint and then three Boothbay Harbor One-Designs for cosmetics and varnish.

A Padebco 21 was in earlier and they



Getting her final finish work is this Holland 32 at Edgecomb Boat Works in Edgecomb for a local owner. She will be going over in May.

installed a T-top on and a new helm seat and then varnish her brightwork.

A Grady White was in for some work on her outboard bracket and transom. They had to remove the bracket and strip off the paint, locate a leak, repair that and then put it all back together and repaint. The owner always carries his small inflatable on the cabin top and straps it down when out cruising. They made a custom setup to make getting it up on the cabin top easier. She was then loaded on her trailer and ready to go home with her owner.

A Sabre 36 will be in and they need to pull the shafts and replace the stuffing boxes and re-align the engines.

This will be followed by an Island Packet Packetcraft, a 36-foot powerboat, powered with a pair of 370 Yanmars. She needs some electronic work and some engine work.

Next is a Little Harbor Whisper Jet 40, but they are waiting for the new mufflers, which they will be replacing along with the rest of the exhaust system. The deck has been removed and once the new exhaust system is in they will put a new teak deck. Next year they are planning to replace the bridge deck with one of teak.

Not enough? Then they have a 36-foot Hunt powerboat coming in so they can replace the gaskets in the sliding windows on the side of the shelter.

John Williams Boat Yard Hall Quarry

They have a new Stanley 28 under way,

being finished off as a bass boat, for a customer from Northeast Harbor. She will have a three-sided teak windshield, teak cockpit and seating for six or eight people. For seating there is a custom stern and helm and nav seating. Down below she has a V-berth and a head to port and is powered with a 250-hp Yanmar diesel. She also sports trim tabs, bronze hardware, including a bronze windlass and a teak bowsprit. She will be going over this summer.

A Cal 39 is in for a complete refit. They have removed all the deck hardware and rebbed it as there were numerous deck leaks. They also redid the hull and deck joint, taking off the toe rail, lifting the deck, rebbed that refastened that and added a new toe rail. She was also repowered with a Yanmar diesel, new refrigeration, bilge pumps, water system, fuel tank, wiring, and new cabin sides on the interior overhead.

A Hinckley Bermuda 40 was recently purchased and is in for some changes and to be repowered. The new owner used to charter a B-40 and opted last year to buy one. The changes include new refrigeration, water heater, A/C, shore system, dodger, cushions, countertops in the head and galley, redoing the nav-area and adding some electronics.

The paint bay has been busy all winter. They are painting the hull of two Hinckley B40s and soda blasting their bottoms, which was done before they were repainting. These will be followed by a Back Cove 37 and a Calvin Beal 33.

They store between 30 and 35 wooden boats and every one of these needs paint and

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Boat And Ship Yard News



This Lowell 43 is in for some refurbishing at Oceanville Boat Works in Sunrise, Stonington. When she leaves she will look like new.

varnish for the season.

The brokerage continues to be busy. Inventory is low but demand is really high so they are looking for listings at this point to try to fill buyer's need.

Out in the yard they have purchased a new 25-ton hydraulic yard trailer from Brownell. This will make moving boats around the yard much more efficient.

Lyman-Morse Boatbuilding Thomaston

On April 1st, launched the second hull of the LM46 series in Thomaston, Maine. Just like hull #1, Arcadia is a high performance, cold-molded sailing yacht that features the comfort and ambience of a wooden yacht, while delivering 10 knots of speed under both power and sail. The LM46 is a collaboration between Lyman-Morse founder Cabot Lyman, his son and company president Drew Lyman, and Kiwi designer Kevin Dibley.

Arcadia differs slightly from Hull #1 as she features a deeper 7'7" draft keel for better performance on the race course and a second head for increased comfort while either cruising or racing. The owner is what some would describe as a "Newport Bermuda Race Regular", who previously owned a J/42 and has been a service customer of Lyman-Morse for decades. So, when the design for the LM46 debuted, he knew this was a boat he needed to have. *"Having raced in 10 Newport Bermuda races, I saw the LM46 as the perfect competitor for the race. While speed is definitely a top priority, comfort makes the race that much more enjoyable and I saw the LM46 as being the best of both worlds. Having been a long-time service customer of Lyman-Morse, I knew the build technology and quality would be the best of the best."* -Owner of Arcadia

Arcadia features a powerful cruising rig with swept-back spreaders and 1,183 square feet of sail, including a square top main, that gives the LM46 an impressive turn of speed. When conditions are right, this yacht can click off 240 miles per day, while the wooden hull and comfortable displacement-length ratio of 133, allows for one-handed steering or easy steering by autopilot, no matter the

weather.

Drew Lyman and a team from Lyman-Morse were able to gain some offshore miles last fall onboard LM46 hull #1, having sailed the round-trip from Camden, ME to Newport, RI last fall. "The LM46 is everything we expected and more. While sailing through Cape Cod Bay, we hit a top speed of 13.6 knots and she definitely had more in her. Additionally, the crew and I were all extremely comfortable during the 26-hour delivery. While the boat is undoubtedly quick, I think a lot of people will be most amazed with the cruising capabilities this yacht provides."-Drew Lyman

One word sums up the layout and design of the LM46: Soul. Step below and enjoy a seat in the spacious salon and take in the V-groove overhead and combination of painted and bright-finished bulkheads and trim – you'll instantly find yourself transported from your daily life to somewhere quieter, simpler, more elegant. When Kevin Dibley and Cabot Lyman got together in 2018 to come up with plans for a 46' sailboat, they knew they needed to design a yacht that would stand out amongst the typical fiberglass production boats. "The goal was to design a modern classic and that started with the idea to build the boat using cold-molded construction. Through Lyman-Morse having in-house CNC machines and experience using modern materials such as Carbon in some of the critical load areas, I knew we could design a yacht that would be fast, stiff, and beautiful" says Kiwi designer Kevin Dibley.

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Maine Department of Marine Resources News

Continued from Page 10

the serious financial burden of supply chain and work force problems brought on by the pandemic.”

“MTI is pleased to play a role in helping to deploy these vital funds,” said Brian Whitney, President of the Maine Technology Institute. “These grants will enable the state to provide support to as many marine food processing businesses as possible and provide much needed capital to stabilize and aid them in their recovery and growth.”

Governor Mills announced the creation of this grant program through her Maine Jobs & Recovery Plan in November. To be eligible for a grant, businesses must have held a wholesale seafood dealer, lobster processor, seaweed buyer, worm dealer or elver dealer license since April 1, 2020, among other requirements.

Eligible uses of the funds may include: payroll costs and expenses; rent or mortgage payments for business facilities; utilities payments; purchase of personal protective equipment required by the business; business-related equipment purchases; investments to strengthen businesses ability to mitigate pandemic-related market disruptions; or expenses incurred to replenish inventory or other necessary operating expenses.

For application materials and additional information on grants and eligibility, please visit the program website.

Program funds include \$10 million announced last fall from the American Rescue Plan Act, allocated through Maine Jobs and Recovery Plan, plus an additional \$5 million from the federal Consolidated Appropriations Act, and \$850,000 from the USDA Seafood Processors Pandemic Response and Safety Block Grant Program. The Mills Administration dedicated additional Federal funding to the program to maximize

resources for Maines seafood dealers and processors struggling with the challenges posed by COVID-19.

This new program builds on Governor Mills commitment to supporting Maine small businesses through the Maine Jobs & Recovery Plan. The Mills Administration has already awarded grants through the Maine Jobs & Recovery Small Business Grant Program, with more to come, and is delivering funds for relief and infrastructure investments in Maines other heritage industries agriculture and forestry and more.

This program also follows the more than \$273 million that the Mills Administration has delivered to Maine businesses and non-profits to mitigate impacts of the pandemic, in addition to programs to help small businesses offer affordable health insurance to their employees and replenishing the states unemployment trust fund to help prevent tax increases on employers.

The Maine Jobs & Recovery Plan is the Governor’s plan, approved by the Legislature, to invest nearly \$1 billion in Federal American Rescue Plan funds to improve the lives of Maine people and families, help businesses, create good-paying jobs, and build an economy poised for future prosperity.

It draws heavily on recommendations from the Governors Economic Recovery Committee and the States 10-Year Economic Development Strategy, transforming them into real action to improve the lives of Maine people and strengthen the economy.

For more about Maine Jobs & Recovery Plan, visit maine.gov/jobsplan.

Penobscot County Sherriff’s Office and Maine Marine Patrol Investigating Apparent Boating Accident on Penobscot

ORRINGTON - The Penobscot County Sheriff’s Office and Maine Marine Patrol

are continuing to investigate an apparent boating accident on the Penobscot River in Orrington.

Marine Patrol was notified yesterday at approximately 9:00 p.m. that a body was discovered on the shore of the Penobscot River about a quarter mile below the Orrington boat launch.

Based on the initial investigation, Marine Patrol began to search from the Orrington boat launch to the end of Verona Island near the mouth of the river for a canoe and an additional occupant.

The search was suspended at 1:00 a.m. this morning and resumed at daylight.

A canoe that Marine Patrol believes is related to the incident was recovered early this morning.

Air, ground, and water searches are continuing today with the Maine Marine Patrol, the Penobscot County Sheriff’s Office, US Customs and Border Protection, and the State Police/Marine Patrol Dive Team.

No further details are available at this time.

Preliminary 2022 Elver Landings Report Through 6:00 pm April 9, 2022

Dealers reported buying a total of 7,415.081 pounds out of 9,334.38 available pounds with a reported value of

\$15,621,441.00 for average price per pound of \$2,107.

DMR

Pounds Reported - 5,796.32

Overall Quota - 7,566

Remaining Quota - 1,769.68

MALISEET

Pounds Reported - 49.58

Overall Quota - 107

Remaining Quota - 57.42

MICMAC

Pounds Reported -

Overall Quota - 39

Remaining Quota - 39

PASSAMAQUODDY

Pounds Reported - 1,071.41

Overall Quota - 1,002.3

Remaining Quota - -69.034

PENOBSCOT

Pounds Reported - 497.76

Overall Quota - 620

Remaining Quota - 122.24

QUOTA TOTAL*

Pounds Reported - 7,415.081

All 2022 data are extremely preliminary and subject to change without notice.

*All jurisdictions not listed either have no reported landings or their landings are currently confidential.

Lobster Boat Racing Season

Continued from Page 1

There is another couple of boats coming that could get over the 60-mph mark. Alfred Osgood of Vinalhaven is getting a new Wayne Beal 36 with chines and over 1,200-hp engine. He could certainly be a threat to challenge for the top spot. The hope is that she will be ready for Boothbay. Another boat is a Libby 34, which is getting one of the 1,300-hp Isottas put in and she should also be ready for Boothbay.

AUDREY MAY [Holland 32; 425-hp Cummins], owned by Randy Durkee, went to every race last year and won Class E. He will probably be challenged by Dan Sawyer’s HIGH VOLTAGE [AJ-28; 400-hp Yanmar], which won the class the previous year, but was only able to race a couple of times last year.

We know that there will be a couple of new boats out this year in two other diesel classes. Winfred Alley, who has dominated Diesel Class F for several years with AIDEN MARINER [Calvin Beal 34; 425-hp Cummins], and Dana Beal (the dominating boat in Class G), RIGHT STUFF [Libby 34; 500 hp Cummins], have both built new boats this winter. Winfred’s is getting a Libby 34, FAITH MELANIE, with the same engine he had in his old boat. Dana is getting a Libby 41 with a 1,000-hp FTP. Both are hoping to be at Boothbay. The former AIDEN MARINER is now owned by Mitch White and she is getting MISS NORMA’s [Wayne Beal 36; 480-hp Cummins], owned by Dean Beal, engine. Dean is repowering with a 500-hp Cummins and will remain in Class H and a top contender for the title.

One of the fan favourites is Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] of Harrington, which has been the top boat in Class J. However, the rumour is that someone is coming out to challenge her for the Class title.

Diesel Class K has been fun to watch with three Northern Bay 38s with about the same power battling it out, Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania]; David Myrick’s JANICE ELAINE [Northern Bay 38; 815-hp FPT]; and Jeff Eaton’s LABELLA VITA [Northern Bay 38; 815-hp FPT]. BLUE EYED GIRL

was the boat to beat and topped out at over 50 mph last year. Neither of the other two boats were able to best her last year. MOTIVATION [Northern Bay 36], now named SHOOTING STAR, will be back out powered with a 750-hp John Deere and she could be competitive in this class.

Another very competitive class has been M(B) between Matt Shepard’s ALEX-SA ROSE [Morgan Bay 43; 750-hp John Deere]; Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT]; and Jason Chipman’s MISS MADELYN [Osmond 42; 700-hp Scania]. These three boats are all about the same speed and it is anyone’s guess who will be the winner this year.

Last year we had 645 entrants for the year, which was up from the 379 the previous year when we only held six races due to the pandemic. In 2019, our best year, we had 823 entrants for the races. Last year we had rain and wind at several races and that easily accounted for the difference. So, if the weather is good the turn out will be too. However, the real issue this year may all come down to economics. With the price of everything steadily climbing, the unknown price for lobsters, racers may be more cautious about how many events they may attend. Despite all these factors, the unknown competition will certainly draw a huge crowd and most of the answers will come with the first two races of the year, Boothbay, and Rockland, so do not miss them!

The 2022 calendar:

JUNE

18 Boothbay Harbor Lobster Boat Races

19 Rockland Lobster Boat Races

26 Bass Harbor Lobster Boat Races

JULY

2 Moosabec Reach Lobster Boat Races

10 Stonington Lobster Boat Races

17 Friendship Lobster Boat Races

24 Harpswell Lobster Boat Races

AUGUST

13 Winter Harbor Lobster Boat Races

14 Merritt Brackett (Pemaquid) Lobster Boat Races

20 Long Island Lobster Boat Races

21 Portland Lobster Boat Races

OCTOBER

15 Annual Meeting & Awards Banquet

MISC. COMMERCIAL FISHING NEWS

Continued from Page 13

fied in the New York Bight, with more areas anticipated off the Delmarva Peninsula.

According to **current development plans**, rapid buildout will have a greater impact on the Mid-Atlantic than New England. Floating offshore technologies are likely to be used in the Gulf of Maine in the future, with anticipated site designations beginning in 2023.

The development will affect species differently, with a negative impact on species that prefer soft bottom habitat but potentially benefiting species that prefer hard structured habitat.

Areas proposed for offshore wind development make up 1–31 percent of port revenue from fisheries in the Mid-Atlantic. Some of these port communities score medium-high to high in environmental justice concerns and gentrification vulnerability.

Recreational And Commercial Fishing Trends

While commercial landings are not yet available at the regional level, coastwide monkfish, lobster, and scallop landings declined while aggregate groundfish landings increased over recent averages.

Recreational harvest in New England reached its lowest point in 2020, driven in part by management actions to address poor or unknown stock status.

In the Mid-Atlantic, recreational effort shows a long-term increasing trend and has returned to pre-2018 levels. Fleet diversity is decreasing because of a shift away from party/charter to shore-based fishing. This shift results in a decreased range of recreational fishing opportunities. Shore-based anglers will have access to different species and sizes of fish than vessel-based anglers.

Informing Ecosystem-based Management

These reports are part of a larger NOAA-wide initiative — **NOAA’s Integrated Ecosystem Assessment** — to provide a consistent national effort to understand and manage ecosystems. The researchers use a unique approach in which social, biological, and physical scientists work together with stakeholders and managers. This cooperation integrates information on all components of an ecosystem, including human needs and activities, into the decision-making process. Managers can then balance trade-offs and determine what is more likely to achieve their desired goals. NOAA Fisheries researchers will present the Mid-Atlantic and New England State of the Ecosystem reports to the Mid-Atlantic and New England Fishery Management Councils.



Boat And Ship Yard News

Continued from Page 19.

Lyman-Morse’s vision for the LM46 is to build a series of these yachts with the goal of starting a one-design class. However, just like any vessel built by Lyman-Morse, the LM46 will be highly customizable to the fit the exact needs and desires of its owners. The LM46 offers three different cabin configurations (see below) along with three keel configurations beginning with the shoal draft at 6’, a deeper performance-oriented keel at 7’7”, and for those looking to step it up a notch, a 10’ draft option is also available. Additionally, there is a long list of options that include a more powerful engine, retractable bow thruster, electric winches, and a robust sail package just to name a few.

Oceanville Boat Works Sunrise, Stonington

There are two commercial lobster boats inside, a Duffy 42 and a Lowell 43. MAINLY TEXAS, the Duffy, was stripped out from the bulkhead back. They first installed a new 750-hp John Deere and added a bigger air intake. They then redid the gelcoat under the platform and in the engine room, added Soundown, then added new fuel tanks and placed them further aft, and then replaced the platform, which is now all composite. When replacing the deck they made sure the owner could get to everything underneath it, which he could not do before. The Lowell has received all new hatch- es, new rubber decking, redid some of the gelcoat and windows.

Next in will be a Wayne Beal 36, which they will be finishing off as a lobster boat and this will be followed by an Osmond 50. Just launched was a Mussel Ridge 54 KILL SHOT. The loved the setup he had in his other Mussel Ridge and they duplicated

the lay-out in this one.

Padebco Boat Round Pond

During the fall, winter and spring, they rotate boats out of the storage shed into the work shop getting them all ready for the upcoming season. They are presently on their fourth rotation. In the back of the shop they have a Padebco 27, which is getting new owners and a new engine, when they can get it. A Padebco 29 is getting a pretty extensive refit, which includes pilothouse windows, but before the windows could go in they needed to address some rot in the pilothouse deck beams. A Hinckley Pilot has a new owner and they have a list of items they want done. She is getting new pilothouse fixed glass, bottom redone and varnish. There were also numerous smaller repairs needing attention that has been addressed. A fiberglass Her-reshoff Rozinante comes in every year for varnish. What is interesting about this boat is that she is powered with an electric drive. Last year they added the ability to power the bilge pumps and this year they added in the navigational lights. Behind the Rozinante is CYCLE TIME, which has been a multi-year project. When it first arrived at the yard she was soft top and they changed this to a hard top. Later they removed the twin gasoline engines and replaced with twin Cummins diesels. The engines are back in, but before that could happen they replaced the fuel tanks and removed the gen-set, made repairs to a leaking hose, and put the gen-set back in. The major worry about this project is getting her in and out of the building, which is done by a mere fraction of an inch. Once outside they will put the tower back on before she goes over for the season.

ARCHANGEL, a Padebco 32, has been

in storage for a couple years due to Covid, but this year she is getting readied for the season, but she is also for sale. Presently, both engines are out and new fuel tanks are going in. The engines will go back in and she will get her annual maintenance and more detailing since she is going on the market. Several years ago, three Padebco 21s arrived at the yard to be refurbished and since then they have had a few come in every year to made look like new. This year they have already done four. The amount of work on each depends on how old the boats is and how well the customer took care of it. Most get their systems checked and replaced if needed, polished, bottom redone, paint and varnish. Coming in will be a 28-foot Canadian power boat, which suffered damage after a grounding. Any fiberglass damage will be replaced as well as the bent rudder. They have more storage customers this year, about 20, than they have had previous-ly. Many are ready for the water and barring any major issues the rest will be ready too. Their inside space is sold out and they are pretty maxed out with their outside space. When asked about more inside space, it was pointed out that the original boat shop on the lower at the lower yard needs to be jacked up and repaired and that will come first.

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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
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Also Shipwreck Index and Chronological listing!

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Creating an encyclopedia and a chronological history of events.
Also, transcribing maritime articles from: Maine Industrial Jour-
nal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican
Journal (1829 to present); and various others including Eastern Argus
(Portland), Bath Daily Times, Eastport Sentiniel, Ellsworth American,
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KIRSTEN NEUSCHAFER'S JANUARY NEWSLETTER

Continued from Page 8

reason for keeping on a close reach was to be able to clear the Horn of Brazil with enough berth. If I had been able to leave earlier in the season, I could have aimed initially for sailing towards the Azores in order to make easting, but given the winter season and the latitude at which storms were passing, it made sense initially to get as far and as quickly South as possible.

Once into the Trades and off the shipping route, life became very peaceful. Other than rain squalls, conditions were very steady, as was progress. The water was warm, the skies were mainly clear – and having a drag behind the boat became a routine way to cool off in the afternoons. I was lucky that I managed to escape the doldrums quite gingerly, and other than a day or two of light (but still sailable winds), I was able to keep moving, until after a few heavy rain-squalls, I eventually met up with the Southeast Trades, still just North of the equator, and managed to sail with those into the Southern Hemisphere and onwards, southwards towards the Southern Ocean, leaving the Horn of Brazil behind us, catching only a fleeting glimpse of the loom of the island of Fernando de Noronha and then setting a new course towards the Brazilian Island, Trinidad, as a good waypoint.

This stretch too was rather uneventful. We had the occasional black noddy hitch-hiker landing on the lifelines at dusk, but taking to the wing again at dawn. On a couple of occasions rather large schools of up to 30 to 40 white-tipped dolphins joined Minnehaha to play in her bow wave, and make me feel that joy that I always feel at seeing the curiosity

and joyfulness of dolphins!

As the journey was progressing, I was also using the opportunity to practice celestial navigation; taking sights every day and whenever feasible, as seriously as I would have without a GPS on board. At first it did seem like a rather cumbersome way of figuring out where you are, but the more I got into the routine of it, the more I enjoyed it, and each time my dead reckoning and then subsequent sight calculations put me close to our GPS position, there was certainly a great sense of satisfaction, and it started to feel like second nature. I found the sun-run-sun sights worked best for me: morning sight and then an afternoon sight, maybe also with a noon sight for the latitude. The moon also turned out to be one of my favourite celestial bodies to take sights of, as the moon is often visible at the same time as the sun. The evenings were good for practicing star and planet sites, if the clouds did not obscure things. Altogether it was quite a learning curb, in terms of accurate DR, but also to trust one's sights, when they did not correspond to the DR. At one stage my compass went out by up to 40 degrees – even though there was no new metallic interference, and this quickly highlighted the importance of doing compass checks when possible!

We did not actually catch sight of Trinidad, but did end up leaving the island to port, as we made our way further South towards the Island of Tristan da Cunha and into the Southern Atlantic. One of the sure signs of having reached the South Atlantic is the majestic presence of various species of albatross, who quickly make themselves appreciated by a lone sailor, as constant companions that glide on the airs, and never fail to impress with just

how skilled they are on the wing!

On our entrance into the Southern Ocean, we seemed to be skirting the edge of the high for a number of days, which gave us running, but light winds, and it was a good opportunity to fly the gennaker. As the wind angle closed in and put us more on a close reach, we had a chance to try out the Code 0, eventually getting into the proper South Atlantic, where again, we had running, but stronger winds. One of the systems that passed us to the South turned out to bring in very large, long period swell, but without actually pushing the wind any higher than 45 knots. Minnehaha performed well in these running conditions too, and the elements pushed us closer and closer towards the fair Cape, until upon a day, Cape Point and Table Mountain became visible, in the far distance and haze.

Approaching Cape Town must be one of the grandest land approaches: the water colour and temperature tend to change – where previously there was nothing or very little, there are suddenly patches of kelp, fur seals warming their flippers on the surface, terns feeding off schools of perhaps krill, and not to mention Southern Right Whales. The shipping also suddenly picks up – from seeing no ships for weeks, to only the odd, isolated one, there suddenly are cargo and fishing ships in all corners of the horizon. And the mountain just grows higher and higher and more magnificently out of the sea, until it looms overhead like a majestic giant, with roads and houses and all the activity of a busy city becoming apparent. The VHF starts becoming very active too, with all sorts of vessels – sailboats, fishing boats, charter boats and ships asking permission to enter and exit port.

I was getting the anchor out again, getting mooring lines and fenders rigged, asking port control for permission to enter port – and then, I saw my dear friend, Manuel Mendes, in his little motor boat, with his friendly, smiling face and a hand raised in the air in a welcoming gesture, waiting just at the breakwater to say hello and guide me in to his dock at the East Quay Boatyard in the V&A Waterfront of Cape Town. What could be a warmer welcome than to see Manuel's smiling face after 56 days at sea – AND – also my sister, Pascale, who, together with her little Boston Terrier, were standing at the swing bridge as it opened to let Minnehaha and me in! More than 2 years since I had last seen her! Moments like those make all the trials and tribulations worthwhile!

And next thing I knew, as in the blink of an eyelid, and yet seemingly such a long instant away since leaving PEI,

And that was that then – the journey at sea came to an abrupt, but very good end, and so started the next phase of time in port in Cape Town. The very next day my mother arrived from Port Elizabeth and came to stay aboard Minnehaha with me. She had been a constant support from a distance throughout the refit and the crossing to South Africa, so it did not surprise me that she came as soon as she could to be a support to me in person! Little did she or I know, that we would spend the next 4 weeks together on Manuel's dock aboard Minnehaha. My mother stayed with me throughout that time and helped me with 101 jobs and things that needed to be organized: the rat-race of being on land again was fully upon me – and without my mother's help, it would have taken much longer to get things done. My mother has no fear of any kind of job: she helped me with absolutely anything I asked her: whether to help me move the boat, or get her hands full of Sika glue to fix the portholes, or to run behind me with a vacuum cleaner and clean up wherever I left a cloud of dust, or even do the groceries and make sure there was a nutritious and tasty meal to be had at the end of a long work day – she was right there with me through it all!

Manuel, I cannot thank you and all your guys enough for hosting us on your dock at

East Quay Boatyard, and for all the materials, tools, help and advice that you have given! Not sure where I would be in all those jobs without you! So honoured for your help and for your friendship, and so grateful to have had space for Minnehaha on your dock!

One of the first jobs I tackled (and the thing I had been thinking about most and dreading the most), was fixing the portholes. As expected, it turned into a big and multi-staged job, of first prying out the frames, then cleaning all the old glue off, then sanding and prepping the surface to fair it where damage had been done to pry the frames out – then sanding, priming, sanding, top-coat painting, sika-priming, drilling etc. until the portholes were ready to be glued and bolted in again. Gratefully I had worked with Eddie on the refit, so that I had an understanding of what to do, and had taken a lot of materials, like fairing and paint with me. Eddie also consistently offered his advice from a distance! And eventually that job too was done.

In between that, there were all sorts of other jobs, as well as a few press engagements – and on that note, I'd like to thank the Royal Cape Yacht Club, for sending me a welcome via my team and Sat Phone, even before I arrived, offering mooring at the club – and for giving me complimentary access to the club facilities! A big thank you to Toni and Christa for arranging a press event there, which gave me an opportunity to talk of my experiences and my preparation for the race – and put the word out there for the ongoing search for potential corporate partners and the general support I still need to get to the start-line. The RCYC hosted a lovely event evening, with a very good turn-out people – a big thank you to all of whom attended – as well as to Bon Courage Wine Estate for sponsoring the refreshments for the evening! I really felt very honoured and very welcome!

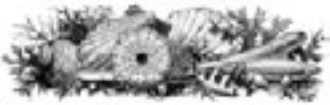
Similarly, the False Bay Yacht Club contacted my team ahead of arrival, extending a welcome to their club – a gesture that was kind and sincere, and whilst I stayed in the city bowl of Cape Town, the knowledge that I would have been welcomed there was great. I had a lovely evening over on that side of town at the FBYC! Thank you for hosting the evening and to all members who were in attendance and showed their support!

After 4 intense weeks in Cape Town (with a brief, 3-day excursion to St. Helena Bay, where I managed to squeeze in the compulsory survival-at-sea-course), I took the V & A Waterfront Marina up on their very generous offer for free mooring for Minnehaha – moved her over to their basin, tied her up securely – gave her a well deserved pat on the deck, and a word of thank you, and then left her to have a well-earned break. I climbed into a car with my mother and off we drove to the Eastern Cape, to spend some much needed time at home, and to catch (only a short, little) break from the boat...

The break will only be short, because, as always there are jobs still to be done on a boat – items (especially expensive, compulsory safety gear, like tracking devices and antenna, another, new Iridium 9555 and antenna, life-rings, flares, SART's, EPIRB's, RADAR Reflector's, harnesses and the list goes on and on...) before heading back out to sea towards Europe, for the pre-race events, and ultimately the start of the race...

Again, a big thank you to everyone who had been in some way or another a part of this journey – from all the large and generous contributions in money, expertise, gear, services etc., down to the small, yet meaningful gestures of encouragement and votes of confidence!

May the journey continue! Kirsten



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U. S. NAVY NEWS

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Jewell, former Secretary of the United States Department of Interior.

Montana is the second U.S. Navy ship to honor the state. The first USS Montana (ACR-13), an armored cruiser, was also built at Newport News Shipbuilding and commissioned July 1908. She served in the Atlantic and Mediterranean, landed Marines during unrest in Haiti in 1914 and escorted convoys during World War I. She was decommissioned in 1921. Two other battleships (BB 51 and 67) were to have been named Montana however, were cancelled in 1922 and 1943 respectively.”

CNO Delivers Remarks at Christening of Future USS Jack H. Lucas

Chief of Naval Operations Adm. Mike Gilday attended and delivered remarks at the christening ceremony for the future USS Jack H. Lucas (DDG 125) in Pascagoula, Mississippi, March. 26.

This ceremony marks the first christening of a Flight III Arleigh Burke-class guided-missile destroyer.

The ship is named in honor of Private First Class Jacklyn Harold “Jack” Lucas, who served as a U.S. Marine during World War II and was awarded the Medal of Honor at the age of 17. Private First Class Lucas earned the award during the Iwo Jima campaign, when he hurled himself on two grenades in order to absorb the explosion with his own body and protect his fellow Marines. Lucas survived and lived until June 5, 2008, when he passed away after a battle with cancer.

“This ship represents our nation’s strength, grit, tenacity, and is a tangible example of Lucas’ legacy,” said Gilday. “For a ship that aspires to shield our Sailors and defend freedom, the name Jack H. Lucas is not only fitting, but a standard of bravery and toughness for which the ship, captain and crew will always strive.”

Gilday explained destroyers are multi-mission warships, built around its state-of-the-art Aegis Combat System. The Navy has continued to build upon this platform as the Father of Aegis, Admiral Wayne E. Meyer would have preferred, by continuing to “Build a Little, Test a Little, Learn a Lot,” with each successive flight upgrade.

The Flight III upgrade is centered on the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporates upgrades to the electrical power and cooling capacity, as well as additional changes that enhance warfighting capabilities.

“Such advances would not be possible without the ship builders of Ingalls Shipbuilding and the people of Pascagoula,” said Gilday. “You have built the finest destroyer in the world, our job now is to get the crew ready, trained, qualified and out-to-sea for tasking.”

In a time-honored Navy tradition, the ship’s sponsors, Ms. Ruby Lucas and Ms. Catherine B. Reynolds christened the ship by breaking a bottle of sparkling wine across the bow.

The Honorable Meredith Berger, Performing the Duties of the Under Secretary of the Navy gave remarks at the ceremony, as well as Major General Jason Bohm, Commanding General, Marine Corps Recruiting Command; and Ms. Kari Wilkinson, President of Ingalls Shipbuilding; Mississippi Senator Roger Wicker, and Mississippi Fourth District Representative Steven Palazzo.

“The future USS Jack H. Lucas represents pride, patriotism and love for this country,” said Berger. “His legacy carries on through his family, his friends, and the Sailors who will sail this future ship and lead the Nation in warfighting excellence.”

The Arleigh Burke-class guided missile destroyers are multi-mission surface combatants capable of conducting Anti-Air Warfare (AAW), Anti-Submarine Warfare (ASW), and Anti-Surface Warfare (ASuW). Destroyers play a significant role in strike warfare. DDG 125 is the first ship built in the Flight III con-

figuration, which will provide significantly enhanced anti-air warfare capability. Flight III is the fourth Flight upgrade in the 30+ year history of the class, building on the proud legacy of Flight I, II and IIA ships before it.

SECNAV Names Future Replenishment Oiler Ship Ruth Bader Ginsburg

WASHINGTON –Secretary of the Navy Carlos Del Toro announced that a future John Lewis-class replenishment oiler (T-AO) ship will be named USNS Ruth Bader Ginsburg to honor the former Supreme Court Justice and women’s rights activist.

The future USNS Ruth Bader Ginsburg (T-AO 212) will be the first U.S. Navy ship to bear her name.

“As we close out women’s history month, it is my absolute honor to name the next T-AO after the Honorable Ruth Bader Ginsburg. She is a historic figure who vigorously advocated for women’s rights and gender equality,” said Del Toro. “As Secretary of the Navy, it is my aim to ensure equality and eliminate gender discrimination across the Department of the Navy. She is instrumental to why we now have women of all backgrounds, experiences and talents serving within our ranks, side by side with their male Sailor and Marine counterparts.”

The name selection for the John Lewis-class replenishment oiler follows the naming convention of honoring people who have fought for civil and human rights. Born in 1933, Ruth Bader Ginsburg was a pioneering advocate for women’s rights turned Supreme Court Justice. Ginsburg made history as the second woman to serve on the U.S. Supreme Court when she was nominated by President Bill Clinton and confirmed in 1993. Of her 27-year tenure on the Supreme Court, she is most noted for her work toward issuing the majority opinion for United States v. Virginia, a landmark 1996 case that struck down Virginia Military Institute’s male-only admissions policy.

The future T-AO 212 is the eighth of the T-AO ships awarded to the Navy, with the first delivered in 2021. The class and lead ship T-AO 205 is named in honor of Rep. John Lewis (D-Ga).

Secretary Del Toro also named Justice Ginsburg’s daughter, Jane Ginsburg as the ship’s sponsor.

T-AO ships are fleet oilers designed to transfer fuel to the Navy’s operating carrier strike groups. The oilers have the ability to carry a load of 162,000 barrels of oil, maintain significant dry cargo capacity, aviation capability and a speed of 20 knots. General Dynamics National Steel and Shipbuilding Company designed the vessels with double hulls that protect against oil spills as well as strengthened cargo and ballast tanks. The T-AO measures 742-feet in length with a full load displacement of 49,850 tons.

Keel Authenticated for Future USS Patrick Gallagher

The keel for the future USS Patrick Gallagher (DDG 127), was ceremonially laid at General Dynamics Bath Iron Works (BIW), March 30. The ship is named for Marine Corps Cpl. Patrick Gallagher, who received the Navy Cross for heroism during the Vietnam War when he managed to jump on and throw an enemy grenade into a river. He was killed in action just one year later. The keel laying marks the 55th anniversary of his death.

A contemporary keel laying ceremony recognizes the moment of a ship’s construction when two significant pieces of the hull structure are welded together and joined, constituting a major portion of the ship’s shape. The authentication or etching of the ship sponsors’ initials into a ceremonial keel plate will take place during the ceremony. The sponsors of DDG 127 are Gallagher’s three sisters: Teresa Keegan, Rosemarie Gallagher, and Pauline Gallagher.

“The future USS Patrick Gallagher will

strengthen our maritime dominance and bring proven capability to the fleet,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “This ship and all who serve aboard it will be a reminder of the steadfast commitment to our country that Cpl. Gallagher exhibited.”

The final Arleigh Burke-class destroyer built in the Flight IIA configuration, DDG 127 is equipped with the Aegis Baseline 9C2 Combat System, which brings crucial Ballistic Missile Defense capabilities to the Fleet in addition to the ship’s primary missions of anti-air, anti-surface, anti-submarine, and strike warfare.

BIW is also currently in production on the future USS Carl M. Levin (DDG 120), USS John Basilone (DDG 122), USS Harvey C. Barnum Jr. (DDG 124), USS Louis H. Wilson Jr. (DDG 126), USS William Charette (DDG 130), and USS Quentin Walsh (DDG 132).

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.

President, First Lady celebrate commissioning of USS Delaware (SSN 791) From Lt. Seth Koenig, Submarine Readiness Squadron (SRS) 32

WILMINGTON, DE – President of the United States Joseph R. Biden, Jr., and First Lady Jill Biden, the ship sponsor, celebrated the commissioning of the Virginia-class fast attack submarine USS Delaware (SSN 791) Saturday, April 2, in a ceremony in Wilmington, Delaware.

President Biden previously represented the state of Delaware for 36 years in the U.S. Senate.

Due to COVID restrictions in place at the time, there was no traditional commissioning ceremony held when USS Delaware was commissioned administratively on April 4, 2020. On that day, the submarine was underway and became the first U.S. Navy ship commissioned while submerged.

Saturday’s ceremony followed the script of a traditional commissioning in every way and was held in commemoration of the milestone.

USS Delaware is the 18th Virginia-class submarine built, as well as the eighth and final Block III Virginia-class sub. The Block III submarines are notable for replacing 12 vertical launch tubes for Tomahawk Land Attack Missiles (TLAM) with two larger, 87-inch diameter launch tubes, capable of carrying larger payloads, among other advancements.

“The men who serve — and will serve — aboard the USS Delaware will bear our state’s name for decades to come as they defend our nation,” said U.S. Sen. Tom Carper of Delaware, the event’s keynote speaker. “Through their sacrifice and service, may we grow even

closer to that more perfect union.”

USS Delaware is homeported at Submarine Base New London in Groton, Connecticut, where it operates under Submarine Squadron 12 and its Commodore, Capt. Matthew Boland.

“The Sailors who power our undersea fleet are an elite breed,” Secretary of the Navy Carlos Del Toro told those in attendance Saturday. “They’re skilled, they’re disciplined and they’re determined. They make enormous sacrifices, achieving amazing things over the horizon and under the waves.”

Delaware Gov. John Carney, U.S. Sen. Chris Coons of Delaware, U.S. Rep. Lisa Blunt Rochester of Delaware, Chief of Naval Operations Adm. Mike Gilday and Adm. Daryl Caudle, commander, U.S. Fleet Forces Command, were also among the distinguished guests in attendance.

The submarine is the seventh U.S. Navy ship to be named for the First State, but first in more than a century. The first ship to be named Delaware was a 24-gun frigate launched in July of 1776, the month the Continental Congress adopted the Declaration of Independence.

The most recent previous ship to bear the name was a battleship commissioned in 1910 and in service in the Atlantic during World War I.

Cmdr. Matthew Horton, commanding officer of SSN 791, told Saturday’s attendees his submarine followed in the proud wake of the battleship Delaware, which also visited the Port of Wilmington 112 years ago to celebrate her commissioning.

“This week we had the pleasure of sailing through the beautiful Delaware Bay and River, past Fort Delaware, and continuing the tradition of Delaware warships calling on their namesake and presenting our fine warship to the First State,” he said.

“USS Delaware stands before you as the ideal ship,” Horton continued. “Limitless in range; unmatched in power, precision, and stealth. Her engineering renders her nearly undetectable; her sensors reveal the presence of any foes. Capable of dominating across the spectrum of warfare, she excels in all her assigned missions. From the depths of the ocean, ensuring sea control, to delivering precision strikes and supporting naval special warfare.”

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

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Mack Boring & Parts Co. Celebrates 100 Years



SOMERSET, NJ – Mack Boring & Parts Co., a leading provider of power products, including diesel engines and power generation systems, announced today it is celebrating its 100th Anniversary.

In 1922 Edward McGovern, nicknamed “Mack”, who served as a machinist in the U.S. Navy during WWI set out to use his technical skills and build a business providing parts, cylinder boring and general machine shop work. The name of his company would become Mack Boring & Parts Co. which reflected his nickname and the services he would offer. Now in its fourth generation of family leadership, Mack Boring & Parts Co. is reflecting on the past 100 years while also looking ahead to the future.

As the business has grown so have its facilities. The business started in a 500 square-foot shop in the basement of Mack’s home. This quickly became too small and required a move in the 1930’s to a 10,000

square-foot facility in Newark, N.J. The next move came in 1966 which led the business to a five-acre facility in Union, N.J. which allowed for growth, as well as the beginning of its technical school, Engine City Technical Institute. The Union facility housed the company up until 2017 when a move to Somerset, N.J. provided the company with 100,000 square feet of warehousing capability, four production cells, a multi-engine run room, paint booth, multiple training rooms and ample office space for its more than 50 employees.

In the early days, the primary focus was machining services for automotive and industrial applications. It wasn’t until Mack’s son, Edward McGovern Jr., the second generation of McGovern’s, entered the business that Mack Boring & Parts Co. brought on several gasoline engine distributorships to keep the machine/service business from growing stagnant. The first distribution lines

included Continental and Gray Marine in the 1940’s followed by Chrysler in the 1960’s. Four years later in 1964, Ed Junior brought on Perkins, the company’s first line of diesel engines. Later, when Ned and Steve McGovern joined as the third generation at the helm of Mack Boring & Parts Co., did Yanmar diesels enter the picture, offering virtually unstoppable diesel engines from 8 – 22hp. The Yanmar business grew rapidly and with the booming boat building industry in the northeast, the business continued to expand into the higher horsepower pleasure boat market, replacing gas alternatives where it still thrives. Today, Patrick McGovern, is the fourth generation leading the company into the future. Mack Boring & Parts Co. represents well-known global brands such as Yanmar, Scania, Isuzu, ePropulsion Elec-

tric Motors, OXE Diesel Outboards, Suzuki Outboards, Twin Disc and ZF Marine Gears. To ensure the success of each product line, the company focuses on customer support through its extensive network of dealers.

“A key factor that has allowed Mack Boring & Parts Co. to grow to where we are today is our focus on having the best team in the industry, thrilling customers and continuous improvement,” said Patrick McGovern, president, Mack Boring & Parts Co. “Whether through training, operational efficiencies, or developing partnerships with new and/or innovative technologies, the constant drive to be better each day is what will keep us going well beyond 100 years.”

For information on Mack Boring & Parts Co. or its entire product line, please visit mackboring.com.

Cummins Announces New Classed Type Approval for X15 Marine Engine

COLUMBUS, IN – Global power leader Cummins Inc. (NYSE: CMI) is excited to announce the new classification of its X15 marine engine. This fuel and cost-efficient engine will now meet safety standards for ABS, BV, RINA and DNV class society certifications. This confirms the X15’s adherence to the stringent safety features requested by the societies, ensuring customers’ peace of mind on the water.

The X15 classed engine will be in full production in late 2022. Initially released for the marine segment in late 2018, the X15 engine has been more than 15 years in the making within the industrial market, and offers some of the strongest torque and performance among its direct competitors. The X15 includes complete engine protection capabilities, fuel sensor, gear pressure, and temperature monitoring as well as digital start/stop functionality.

This easy to maintain engine boasts a power range of 450 horsepower – 600 horsepower (336 – 447 kW), offering the highest power density for continuous applications in its category, with a weight of 1724 kg (3800 lbs). Constant-speed auxiliary ratings are available at 50 hz or 60 hz with 507 horsepower (373 kW) with the option to pair with an alternator or Stamford AvK offering.

“Classification society certifications are integral to the safety of the commercial marine industry,” comments Eric Marini, Global Marine Product Planning and Management Leader. “As part of our continued investment in the marine market, the X15



is Typed Approved under the strictest validation test to meet the safety requirements from class societies. Our team is very proud to bring to market this newly classed X15 engine.”

Since its initial release, the X15 has utilized Cummins’ XPI fuel system product, resulting in an efficient fuel burn for clean emissions and optimized fuel economy and ensuring compliance with IMO Tier 2 and EPA Tier 3 emissions standards. Now available to pair with Cummins’ PrevenTech Marine solution – an integrated digital solution for end-to-end equipment health management to boost uptime, reduce costs, and ensure peace of mind, safety and planning.

Cummins has shipped 2.5 million 15 liter engines across multiple segments to date, and confident in the total reliability of its engines. The X15 marine engine is available with a base warranty of 24 months or 8,000 hours for heavy-duty applications and 24 months or unlimited hours for continuous duty. It is also backed by Cummins’ extensive network of over 9,000 service and dealer locations around the globe.

AMORY HOUGHTON DOES...

Continued from Page 7

1802 and began his business career there by selling merchandise. Amory added, “He eventually had a store. He got together with a fellow named Jonathan and eventually bought this store out. From the store he was quite successful and started buying shares of ships. I don’t know if he lost his shirt initially but I know that he did on one of the first ships he invested in which sank. He persisted and the first ship he built was in 1832. He had eight children, five sons and 3 daughters, and four boys picked up after their grandfather died which was about 1867. The last ship, which was the PARTHIA and that ship sank after four years. There were still five ships left that belonged to others and they were now out of the business.”

One of their primary shipping businesses was the importation of salt. They also shipped ice and guano from the islands off of Peru and Chile. One of their ships was at the Chincha Islands when a tsunami struck

sinking the vessel. Amory thought the most interesting story was the wreck of the HANOVER at the mouth of the Kennebec River in 1849. She had arrived with a cargo of salt during a storm and took the wrong way into the Kennebec and in a short time the ship had disappeared. Harriet Beecher Stowe, wrote this disaster up in her book ‘Pearl of Orr’s Island.’

Amory said, “I never, ever thought of doing anything very formal. Anything that was done previously was hap hazard, it had no continuity, it had no real depth to it. I would like to believe that what I have done is put together some information which really ties the story from coming here to the end of the line.”

This endeavour certainly had become a labor of love and he definitely accomplished his goal of delivering a very detailed and worthwhile history of the Houghton family and their shipping interests. He said he did not know if this would be meaningful to anyone, but I can assure him it is!

BARCELONA TO HOST THE 37th AMERICA’S CUP IN 2024

Continued from Page 6

average wind range of 9-15 knots during the September and October race window, made the city completely fit for purpose.

Integral to the organization of the 37th America’s Cup is the Challenger of Record INEOS Britannia and the Royal Yacht Squadron Ltd. who have played an important part in setting the foundations of the next edition of the oldest trophy in international sport. INEOS Britannia Team Principal Sir Ben Ainslie said, “We are delighted the iconic city of Barcelona has been chosen to host the 37th America’s Cup. The historic weather data for Barcelona shows what a fantastic sailing venue it will be. The marina development and race area in Barcelona will

offer excellent shore side facilities for the competing teams, alongside a great event village for fans of sports oldest international trophy to enjoy this iconic sporting event.

Further details on the venue and 37th America’s Cup will be announced in due course. “Obviously all of this news is announced in the shadow of the unfathomable war in the Ukraine we are witnessing right now, which clearly puts everything in perspective for us,” said Dalton. “We sincerely hope there is a rapid improvement in the situation, and we would like to send our strong message of support to the people in Ukraine during this period. We look forward to working in partnership with our Host Venue of Barcelona and announcing further details in due course.”

The Ocean Globe Race wears a red tulip on April 11

Bertrand’s passion for sailing was born while sailing in Brittany, numerous regattas and life aboard his Muscadet for two years. Bertrand Delhom was very involved in the world of sailing in Finistère. Then, in May 2021 the diagnosis fell: Parkinson, a neurodegenerative disease, currently incurable. An uppercut. He had to digest the news, find how to move forward. The idea of a new project was born. He contacted the organizers of the OGR who put him in touch with the French teams involved in the race. Skipper Tanneguy Raffray says YES! Bernard can now join a round the world racing crew!

“It is a nautical and human adventure of several months which can bring a message of hope for the 7 million Parkinson’s patients in the world, including 200,000 in France” Said Delhom. “Sharing this experience can support carers, caregivers and researchers. We will be supported by the Rennes neuroscience center, the Brest branch and the Kerpape business incubator specializing in adaptation to disabilities. It is also a message to all the new “Parkinsonians”, who are too numerous and increasingly young.

‘Who dares who lives’. Like the motto of Neptune.”

Fascinated by the sea since childhood, the Whitbread has always had a special attraction for Dr. Tan Raffray. In February 2022, he took the famous Neptune, a French 60-foot competitor to the 1977 Whitbread, out of semi-Caribbean retirement and sailing her across the Atlantic for the first edition of the 2023 Ocean Globe Race, and dedicated her race to fight against neurodegenerative diseases!

“I have been divided since adolescence between maritime and medical vocations and more strongly affected by my entourage by Parkinson’s disease. When Bertrand asked me to join the crew of NEPTUNE as a full-fledged teammate in this race around the world by the three capes, we have enthusiastically decided to integrate it, and to dedicate our race to the fight against neurodegenerative diseases,” said Tanneguy Raffray.

Since 2018 Don McIntyre, organizer of

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3 August
Page 5.
**FROM SOUTHWEST HARBOR,
MOUNT DESERT.**

[Correspondence of The Journal]
This beautiful island, which draws to itself the summer tourists from all quarters of the land to enjoy its lavish wealth of nature, presents its delightful combinations of sea and land with the same generous hand now as always. The same majestic hills, the curving harbor, the picturesque and rock-bound coast, the inland lakes, ponds and coves, greet uses of yore. The steamers come and go, their great hearts beating, bringing and carrying away tourists who come to partake of the feast prepared for them, fit indeed for the gods.

And amidst the natural beauties of Mount Desert, Southwest Harbor portrays a landscape, with a mountainous background and a base of the deep, blue sea, that is seldom revalled. And after all, is not a fine view worth having from a hotel piazza? The fog sometimes reprimands the ungrateful, if such there are, and shuts within itself the glorious sunsets, the everlasting hills, and even the blue bed of the sea. It is then that the tourist turns to the weather-vane near by or to some old tar who knows from years of experience the freaks of the fogs. Even the fogs have their good points. They enhance the brilliancy of the complexion, so it is said, and more than that, they develop the social instincts of the guests who are enjoying the same hostelry.

The Ocean Globe Race
Continued from Page 24

the Ocean Globe Race, has been an international ambassador and long-time supporter of <https://sitran.org/> the chosen event Charity.

Prof. Dame Pamela Shaw, neurologist and Director of the University of Sheffield Institute for Translational Neuroscience (SITraN), said: *“We are delighted to be associated with the Ocean Globe Race 2023 and extend our best wishes to the teams involved, including Mr. Delhom. SITraN is a world-leading research institute dedicated to improving the lives of people suffering from Parkinson’s disease, motor neurone disease and Alzheimer’s,”* and added, *“It’s wonderful that these challenging races are a beacon of hope for individuals and families suffering from devastating neurodegenerative diseases. It’s such a worthy cause to support.”*

Red tulips are the symbol of the fight against Parkinson’s disease. On the occasion of the world day against this disease, April 11, our OGR social networks will display a red tulip. We invite our followers to do the same to salute the commitment of the crew of the Neptune, raise awareness and help science to advance so that one day, this insidious disease may be relegated to the rank of “bad flu” as Bertrand Delhom hopefully puts it.

The Ocean Globe Race (OGR) is a fully crewed, retro race, in the spirit of the 1973 Whitbread Round the World Race, marking the 50th Anniversary of the original event. Starting in Europe in September 2023, the OGR is a 27,000-mile sprint around the Globe, divided into four legs, taking in the Southern Ocean and the three great Capes. The fleet is divided in four classes and two discretionary invitations for a total of 30 entries, making the OGR possibly the biggest fully crewed round the world race of the last 29 years. Stop-overs will include South Africa, Australia or New Zealand, and South America, before finishing back in Europe in April 2024.

Moreover, this social development is not of minor importance. Southwest Harbor possesses an enviable reputation for good will and worthy fellowship, among its guests. People come her strangers and oftentimes separate as friends or pleasant acquaintances. There is a homelike atmosphere, and i that which one group of people enjoy they seem to be in unison with the others. Each new exploration, each new drive, or discovery of any kind, is shared by all. Verily it is delightful. We have charming people from Washington and the sunny South, whose natures are as large and full as the offerings poured out to them on the Desert island. Distance is annihilated. They come again. They have seen other shores, other seas and other mountains beyond the sea limit, and yet Mount Desert inspires them with an admiration for this fragment of the Old Pine Tree State. There are people from the “Hub,” from “Gotham,” from the far West who have met here and meet again. When people come and come again one may rest assured that the attractions are enduring.

It is generally conceded that not only is the scenery varied and grand, but the climate enhanced the enjoyment; for there are no days of prostrating heat. The sun is warm and at most times the breezes are agreeable. A chilly east-wind is the same anywhere, there is less of it here than at many other places. It is a bracing climate and induces one to live much out of doors. The mount Desert life is the typical out of door life. When pleasant the weather is perfection, dry, sunny, and exhilarating.

Each season landmarks spring u that indicate the onward march of summer travel to this harbor. Not only are there seven hotels which are well patronized, but there are cottages which are owned and occupied by the same people from season to season. Among hotel guests the season is short at Mount Desert. Cottagers come eagerly and stay late. It is to be regretted that Mount Desert is not enjoyed by greater numbers in June. The climate is then at its height of perfection. The twilights are long, the elysian hour for rowing, and fogs are rare.

Beside the buck-boards we have all kinds of water craft, small excursion-party steamers, which are safe and skillfully engineered, that carry us anywhere about the waters of Mount Desert, around the island if one wishes. The sail from Southwest to Bar Harbor is one of the most picturesque along the ATlantic coast, and the twenty-two mile

drive along the coast in the same direction is charming. There is a relaxation from the tyranny of fashion here that every one considers a “blessed privilege,” and yet when the hops come off and the other social entertainments, the big trunks redeem themselves and signify that they have not been brought for nought.

The Ocean House, Southwest Harbor, Aug. 2, 1888. E. O. W.

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SEA AND PORT.
Schooner HENRY M. CLARK, 172 tons, has been bought by Captain William L. Clark of Machias.

The Portland schooner GRACE CUSHING, 158 tons, built at Pittston in 1870, has been sold by Gallagher & Company to parties at St. John, New Brunswick She will remain under the American flag.

The Knickerbocker Steam Towage Company, Bath, has bought the steam tug PERRY, a light draft boat with a cylinder 22 x 30, for work on the Kennebec River. She has been engaged in towing on the Mississippi.

Launched yesterday by Kelley & Spear, Bath, the steam whaling bark WILLIAM LEWIS. She is 400 tons and owned by Captain William Lewis, who will command her and others of New Bedford. Her boiler will be furnished by the iron works of the New England Shipbuilding Company, Bath, and her machinery by the Delineator Iron Works.

The New England Shipbuilding Company’s yard, the largest of Bath’s vessel-building establishments, is now again in a hum of activity, after a brief shut-down. The keel has been laid for a four-masted schooner to measure 1400 tons, and several

contracts are pending conclusion that will keep the yard well filled with work through the fall.

Foreign exports from the port of Bangor last week were valued at \$3153, and consisted of the following: 25,000 boxes onion-box shooks, 109,400 spruce lath, 13,500 packages roofing slate, 15,263 feet white pine boards, 19,257 feet spruce boards, 10 spruce spars, 25 casks lime, 13 tons baled hay, 6 cords of “hearts” for fuel, to Hamilton, Bermuda, by British brig ALFRED.

A party of western men have been cruising along the eastern coast of this state, examining the bays and harbors to select a point with advantages for a winter port. They visited Garnett’s Head a few days ago, and expressed themselves as well satisfied with that place for such a purpose. Garnett’s Head is three miles distant from the business part of Pembroke, stands out in Cobscook Bay as a bold promontory and overlooks some of the finest scenery on the coast.

J. D. Leary, the log raft fiend, abandoned at the last moment his alleged timber ship idea, and the latest terror of the seas is accordingly a plain raft like the preceding, without deckhouse or masts except a couple of uprights to hand lanterns on. She does not of course carry any crew, but will be boarded occasionally to replenish the lamps. Yesterday morning she passed St. John in tow of the tug UNDERWRITER on the way to New York, accompanied by the New York tug OCEAN KING, to assist in case of a storm or other trouble.

The freight market at New York has strengthened within a week or two, owing to a scarcity of spot and near-by ships and a good demand. This is especially true of the better class of sailing vessels adapted for the

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far east, the Pacific and other long voyages, for which higher rates are obtainable than for several years. Handy size vessels are also sought for South and Central American ports, the West Indies and Mexico. This condition of the market is caused by a protracted period of low freights scattering the foreign sailing vessels accustomed to seek employment this side of the Atlantic and this being the season for active shipments of oil, etc., exporters have been constrained to pay higher rates, although current quotations are to be regarded as very moderate when compared with those which obtained during the prosperous epochs of the carrying trade.

Foreign exports from the port of Portland for last week were valued at \$33,479.44, and were as follows: 701,090 feet lumber to Rosario, S. A., by bark ETHEL; 602,020 feet lumber and 16,485 pickets to Buenos Ayres by bark ALICE; 421,754 feet spoolwood and 9473 feet deals to Bowling Scotland, by British bark MARTHA REID and 42,100 onion crates to Bermuda by British bark ELIZA. The imports were: from Trapani 2134 pounds Salma salt to John A. Emery & Brother; from Moncton, Nova Scotia, 3300 railway ties to the Boston & Maine R. R.; from Barbadoes 364 puncheons, 26 hogsheds, 25 barrels molasses to Twitchell, Champlin & Co.; from Sheet Harbor, Nova Scotia, 1193 cases, 1229 quarter-cases and 380 half-cases canned lobster to Burnham Morrill; from Isaacs Harbor, Nova Scotia, 2092 cases canned lobster to Burnham & Morrill; 4300 ties, 73 cords wood and 25 packages of wine, consignees not reported.

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.

The Sullivan Harbor Land Company have chartered the steamer M. and M. from the Penobscot Steam Navigation Company, and she will run between Sullivan and Bar Harbor during the remainder of the season.

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Page 1.

B. P. J. Weston, Madison, has finished one kiln of bricks, and begun on a second. He will burn this summer 800,000 bricks.

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The Penobscot River Steam Boiler Works, this city, are making a boiler for the new steamer building for Wm. Conners of the Bangor Boom.

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The Winterport Packing Co., Winterport, have put in a new Sprague cutter and

Sewall filler, and given their machinery a thorough overhauling. They are now able to pack 1500 cans a day.

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The porgy oil factories of William E. Sawyer and the Suffolk Oil Works, Boothbay, have been leased by Church & Co., of Rhode Island, who will carry on the me-haden business this season.

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Brown & Wade, South Thomaston, are enjoying a growing trade in their granite business. They have lately received orders for several large and fine monuments, and are employing a large crew. They are adding a new polishing machine and other machinery to meet the demands of their increasing business.

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The Mount Waldo Granite Co., Frankfort, find business active. They now employ 250 men, and are putting in trestle work for an elevated cable 80 feet high at the lower end, and in the quarry 40 feet high, upon which to run the stone from the quarry to their sheds. It will be a rapid and easy mode of moving big stones.

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.

The estimated amount of old and new ice on the Kennebec on hand at the beginning of the present season, says The Kennebec Reporter, was \$37,000 tons. Up to the present time there have been 300,000 tons. The shipments so far made are as follows: The Knickerbocker Ice Company, Farmingdale, 10,000 tons, Old Orchard, 15,000, Smithtown, 35,000; total 60,000; the Great Falls Ice Company, 23,000; the Independent Ice Co., 30,000; Clark & Chaplin, 20,000; Haynes & Lawrence, 8000; E. D. Haley, 12,000; Arthur Berry, 15,000; the Cochran-Oler Ice Co., 25,000; Haynes & DeWitt, 25,000; B. W. & H. F. Morse, 40,000; Russell Bros. 35,000; Total 293,000 tons. More than half the season being gone, the outlook is not very encouraging to the dealers, although the hot weather to come

may bring forward demands that will make the shipments up to the average of former years.

Page 3.
INDUSTRIES OF THE NORTHEAST. FROM CAMDEN TO ROCKLAND A Coast Line of Unrivalled Beauties. The Cottages that Fringe the Shore and Dot the Highlands. The Village of Rockland and Its Industries. In the Heart of the Knox County Limerock Belt. Fruit Raising Facilities Unsurpassed.

Rockport is a village with a fine location at the head of Rockport harbor, and is only one mile south of Camden village. The surrounding formation is mostly limerock, and the quarrying and burning of this rock is the great industry here. S. E. & H. L. Sheperd have three kilns and burn about 100,000 casks of lime yearly. O. P. Shepherd has one kiln and burns 30,000 casks yearly. Carleton, Norwood & Company have three kilns here and two in Camden village. Here they burn 75,000 casks of lime yearly, and their lime business at Camden we reported of lime yearly. Their quarries are near the road leading to Camden village. John Eells has one kiln and makes 25,000 casks yearly. G. E. Carleton has two kilns and makes 50,000 casks yearly. He produces the Grose Quarry brand, being sole proprietor of the quarry and brand. For burning this lime about 16,500 cords of wood a year are required.

A system of burning limerock by the use of bituminious coal has been invented by G. E. Carleton, on which he has applied for a patent. He began burning with coal last fall and finds his method a perfect success, making an estimated saving of eight cents per cask by using coal. He finds that 27 tons of coal will make as much lime as fifty cords of wood, and uses coal exclusively. A schooner cargo of 500 tons of Cumberland coal from Batlimore has just been landed at his wharf, being the second cargo to arrive for Mr. Carleton. The pioneer railway for hauling the rock from the quarries to the kilns was built and went into operation here in the fall of 1886. The railway is about three miles in length and cost, fully equipped, between \$30,000 and \$40,000. All interests are very much pleased with this method of transporting the rock from the quarries to the kilns. The cost of keeping the roads in repair since the cars have been running has been very much lessened, for one item. In former times a considerable amount of lime was shipped from here to New Brunswick, paying a duty of 20 cents per cask, and this rate is still maintained there. The great St. John fire developed the business of burning lime in New Brunswick, and since then they have shipped lime into this country and our lime tariff hs amounted to only about three cents per cask duty.

Lilly Pond, near the harbor, affords an excellent ice privilege and nearly 50,000 tons of ice are cut and shipped from her yearly, by Carlton & Company and the Rockport Ice Company. As Rockport has an excellent winter harbor a large part of this ice is shipped from this port in winter. The Rockport Ice Company has recently shipped a cargo of 750 tons to Norfolk, Virginia. The area of this pond is about 60 acres.

Carleton, Norwood & Co., who have built 60 vessels here since 1844, have now a three-masted schooner of 600 tons on the stocks. She will be launched this fall. The Rockport Collar Company now employ from four to eight hands in the manufacture of their collars for team horses. They are filled with wool and fastened with copper rivets, and are giving great satisfaction wherever used. Within the past year over \$1000 worth have been sold in Rockland, and their sales

ae constantly increasing throughout New England and the west. Achorn Brothers have granite works here and use one of Knowlton Brothers polishing machines, with which they are much pleased. They receive their granite mostly from South Thomaston and Lincolnville. S. N. Southard has a lumber yard where he makes ship cabins and store counters and gets out building material. L. K. Morse has a grist mill, planing mill and gets out all kinds of house material. He runs by steam and furnishes power for the granite works nearby.

From Rockport harbor to Jameson's Point, which forms the northern boundary of Rockland, is about for miles, and the beauty of the headlands, coves, and beaches within that distance suggests the idea that some time this entire stretch of water front will be lined with summer cottages. About one mile south of the Rockport bridge is a tract of beautiful and elevated shore land, comprising 120 acres. This was purchased several years ago by Hon. Fred E. Richards, and C. F. Richards the cashier of the savings bank. Each of these gentlemen built handsome summer cottages there and at the present time there are five in all. Part of the land is cleared and the rest is a grove of oak, maple, beech, birch and spruce. The spot has been named Ballard park and next year the Camden water will be brought there. The islands in Penobscot Bay are in full view from here, likewise the Camden and Mount Desert mountains. By the aid of an opera glass the hotel on the top of Green Mountain can be seen very plainly. Ballard Park is among the coming summer resorts in this region, and directly across the harbor is Beauchamp Point, which forms Rockport harbor on the east.

At the wharves at the head of the harbor, from which large amounts of lime and ice are shipped, there are about 14 feet of water at low tide and a little farther down on the east shore of the point wharves can be built where they would be 30 feet of water at low tide. At this deep water point of the harbor the distance across to Ballard Park is nearly one mile. Our authority for the statement as regards the depth of water in the harbor is Capt. J. W. Magune, harbor-master of the port, with whom The Journal representative took a stroll around to the lighthouse on Indian Island, as the end of the point, is one and a half miles. This point, together with the island, separates the great Penobscot bay from Rockport harbor, which is one mile south from Camden harbor. Following the shore line from Rockport harbor around Beauchamp Point to Camden harbor is nearly four miles, and all the territory lying east of the telegraph road running from Rockport to Camden village and washed by the the waters of Rockport bay, the Penobscot bay and Camden bay, is among the most delightful summer resort land that can be found on our Maine coast.

On the highest of this land is the elegant and expensive cottage built and owned by Mr. Judson, a wealthy New York broker, and near him is the large and handsome cottage named Cedar Crest, built this year by Mrs. C. E. Palmer of Lawrence, Mass. Mrs. Palmer's new cottage is about three-quarters of a mile from the Camden village postoffice, and is designed to accommodate a number of select summer boarders. Portions of this territory are owned by Perry & Packard, real estate agents at Camden, G. H. M. Barrett, Esq., at Rockport, J. H. Handley, Rockport, and others. The whole comprises about 800 acres and has nearly four miles of shore line. From nearly all points on this territory the mountain, sea and island views are charming in the extreme.

The soil in the Limerock sections of this

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region is excellent for fruit raising and we give a few notes to illustrate this. At Cliff Cottage, owned by Capt. J. W. Magune, is an apple tree which one year gave a crop of 32 bushels of Gravestein apples. The present year he will have to prop up the limbs before the fruit matures. Samuel G. Arey has a tree in his garden from which he gathered, one year, 42 bushels of apples. Corthell Brothers have this year ten acres in strawberries and eight acres in vegetables and other fruit. The lime ashes made in burning limerock are obtained very cheaply here, and fruit raising can be made profitable throughout this great limerock region.

H. McKisson of Boston is building an elegant \$6000 summer cottage near the Carleton House, in Rockland village, and Walter Tolman, general freight agent of the Portland & Ogdensburg Railway, has just completed a \$4000 summer cottage in the west part of the village. E. P. Labe, of the Rockland firm of O. E. Hahn & Co., is now doing some very fine bronze metallic work in finishing the lower rooms of the McKisson cottage. His work is very solid and durable as well as artistic and handsome. The Carleton House, at the village, has a fine location on high land and is among the best built and best furnished houses in the State. It is owned by Carleton, Norwood & Co., and is under the excellent management of F. L. French. It deserves a large patronage. Camden has a national bank at Camden village, and the savings bank at Rockport has deposits amounting to \$95,000. Camden and Rockport villages in practical business matters are closely interlinked, but each has a harbor and post office of its own. Both villages have mountain scenery, sea and inland views in common, and the coast line of the entire town has those unrivalled summer resort attractions which are found only in the State of Maine.

Page 4.

The Marine Journal states the inter-oceanic canal question precisely right when it says: The Panama Canal has now taken its place as the most stupendous engineering scheme ever attempted by man as it is the most conspicuous failure the world has ever seen. Neither the engineering reputation nor the financial skill of M. de Lesseps has been equal to the task of raising the requisite hundreds of millions to complete it. The lottery scheme has failed and nothing now remains but the forlorn hope of an appeal to the French Government, which will be equally disastrous. Meanwhile the Nicaragua Canal is on the high road to success, and as it is an American enterprise, our people should and will put it through, its practicability having already been fully demonstrated.

OUT AND ABOUT.

In recent years there has been a great increase in the number of steam craft that ply the inland waters of Maine. Within four years the fleet of inland steamers has more than trebled, numbering now from ninety to one hundred where in 1884 there were only about thirty. And I am reminded that in Charles Staples Jr., and Captain William Flowers the State has a somewhat remarkable board of Steamboat Inspectors. Mr. Staples has held his position now some fourteen years, and he has been a United States inspector of the steamers along the Maine coast for twenty-one years. Owing to his increasing duties at State inspector he has withdrawn from the other position, and his resignation went into effect June 30. The two boards for many years were identical in composition, but since the appointment of Capt. Flowers several years ago as a State inspector Mr. Staples has been the only one serving in this dual connection, and now the separation between the two boards is complete. The U. S. Inspectors for the District

of Maine now comprise Geo. H. Pollister and Jas. H. Merritt, with some two hundred steamers in their jurisdiction. Charles Staples, Jr., was originally a sailor, and went to California around Cape Horn about 1850. Returning to Portland he became junior partner of Staples & Son, machinists and boiler makers. After the big fire in 1866 the business was wound up and only a brief time elapsed before Mr. Staples assumed the duties of U. S. Steamboat Inspector, since which time he has served continuously in the role of steamboat inspector, proving a faithful official.

* * * * *

Captain William Flowers, now serving his fifth year on the state board, was born in Sedgwick, and later moved to Belfast with his father. When only twelve years old he went to sea as cook on board his father's vessel, the schooner INDUSTRY. In 1839 he took charge of the packet COMET running from Belfast to Boston. In those days there was no express and the postage rate was 18¾ cents a letter. In 1842 he took command of the steamer HUNTRESS, which then ran alternately to Hallowell on the Kennebec and to Bangor on the Penobscot. In 1844 he became pilot of the steamer PENOBSCOT. This craft was owned by Captain Memenon Sanford and was commanded by Captain Thomas G. Jewett. The engineer was James Hathorn, now chief engineer of the Boston & Bangor Steamship Line. About 1844, Captain Flowers inaugurated the system of running by time and course, the steamers between Boston and the Penobscot never having up to that time taken the outside course, but always continuing near the coast. In 1849 when the cholera broke out in Bangor he was in command of the J. W. PEASE. Captain Asa Sanford and three of the crew died from this dread scourge. Captain Flowers was then transferred to the Kennebec steamer of the same line. In

1850 the steamer was sold to New York parties and he continued in charge, running her between New York and Philadelphia. The Merchants Steam Navigation Company built a propeller, the EASTERN STATE, and he ran her during 1853 and 1854. The steamer PENOBSCOT was then rebuilt and run with him in command as an opposition boat to the Sanford line. In 1856 he withdrew from steamboating and became General Eastern Agent of the Michigan Central and Grand Western Railroad. In 1859 he was transferred to the Grand Trunk Railway and remained their General Eastern Agent up to 1875. His familiarity with railroad travel led him some years ago to devise the Flowers Sleeping Car. Captain Flowers has for many years now made Bangor his residence. In the role of Steamboat Inspector he is proving a very capable and efficient officer.

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