

Maine Coastal News

Volume 35 Issue 6 June 2022 FREE

Boatbuilders Still Scrambling to Get Everything Ready



This is the 26-foot Bowler pocket cruiser designed by Doug Hylan and under construction by Hylan & Brown in Brooklin.

Boricua Custom Boats
Steuben

The end of April they moved a Calvin Beal 36 into the second bay. She is being finished out as a simple lobster boat for Tyler Torrey of Stonington. They already have a lot done, which includes bulkheads, engine beds, housetop and modified the spray-rails. Down below she will have just a hydraulic locker and a straight triangle berth in the bow. Moises Ortiz, owner of Boricua Custom Boats, altered the window configuration of the windshield to three windows. She will be powered with a 450-hp Cummins. Moises said that he hopes to have her done by the fourth of July.

Two months ago, they had a 1979 Young Brothers lobster boat in to be completely refurbished. She got a new bulkhead, wiring and house top and was out in six weeks. Now the son of that boat is having his MISS DELILAH refurbished. She is suffering from rot in the floor and washboards. She was well built, but they enclosed her so there was no ventilation. They have ripped out all the effected areas and replaced them with the only problem being the rain as they were doing this project in the parking lot. All that was left the end of April was installing the washboards and putting down the Philly-clad on the platform. She was scheduled to go out early May.

Next, they will do a Northern Bay 36,

which is being stretched to a 40. The hull is being laid up by SS Boats of Sedgwick. The hull is done and they were now laying up the top. This boat will be finished off as a commercial sportfish for a customer from Connecticut. She will be powered with an 800-hp Scania.

This will be followed by a Wesmac 50 widened to 20-feet. She will be finished out as a lobster boat with a stick-built top.

Brooklin Boat Yard
Brooklin

Just as you walk into the main shop you instantly see a new boat under construction. This is a modified Eggmoggin 47, designed by Jim Taylor of Marblehead, MA, which has 18-inches more beam. She is about 80 percent complete and was heading for the paint shop the end of April. Still left to do, they have some teak work on deck, fairing, and paint, install the keel and then sea trial the end of May.

Next to the 47 is the motorsailer DJINN, originally owned by Henry S. Morgan of Oyster Bay, NY, former Commodore of the New York Yacht Club. She was designed by Sparkman & Stephens and built by Minneford Yacht Yard on City Island, NY in 1964. Her tonnage was 42/34, dimensions: length 64 feet 11 inches, beam 15 feet 11 inches and draft 6 feet and a sail area of 1,507 square feet. Last year she was in and they replanked

the bottom as she had spent some time in southern waters and worms had attacked her. Brian Larkin, who is overseeing the project, said, that he had to sheath the bottom, but really did not want to as the crew had done an excellent planking job, but he had no choice. This year they are putting down a new deck and a whole new interior as well as all new systems. They saved the deck house and installed all up-to-date deck hardware, including power winches. She will receive a new carbon fibre rig with a roller furling boom. The interior has been modified for ease of use. When built she had a crew so some aspects were difficult to work around.

When the 47 moves out the end of April, they will start the construction of a Botin 43. About the same time, they are going to build some mockups for this boat so the designers, owners and crew can make sure the ergonomics are going to work out. Brian added, "She is a cold molded carbon hybrid. She will have some carbon in the middle of her to hold the bulb keel up." This is the third Botin design they have built.

At the Odd Fellow's Hall up on the corner they have a 32-foot centre console boat under construction on spec (no owner). Last year, they built a cruiser using the same hull and attached twin outboards and she went 56 mph. This boat will be fitted with a single 300-hp outboard and she should zip right along.

In the works, they have someone talking about a 45-foot sailboat designed by Tripp. There are also two boats being drawn by the in-house design office. One is a 57-foot fast sloop, which they hope to start late fall. The other is a 38-foot lobster yacht cruiser. She has accommodations for two and is mostly cockpit for day cruising. This potential owner bought the wooden lobster boat VIM last year to gain experience in handling a boat of this type. Another potential customer is thinking about building a 93-footer, but that is just in the conversation phase.

There also might be a big repair job coming. There is a 50-foot commuter yacht which needs her topside planking replaced and finished off bright.

Hodgdon Yachts
Damariscotta

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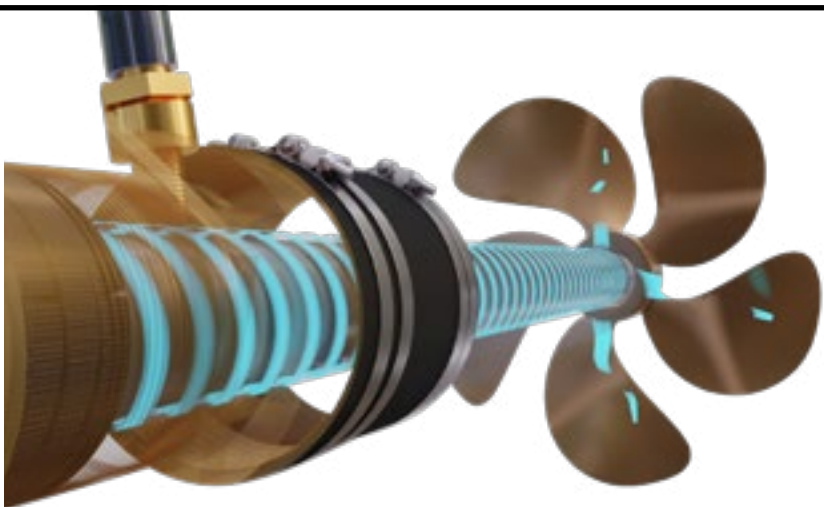
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Advertising Deadlines: The deadline for the July issue is June 17.
The deadline for the August issue is July 8.

Publisher's Note

On Sunday 1 May we said good-bye to Kenton Feeney of Beals Island. Despite the bright sun there was a cool NW breeze keeping the temperature just above 40 degrees, but that did not deter the nearly one hundred people that came to pay their respects. Kenton certainly had a following of friends, from those he grew up with, shipped out with, fished with, or ran around with, especially on a motorcycle, he certainly touched a lot of people. When asked for stories about Kenton there were several that told a story or two, but there were others who stayed quiet saying that they would not tell some of the stories they knew to a public audience. It was obvious he enjoyed a good time and life in general. Those that are interested in the local history of Beals-Jonesport area certainly lost someone that had a vast amount of knowledge of the area and the families. I was fortunate to have gotten one interview, but I should have done more to make sure that the knowledge he had was saved for future generations.

The spring has been cool and rainy, but I finally started getting CINDY JEN ready for the water. The tarp is off and for three days I have been sanding her topsides and I am getting closer to painting. You know wooden boat owners want their boats to look as smooth as the topsides of a fiberglass boat. This means filling the imperfections and sanding, a number of times. Next, comes the bottom which should not take too much time since I completely stripped it last year. This will be followed by sanding and painting the trunk and house. It is obvious I need to learn more about painting and doing it right. Should go to work in a wooden boat yard for a spring, but with no time for that I have been asking those that know like Joe Lowell and Richard Stanley. The final job will be

servicing the engine and then calling for the truck.

I try not to bore you with all the gory details of my databasing, but I am still banging the keys and entering more data on vessels and I hope to have an update ready for early July. I should have another 15,000 vessels to add, plus more information on the ones already entered. I am also working on a several side projects related to the vessel database. I have been entering definitions for an encyclopedia so that those who are not familiar with nautical terms are not lost. Another project is entering William Fairburn's "Merchant Sail," which is THE book on merchant vessels. This book was written back in the late 1940s and early 1950s and comprises 4,179 pages in six volumes. I believe that it would be a mistake to print a book like this today because when new material comes to light you could not add it. However, if you publish this on the internet it can be constantly updated with little cost. This book should also be re-written, which would be a major undertaking, but an interesting endeavour.

I also want to compile a list of as many lobster boats as I can. There is no question that some of this history is lost, but I believe going through all the available sources one could produce an extensive list. I have documented all the lobster boats that have raced for the last 23 years, which is over a 1,000 in number. So, from this information I am compiling three lists: name of boat, owners, and port of hail so that the information can be cross-referenced. I will then feed all the information into one major file and then upload to the vessel database.



MCN's Calendar of Waterfront Events

<p>On-going Exhibits</p> <p><u>Penobscot Marine Museum</u> Getting Our Bearings Searsport Info penobscotmarinemuseum.org/</p> <p><u>Maine Maritime Museum</u> Cotton Town: Maine's Economic Connections to Slavery Arthur Beaumont: Art of the Sea Sustaining Maine's Waters Shipwrecks & Salvage Bath Info: mainemaritimemuseum.org</p> <p><u>Cape Ann Museum</u> Window on the Marsh Fitz Henry Lane Gallery Gloucester, MA Info: capeannmuseum.org</p> <p><u>New Bedford Whaling Museum</u> Loomings: Christopher Volpe Turn the Tide, Courtney Mattison Whales Today Cultures of Whaling The Azorean Spirit: The art of Domingos Rebelo Energy and Enterprise: Industry and the City of New Bedford Enlightening Encounters: The Two Nations of Manjiro Nakahama Shaping the SouthCoast: Women of Lighting the Way "The SPRAY Will Come Back" Solo Circumnavigator Joshua Slocum Cape Verdean Maritime Exhibition Azorean Whaleman Gallery New Bedford, MA Info: (508) 997-0046</p>	<p><u>Mystic Seaport Museum</u> Figureheads & Shipcarvings Mystic River Scale Model Thames Keel Shipbuilding Sentinels of the Sea Whaleboat Voyaging in the Wake of the Whalers 19th Century Navigation Mystic, CT Info: mysticseaport.org</p> <p>2022 MAY 27 Opening Day Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org</p> <p>28 Centreboard Regatta Centreboard Yacht Club South Portland Info: gmora.org</p> <p>JUNE 18 Boothbay Lobster Boat Races Boothbay Harbor Info: A. Lowery (207) 808-9230</p> <p>18 Pilot Regatta Portland Yacht Club Falmouth Info: gmora.org</p> <p>18 RYC Solstice Race Rockland Yacht Club Rockland Info: gmora.org</p>	<p>19 Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O'Hara (207) 542-4348 Mike Mayo (207) 542-1879</p> <p>25 Harraseeket Regatta Harraseeket Yacht Club South Freeport</p> <p>26 Bass Harbor Lobster Boat Races Bass Harbor Info: Colyn Rich (207) 479-7288</p> <p>JULY 2 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Roy Fagonde (207) 610-4607</p> <p>2 Schooner Race Portland Yacht Club Falmouth Info: gmora.org</p> <p>2 Annual Classic Race Boothbay Harbor Yacht Club Boothbay Harbor Info: gmora.org</p> <p>10 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525</p> <p>10 Round Southport Race Southport Yacht Club Southport Info: gmora.org</p>	<p>15-17 Maine Boatbuilder's Show Portland Yacht Services Portland</p> <p>17 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821</p> <p>23-4 48th Annual Boothbay Harbor Regatta & Shipyard Cup Classics Challenge Boothbay Harbor Yacht Club Boothbay Harbor Info: gmora.org</p> <p>24 Harpswell Lobster Boat Races Harpswell Amanda Peacock (207) 756-3104 Kristina York (207) 449-7571</p> <p>29-30 Camden Classics Cup Camden Yacht Club Camden Info: gmora.org</p> <p>AUGUST 3-4 Castine Classic Yacht Celebration Castine Yacht Club Castine Info: dpbicks@gmail.com</p> <p>4-7 Monhegan Weekend Portland Yacht Club Falmouth Info: gmora.org</p> <p>5 Camden to Brooklin Feeder Race Camden Yacht Club Camden Info: classicyachts.org</p>
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Gardner Pickering of Hewes & Company

BLUE HILL – Life is full of twists and turns some we decide and others are decided for us. As we make our way through grade school and high school the decision of what to do after we graduate begins to loom on the horizon. Some know exactly the path they want, but others head out with little or no direction. Some head off to college, many find their way there, but others end up with a useless degree and huge debt. Some go out into the real world and still manage to find a path that leads success, like Paul Gardner Pickering did.

Gardner’s grandfather on his mother’s side was James Robbins, a boatbuilder and fisherman from Stonington. Many will remember his shop and house at the end of the causeway when you are leaving Billing’s Diesel & Marine. James lived to be 105 years old and the Army would not take him saying that his heart was weak. During World War II he became the foreman at Billing’s building the 40-foot oak planked Navy tugs. Gardner added, “I went fishing summers with my him, which I loved doing. I loved being down there. I spent as much of every summer as I could down there. In fact when I was like 16, and I got my driver’s license, and a beat up car that is where I would go for my summers. My parents didn’t care. They knew where I was and I was either with Walker my father’s father or James, my mother’s father.

Walker Pickering, Gardner’s grandfather on his father’s side, ran the Deer Isle Village Store that was S. Pickering & Sons, which began in the 1870s Walker would have been the 6th generation to run it and that burned in 1971, the night his brother was born. My father wanted to escape Deer Isle plus he just got a degree as a commercial accountant so they didn’t rebuild. My grandfather was mid-late 60s. He graduated in 1929 with an engineering degree. That was a really bad time to graduate with an engineering degree. He went home and taught math at the high school and he never got an engineering job. His father died young of a heart attack and there were two brothers, Walker actually wanted to stay and run the store and Carl, Carl escaped into the diplomatic corp.”

Continuing on about his grandfather James, “I would spend summers with James go fishing and when I moved back in ‘90, didn’t have anything to do, said Gardner, “he refused to let me go fishing. He told me outright that I couldn’t do that. He said there is no future in this and he was right about scallops, right about haddock and right about hake. He, Steve and Arthur Barter, the three of them, would shut off coves all night, sleep on the nets and then go lobstering the next day. I can’t imagine how many hours that

man was working when he was in his 30s, it was non-stop. Herring was really gambling. You depended on lobsters to make money day to day and then the herring, you might go all summer and not catch any, and if you hit it, there was a year’s pay. He was right about all those fisheries, they are all gone. The only thing he was wrong about was lobsters.”

Gardner said he would have gone lobstering, but his wife (Maria) disagrees. “At one point I was offered the foreman’s job at Billings Diesel,” said Gardner. “This was mostly for affect; it wasn’t really going to happen. I went home and told my wife and I said, ‘I can get my grandfather’s house right now, I can get his job at Billing’s, I can walk to work, I would never have to drive again. I would never have to leave Stonington again.’ And she said, ‘That sounds like a really good situation for you because you would have all kinds of spare time to do all of your own cooking, cleaning, and washing because I won’t be there.’

“The Pickering’s landed in Portsmouth, New Hampshire,” added Gardner “which was Strawberry Banke, in 1625. We left a repressive regime and escaped from prosecution in New Hampshire in 1760 and they landed on Pickering Island off Little Deer Isle just in time for the Revolution. I have found the documentation saying that we were in the battle of Castine in 1779. The British were paying cash money to build the fort so John Pickering, Sr. and Jr. signed right up. The militia was paying cash money to attack the fort so basically they signed on with the militia too. Supposedly we were there when the militia made the one charge on the fort. It’s in the British records that the commander told his men that they were to fire once for honor, and then surrender because he couldn’t hold the fort. He fired once, the militia ran and they never charged again. They spent the next four weeks with the militia and the Navy arguing about who is going in next and neither one of them did. The British held the fort for several years after the peace treaty was signed. They were waiting to be relieved by an American garrison which never came. Anyway, my family moved from Little Deer Isle to Deer Isle proper.

Timothy Pickering was a cobbler. When he was young he started buying old schooners and went into the shipping business. He established the store and the schooners that were running to Boston and back. They would take firewood and hay and butter and eggs to Boston and trade them for mercantile goods and bring them back in the store. Timothy established the store then Samuel ran it, then Emery ran it and then Walker.

“I am the first one in my family not to go



Gardner Pickering standing next to the new CNC machine at Hewes & Company of Blue Hill.

to college in five generations,” said Gardner. “They didn’t even go to sea. They owned the ships and stayed onshore. They never went anywhere, just stayed on Deer Isle.”


Gardner’s wife is from Grand Manan and lived there until she was 19. They talked about moving out there when her mother was sick, but she did not want move back. When asked what it was like out there, Gardner said, “It’s a little boring. Fish farming is big. They have a nice grocery store, school, hospital and the ferry is really nice. My wife is the youngest of eight, her mother was the youngest of nine, her father is the oldest of

five, so she is related to everybody out there. There was a boat shop over there too that was active. That was run by her cousins, every place there was run by her cousins and they were finishing off Young Brothers hulls too. They are far enough off, they still have herring weirs. Maria’s father ran a herring boat with his brothers and his father for years. He was in World War II and when he came back home he named his herring boat the ENOLA GAY.

Gardner grew up in Calais, but his

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Continued from Page 5

roots are Deer Isle and Stonington. His father's family is from Deer Isle and his father was a commercial accountant and worked for Georgia-Pacific. So they lived in Millinocket for a year and then off to the Woodland Paper Mill, when they lived in Calais. Gardner went from kindergarten to graduation. His mother and step-father then moved to the Hancock area and he went to work at Hannaford in Ellsworth. After a few months of that he packed up and volunteered for the Watch Tower Apprentories in New York City. He discovered that the world was a lot bigger than Calais and added, "I liked it, I did have a good time, but I kind of got that out of my system because the girl from New Brunswick who wouldn't talk to me when I lived in Calais, her mother changed her mind. She wasn't ready to move to New York City and I was ready to come back."

“When I got married it’s like, okay what are we going to do,” explained Gardner. “I was shocked to find out that I was going to have to become employed and discovered that wasn’t actually easy. I was living down the road from Paul West and that was a really fortunate. We worked mostly on a couple of small sailboats he was building. He didn’t pay me much but it was definitely more than I was worth. He gave me the basics in all of this stuff. I went and did house construction for a year which I didn’t like and then I went to Young Brothers. I knew just enough that Paul had taught me that I could get a decent job there. Young Brothers, that was a four day a week job, and I was broke so I usually laid up hulls for Paul on Friday and Saturday. That is when he had that 31, so I was doing the gelcoat spraying and the hull layup for him on Friday and Saturday.”

While at Young Brothers Gardner spent three or four months on the layup crew. Then came a lucky break. He added, "Somebody

went on vacation and Colby (Young) needed a helper to finish off the boats. I considered that one of the big breaks of my life; Colby and Paul West were pretty significant. When the guy came back from vacation, Colby kept me. I spent the next 3½ years finishing. He was very good to work with.”

Unfortunately, Young Brothers did not offer health insurance and that was the only reason Gardner left. Morris Yachts of Southwest Harbor did so in 1996 Gardner made the move. Gardner added, “I was also very fortunate, the last year I was at Young Brothers we built probably the fanciest boat they ever built, it was all teak. I was working for Vic Westscot, the lead, and he let me do all the fancy woodwork. He was a really good teacher and he was funny as can be. Because I had built that boat and had the pictures of it, that got me the job at Morris. I remember my second day at Morris, I put all the sharp risers in a boat, shaped them, hot glued them and said okay, where’s the resin, I need a bucket of hull and deck and the cloth and they said oh, no you’re done, the fiberglassers come and do this. This is great, I love this job.”

When Able Marine in Trenton went through bankruptcy Morris took over the facility and Gardner moved up there and began work on a 48-foot hull. He then went to work on the Morris 36s.

In the 1970s Michael Hewes came to Maine to build furniture. He did this for a time, but found it easier to hire people that could do it. This furniture business evolved into house repair, remodels and then high-end custom homes, which is the main aspect of the business today. In the early 2000s, Gardner was working as project manager of the Morris 36 for Morris Yachts in Trenton. He explained, “This was the first production boat Morris ever built so in 2004 they assigned me to do that. I had been lead carpenter at Morris Yachts for a couple years before

that. Lead carpenter on a custom boat is they give you the boat and you are in charge of it. You take it right from A to Z, until it is launched. Sometimes you get to do the delivery, which was a lot of fun. Every four weeks we put a boat in the water, and we had six boats going all the time. We built them in stations and when it came time to launch, the boats would move from one station to the next. It worked relatively smoothly, but this meant that we were building the exact same boat every time. The countertop color and the cushions changed, some of them got teak decks and some of them didn't but by and large they were identical. Mike Hewes had just bought a CNC machine to build cabinets. I contracted with Hewes to cut everything we could possibly machine so the plywood interior parts, the Formica, the Corian, the handrails, the acrylic sliders, the trim around the windows anything that we could possibly think of we were cutting on the CNC and that worked really well. That means they sent me a new kit every four weeks, sometimes they even finished the cabinets off here. So, Mike had this fancy new machine for cutting cabinets, that kept it occupied maybe 10 percent of the time so it was idle most of the time. The expense of a CNC machine is not the machine, that's a good chunk of change, but the real cost is the guy who punches in Monday morning and is on the clock for the week who know how to run that machine. If you don't have things to cut, you are paying him regardless. Mike hired me outright to essentially recreate what he was doing for Morris. What I knew from working at Young Brothers for five years and Morris Yachts for ten years, really helped except I didn't know how to draw when I came here. I had to take night classes to learn how to do computer drawing."

To make this endeavour work, Gardner hit the road to find those boatbuilders who would utilize the CNC machine. Since the time he was hired until the pandemic hit he was constantly on the road finding jobs for the machine. When the pandemic hit the work was coming in its own, to the point they have more work than they can handle. “Mike Hewes gave me a lot of freedom after a couple of years because ‘can we machine it’ that was really the only question,” he said. “We did a lot of strange things which were a lot of fun. Kind of added a little cache to the business, Mike always says that it put him in a better position to be able to sell nice houses because the people say well, if they can do this they can build a house.”

The turning point in the CNC business for Hewes & Company was when Brooklin Boat Yard started ordering parts and pieces for boats they were building digitally. Gardner added, “All of their boats are designed on the computer, they have somebody in-house

who takes those designs, Will Sturdy, who is a fantastic computer draftsman, brought a lot of new ideas and so he's drawing everything. I got this from him this morning and it's all ready for me. They have their act together."

Another aspect of the business of the CNC machine is cutting skiff kits. They have a two-page handout on all the models that they offer and it can keep them pretty busy at times. Gardner said, "If somebody has it drawn in CAD we can cut it. Usually what happens is designers discover how much of a pain in the neck it is to deal with customers and they just turn it over to me and I just pay a royalty to them. Some of those we have never sold, any of, but I have got the CAD drawing so I can price them out. When I do a boat show I have more people approaching me with the design that they think is the next big thing then I have people who want to build a kit. Iain Oughtred is the rock star in this world. It's not that big of market of people that have the time, talent, money that want to do this.

“Almost the entire skiff market is doctors,” continued Gardner. “I got in trouble with this once at a Small Reach Regatta and I got called on it. I said, ‘It’s almost entirely doctors because doctors work with their hands, are generally wealthier, and went to college and you mostly have to go to college to sail. Someone at the picnic table said, ‘Okay this is a sailing group, who here went to college and who works in the medical profession,’ and almost every hand went up. I try to diplomatically ask them are you building a coffee table or are you building to use...each one is fine. A lot of them want to build a showpiece and show their friends, careful to never scratch it. Some of them are going to go down and want to sail and beat the snot out of them.”

They also offer cork decking. “We have been waiting for that to take off for a dozen years now,” said Gardner. “It never has. We do three or four a year and if it is a local shop I always go help them with the install. That way I know it is going to work.”

One never knows what someone will call to have them do. Recently someone called wanting them to laser scan a fish creel from the Smithsonian so Hewes & Company can make a mould of it. They have done a huge bridge that went to New York City, a plywood clock,

Everything changed at Hewes & Company four months ago, when they became an employee-owned company. “Mike Hewes is retiring,” said Gardner, “that changed things. It means all of the employees are invested in ownership of the company. We still have a management team, and five of us are in the management team to make decisions on the company. Four months ago, because some people left, I became the cabinet shop manager. Prior to that, I was only bringing in CNC work and I could keep two guys busy full-time. Now I am actually responsible for everything that happens down there. We are still trying to figure that out and how to make it work. I am looking to train people to do what I once did. I am training a person to at least do the labor part of it, but what you really need is somebody who can do CAD drawings. You always want the guy who draws it to be the guy who patterns it as there is just too much opportunity to mess up. I need to find somebody to take over the skiff part of the business entirely.”

There is so much business they now have two machines and two operators. I think that there are still a lot of boatbuilders and house builders that could benefit from these machines and make their life a lot easier. Too many people like the hand finish, but in business when it comes down to time a CNC machine makes perfect sense.

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ROBERT RICE OF EAST BOOTHBAY

EAST BOOTHBAY – At the launching of the 124-foot sloop ANTONISA from Hodgdon Yachts in East Boothbay in 1999 I started talking with a person there about East Boothbay and the Rice Brothers yard that had long since closed their doors. The person was Robert Rice, who was one of the descendants and had done a vast amount of work documenting the yard's history. Knowing he had a vast knowledge of anything that happened in East Boothbay, I made a few attempts to catch up with him, but our paths did not cross until this April and I am sorry that it was not sooner.

Robert began saying, "My great-grandfather had a house down at the end of School Street on the Damariscotta River. The basement had a set of ways where he went into building skiffs and dories. Frank being the oldest came along and went in with his father and Frank increased the size of the boats that they built. Then along came Will. The following year, which would be 1891, my grandfather went in with them. They built a building right next door, 140 feet long and 50 feet wide. They had another piece of land and they built a machine shop on it. My grandfather and Will were ambitious people and they wanted to go big. Frank was more settled, he was satisfied the way it was so in 1906 Will and Henry bought Frank out. Frank went next door because Rice Brothers owned that property and built on a small scale. Will and Henry of course increased the business both size-wise and money-wise. They built a lot of boats. In 1917 the shop burned and there was a lightship inside and that destroyed her. They cleaned up after the fire and built a big building, 200 feet long and 150 feet wide. There was an alleyway and there was another building, the same length but not the same width and that contained all the metal working equipment. The main building had all wooden working equipment. In 1946, Rice Brothers Corporation was Henry, my father Baxter, and his brothers, Carl and Donald. With the exception of Donald, the boys stayed right up to the end. Donald was killed in an automobile accident in 1951 in Wiscasset coming home from Brunswick, when a bus wandered over into his lane. There were two people with my uncle and both of them survived, but they were beat up pretty bad.

"When Rice Brothers went out of business in 1955," continued Robert, "my uncle Carl retired, my father went to work for his cousin, Paul Luke and my grandfather passed on in 1959. Robert Rice is the last employee of Rice Brothers. I worked there for one year in 1954 and '55 and there is no one else left that I know of that still living.

"I worked in the summertime," said Robert, "two summers prior to that while I was going to school. I didn't have to know anything, all I had to know was how to work a broom and I could do that pretty good. When I went to work there full-time in 1955, I got put on a boiler. They had a big boiler, it ran the kiln dry, the steam box and provided heat upstairs in the mould loft where fiberglass cabin tops were being built. That had to be a certain temperature all the time.

It also ran the big steam crane down on the wharf. I worked on that three or four months and my cousin came back from the Army and he took over my job. That was his before he went in the service and I went to work with an old-time carpenter, old Joe Luke, Paul's father. In '54 we had a contract with the Navy for 11 personal boats. They were 40-footers and they were ship to shore, fairly decent looking boats. At the time the government was building their atomic carriers and eight out of the 11 boats that we built, four a piece, went on to the two atomic aircraft carriers. The rest of them sat in the storage yard at Newport News and after many years the government had an auction and one the boats was bought by a man in Michigan who found me. He was in process of restoring it and was doing a good job. They were all wood construction except, the cabin tops were fiberglass. For me they were a pain. I didn't know anything, just a kid, 17, and what the hell does a 17 year old know?"

Robert was building hatch covers, and after awhile he knew what he was doing and they began giving him other woodworking projects. Robert said, "I got up one day and went to work and while I was working I stopped and I looked around at that stupid yard and I said, that is it. I am gone."

He felt that the other workers did not want him around, felt he was in the way. When asked how his father took it, he explained, "I think he really understood because he went through the same thing himself only he stayed with it. When the yard closed in '56 I think it bothered my father. He was kind of put in the middle of it. The only way to have saved the yard would have been to declare my grandfather incompetent. I am not sure you could have done that. My grandfather was pretty smart and knew what was going on. My father, and his brother Carl, did make an offer to buy the yard, but for whatever reason my grandfather said no. In 1959, after the yard had sat there for a long period of time, my cousin, Bernard Rice and John Gordon went into partnership and bought it. One main building towards the South Bristol side had been damaged during hurricane Edna and they tore that section down. They leased that building to Ed Gamage of South Bristol for a couple years. Fuller came in and rebuilt the main building in the mid-1960s. He did a lot of work down there. He put up-to-date machinery in there and built several draggers. Fuller raised hell with the other yards around here because he paid a better scale. One of Fuller's big down falls was he hired people who knew less about boatbuilding than I did. Then he lost interest in it and he sold to Tiltson and they later sold it to Washburn & Doughty."

Robert loves history and had done a lot of reading and wanted to see the places he had read about so he joined the U. S. Army after quitting his job at Rice Brothers. He did his basic training at Fort Dix, New Jersey and then it was off to Fort Belvoir, Virginia for advanced training. He said, "In the beginning and for most of my career I worked in procuring, with an exception of a tour in Vietnam. Then I got too much rank to

be in the job and I became a first sergeant of a company in Europe where I was stationed at the time. The military was a good career for me. I came home from France after three years in 1959 on leave and the second day I was here I got out my little notebook, ran down the list of names that were either gone, married, or weren't home and the last name in the book was June's and she was home and she answered the phone. We got married in 1960. She's done well to put up with me over the years, I give her credit. I am not the easiest person at times to live with.

"I liked the Army with the exception of the one-year tour in Vietnam" said Robert. "I was stationed at Long Binh the home base with the 196 Infantry Brigade. We were all over, all depends on what was going on at the time. It was a lost year and I never could make up that year. Of course my daughter (Kathy) was just born before I went to Vietnam so I missed out on a lot of things, but that is way it is."

He then was stationed at Fort Devens and then it was back to Europe and Germany where he retired. His wife accompanied him on all the tours of duty except Vietnam. Together they traveled and saw a lot of Europe, but they were always happy to come home for leave. The only thing he regrets is not traveling on a barge through the European canal system. He has thought about going back, saying maybe for his 90th birthday.

When he retired from the Army in 1976 he came right back to East Boothbay and went to work as a maintenance foreman for Smuggler's Cove Motel. He worked there six years and rebuilt a great deal of the Motel. Then he hooked up with a person he knew at Ocean Point who wanted him to help build a house together during the winter. Then Robert began working for himself repairing or building new houses in East Boothbay.



Robert Rice

Over the years, he had a number of people work alongside of him. He also had both of his grandsons work a number of years before going off on their own. On the road Robert lives on he built all but one of the houses on it and the circle that his road comes off of he did a lot of work around it. He said, "I fully retired two years ago and I dropped a lot of cottages that I took care of prior to that. I don't miss the work, but I miss the people. It was a good job. I enjoyed doing it and if I had to do it over again, I would leave out Rice Brothers."

When you visit Robert there is one thing that become immediately obvious, his love of making models. He said, "When I was about 12, the barber shop where my father would take me to get my hair cut, there was a handicap child in the harbor and he made a model of an airplane out of balsa wood. He put it up for auction in the barber shop, so I bought a ticket and a month or so after that when I was in the shop the barber went and got the model and give it to me and said, 'You

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Many thanks to the Maine Coastal News team for their continued support!

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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ROBERT RICE OF EAST BOOTHBAY

Continued from Page 7

won it.’ That model fascinated me. I don’t know why, but it did. I said to my father ‘I would like to make a model, but I really don’t know how,’ My father said, ‘Well, we’ll get some wood together and he said I can’t make a plane but I can make a boat.’ He said ‘What would you like?’ I said ‘A PT boat.’ We built one 36 inches long and we built it together and I enjoyed that more than anything else and I never stopped.”

Robert has given a number of them away, just sold 125 models to a neighbor and there is still over 150 in the house. He figured that over the years he had built close to 500 models. “I built plastic, fiberglass, wood, kits, scratch built,” continued Robert. “If I saw something I liked I’d build it. I’d come home from work and after settling down, and the way the world was, crazy, I went right into my model room and closed the door and I was in a world of my own. I didn’t have to worry about any damn foolishness going on. I would stay in there for a couple hours every evening, that was my getaway. I am a slower paced now, but still not too many days go by that I don’t give it an hour or two so that is one of my pleasures.”

Where did the patience for model building come from? “I inherited that from my father,” said Robert. “My father was a stickler for detail. It had to be right and it had to look right. I suppose that also ties in with the building and the remodeling.”

What happened to the PT?, “I will tell you a little story about my PT boat, explained Robert. “I had a skiff in the Mill Pond. We owned property around the Mill Pond and we had a boat down there, a little camp where the ladies changed into their bathing suits. My grandfather gave me 6-hp Elgin, a

terrible motor, I’d crank on that damn thing and I’d be all the way across the pond before I could get it to go. I’d tell my father about it and he’d come down and he’d pull on it and she’d start right up. When I got that outboard I used to tow that PT boat behind the skiff. Probably the second or third time that I was going around the pond I opened her up and when I did, the PT boat did a nose dive and she filled up with water and I lost her. She is in the Mill Pond and so is the outboard!”

Continuing on with the story, he said, “There was a tide mill in the Mill Pond that my grandfather’s brother owned in later years. A section of it was logged off, the logs were tied together and tied to the shoreline on either side. Every now and then it was a great thrill to jump that log barrier. We’d get going wide open and hit that log and that boat would fly right up over. Well, one day I let my cousin use my boat and motor and he went down there to jump the logs and he didn’t get going fast enough and he got the motor hung up on the log and tore the stern out of the boat and the motor sank. He had quite a time to get ashore himself. I had a stern lesson from my father about lending my boats or anything to anybody. We rescued the boat and we rescued the stern. My father put it back together for us but no motor, didn’t even look for it.

“The Mill Pond is kind where I grew up,” added Robert. “We had a sailboat, canoe and rowboat. We spent a good many weekends down there. If you wanted to eat you had to go down to the Mill Pond because that was where my mother (Rita) was, she was a great swimmer. From the first day of May, no matter if it was snowing, she hit that Mill Pond and she’d swim across it. That was her thing.”

Rita was the oldest of 17 children, 14

boys and 3 girls. Robert explained she would tell you one time, second time around you better duck because she was a woman of few words. Her maiden name was Bridges and she was born and raised in Bath. “When she was 12 years old her mother and father moved down here to Boothbay,” said Robert, “and went to work for Frank Rice. Frank was Will Rice’s brother and Henry Rice’s brother who formed Rice Brothers Shipbuilding. They stayed here for four years before my grandfather moved to Portland. That is where my mother and father met. My father was Baxter Rice and my mother was 16 when she was married in 1927. My sister came along in ‘28 and I in ‘38.”

How are they related to the Lukes? Paul Luke’s mother was Robert’s grandfather’s sister, Elizabeth Luke, but known as Lizzy. When Robert was doing the family genealogy he found that her recorded name was Lizzy, not Elizabeth.

East Boothbay was the typical small Maine coastal town. The children entertained themselves with school plays, playing baseball, skating in the wintertime, and square dancing at the hall. Robert said, “The shipyards were all busy. Hodgdon Brothers and Goudy & Stevens were building minesweepers. The Rice Brothers were building lightships. Paul Luke was busy building his yachts and Frank Sample was building minesweepers. Rodney Reed was busy with pleasure boats. Everett Barlow, up on Barlow’s Hill, was busy in the wintertime building. I knew Earl (Barlow) better, Earl and I were modelers. Earl bought my grandfather’s house and he built a yacht called the ELSA. My father went up after work at night and helped him on certain things building it. He built it because he and his wife went to Europe and sailed all the canals. They were gone well over a year, maybe two and used to send a letter to the Boothbay Register and there would be a column in there every week on where they were and what they were doing.”

Like many who love their town they get involved somehow and Robert did this by assisting with the Boothbay Historical Society. He said, “46 years before I retired. The second year that Jim (Stevens) started that museum he called me one night and wanted to know if I had any interest in helping him set up the shipyards. Herb Douglas, who was the official photographer for the Navy as well as private, had two photo shops, one down here in the harbor, and one up in Bath where he lived. When he retired, he gave all his negatives and photos to the Bath museum and at that time my cousin was the curator. He called us and wanted us to come up there and go through them and take out anything that was associated with the Boothbay area. Jim and I spent three days up there going through that stuff, picture after picture, negative after negative. We had two big crates full. We brought them back and Jim said ‘I don’t know, we may have to take this stuff up to my house to work on it because we are going to close down the heating system here in the museum because we can’t afford to buy oil during the winter,’ I said ‘We have everything right here, that seems a shame to do that. Do you have any idea what it would cost? He said, ‘No,’ but he would find out. He did and I went half on it and he went half. We had a spare room upstairs and we put a tabletop on sawhorses and spread the stuff out. We spent all winter over there cataloguing all that stuff. Loved it.

“Jim was a nice man, continued Robert. “He was very smart. He could tell me things about my family that I never knew. He was always good to me and the only bad part about it was we done a lot of travelling

together and he smoked those damn cigars. There isn’t anything any worse than sitting in a car, closed up in the wintertime with a person smoking a cigar.”

Jim lived on Barlow’s Hill in Robert’s great-grandmother’s house. They raised their family there and then purchased a farm on River Road in the 1970s.

So how did Goudy & Stephens start? Robert said, “Mr. (Jacob A.) Stephens and Wallace Goudy started that yard in 1924. They bought it from the Adams family. The Adams family was having hard times and went out of business. Prior to that, back of the house where I was born and raised there was a vacant lot and there was a great big huge building on it and they leased that building from my grandfather and built a couple boats in there. To get them into the water, down the end of the Murray Hill Road, they had an oxen team and they had rollers and you’d sit the cradle on the rollers and two people would be replacing the rollers under it as it was going along. Jim came along sometime in the ‘30s and worked there for a while. Then he went to Camden Shipbuilding during the war. Prior to that, he sailed on an old four-master. Right after World War II. Mr. Goudy retired and Jim took over his spot. Then Jim’s father died and that left Jim by himself, he stayed with it for a long time until Joel and Jacob (his two sons) got old enough to run it.”

It is interesting how things come about. Robert was on duty one night at Fort Knox, Kentucky and one of the soldiers came in with a book on warships, “Jane’s Fighting Ships.” Robert asked about it and found a reference to the Rice yard with a little write up and a photograph. He said, “That grabbed a hold of me like a million bucks. That is where it started.”


From this incident, Robert began building a history of the Rice yard. He traveled all over to find information, read all the issues of the Boothbay Register and talked to as many people as he could find with information on Rice Brothers. He said, “I dare say, 70% of my history came from individual boat owners. The other 30% either came from Lloyd’s Register, Boothbay Register and Portland Press Herald. It can be frustrating, you get going along, you are doing so damn good then all of a sudden there is a blank space, where do I go, who do I see, where do I call, but that is all part of it. I had intentions of doing the other yards too but there just wasn’t time.”

When asked about which boats stood out, Robert said, “I have got to say the lightship OUTER FALLS really stands out for several reasons, I took my grade school class on the trial run on her. We didn’t take them all but there was 12 of us and it was the roughest kind of day you ever see in your life. Well, we couldn’t stand on deck because the water would wash up over the stern so we all went down inside and we hung out in the galley area. There was a Coast Guard crew onboard, six or seven of them along with the officers up in the pilothouse. Those Coast Guard fellows all got sick in the rear quarters, worst place they could have been, and they ruined all the mattresses. Well, Herb Douglas was onboard with us and they put him in a lifeboat and sent him overboard. He got some beautiful pictures, especially one of the waves coming up around her.”

There is no question that Robert Rice’s love for history has certainly benefited East Boothbay, Boothbay and many of the boat yards in operation during his lifetime. Much of the material he recorded has been saved in binders and they have found their way to the Boothbay Historical Society and the Penobscot Marine Museum in Searsport for future generation to learn from and enjoy.

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GOLDEN GLOBE UPDATE - 3 MONTHS TO START

GGR entrants, three months to go! No room for error as many set sail to the start.
** Entrants feel the pressure as refit and ocean crossing deadlines loom large.*
** Mark Sinclair (Capt. Coconut) is about to complete a 6-month 14,000-mile solo sail to the start.*
** South Africans at sea, American and Canadian entries late for an early June transatlantic.*
** Some GGR yachts are still not launched, but 23 hope to make the start.*
Dateline: Les Sables d'Olonne, Tuesday, 10th of May 2022

On September 4th, Les Sables d'Olonne, the world capital of solo around the world racing, will again host the start of the 2022 Golden Globe Race. Seven entrants on the other side of the world must still sail to the start, while others continue frantic refits. Skippers can't just show up on the start day. They have just three months to arrive in Spain on August 6th for the start of the Prologue. (The Host Port will be announced in the next weeks). This will include compulsory safety briefings and independent surveys of the boats and rigs. The Entrants then complete the SITraN Challenge race to Les Sables d'Olonne for a busy fun time at the GGR Les Sables Race Village opening in Port Olona on August 20, 2022.

The clock is ticking louder by the day. This is especially true for overseas entrants. Two Canadian and two American entrants are just about to launch their boat after extensive refits and prepare to sail to Europe. Two South African entrants are setting sail on the 6600-mile voyage north to the start. They are all feeling the pressure: there is now little room for failure in their boat

preparation and crossings. If your boat is not in the water by now, this means you should be rushing!

"The first challenge of the GGR is getting to the start and the biggest is getting to the finish! We currently have 23 entrants and I hope they all make the start," said GGR organizer Don McIntyre. "Many entrants face time and money pressure, but also the human element of leaving things to the last minute also kicks in about now. Some are wishing they did more in the years before, but quite a few are well organised too. That will make a difference when the gun goes"

Australian and New Zealanders are the most distant from the start. 2018 GGR Veteran Mark Sinclair (Capt. Coconut) has been at sea solo non-stop from South Australia for 156 days, in his Lello 34. He should landfall in Les Sables d'Olonne around May the 21st finishing his 2018 circumnavigation and ready for the start of his 2022 GGR. He endured four consecutive storms last February when rounding Cape Horn and now has a repaired broken forestay.

Kiwi Graham Dalton was trapped in New Zealand by Covid travel restrictions and has just flown into Les Sables d'Olonne. He has a huge job ahead to complete the refit of Jean Luc Van den Heede's race winning Rustler 36. Local sailmakers, riggers and engineers are helping, but time is tight! He must then sail the 2000 miles GGR qualifier.

South African entries must cross both the South and North Atlantic Oceans. Jeremy Bagshaw left Cape Town a week ago and Kirsten Neuschäfer will set sail in the next few days for the 6600 miles voyage north.

Both are planning to cross the Equator as far West as they can to replicate the last



Kirsten Neuschäfer was fortunate enough to spend the season with her family in Cape Town before she set sail again to the start of the GGR. Photo Credit: Kirsten Neuschäfer Team / GGR2022.

leg of the last leg of the race to Les Sables d'Olonne, while polishing their celestial navigation skills, expecting to make landfall late June.

The Canadians and Americans need around 30-35 days to complete their Atlantic 3000 /3600-mile crossings to Europe if all goes well.

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America's Cup News - NYYC

NEW YORK YACHT CLUB AMERICAN MAGIC NAME TWO KEY ADDITIONS TO LEADERSHIP TEAM

NEWPORT, RI – New York Yacht Club American Magic is pleased to share two additions to the team's leadership: Luis Saenz Mariscal and Jon Persch. Luis has an extensive history working for the America's Cup. Jon brings a strong background from the sports world, focusing on the commercial side of the business.

Luis Saenz Mariscal (Madrid, Spain) returns to American Magic as Chief Legal Officer and General Counsel. Luis specializes in Corporate and Sports Law. His experience extends to America's Cup Challenges, Round the World Sailing Races, and the Royal Spanish Sailing Federation. His America's Cup work has previously supported American Magic in the 36th America's Cup, Emirates Team New Zealand,

Luna Rossa Challenge, Dennis Conner, and Desafio Español.

Jon Persch (Boulder, CO) joins American Magic as Chief Commercial Officer. He is responsible for the commercial and marketing strategy, and execution for the team. Jon previously served as the Chief Marketing Officer for US Sailing, Chief Commercial Officer for USA Rugby and Major League Rugby. Jon has also held senior executive roles with Creative Artists Agency, World Wrestling Entertainment, and United Entertainment Group.

"The talent across the board on the American Magic team is amazing," said Mike Cazer, Chief Executive Officer for NYYC American Magic. "Luis and Jon complete our leadership team and will be key players in shaping the future success

Continued on Page 24



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The Wonder Years

By Sheila Dassatt

As I pondered over what to write about, it occurred to me that 1972 was Fifty years ago! My goodness, some of you that are reading this weren't even born yet, but there are some of us that think that 1972 was just yesterday! Let's see what we can do with this era and tie it into a nautical theme as well.

Well, going over website research, in my own family, the boat shop was established in that year, 1972. My brother, Glenn and my Dad, Corliss decided to finish a Repco hull in a temporary building on the folk's front lawn. This was project number one, and it went to Dickie Carver of Owl's Head, Maine. Glenn was just finishing up his duty in the Coast Guard on Manana Island, off Monhegan as one of the last of the light house keepers. He and Cathy were newlyweds at this time and had all of this to figure out in life. Again, the wonder years, "I wonder if this is going to work?" Planning their future.

I was just starting my senior year of high school and wasn't all that interested in boat building at that time. I just wanted to get in that last year of high school and figure out my future, which included a 1968 Camaro Convertible at the time! I tell my grandchildren that I was "cool" once! Of course this all included bell bottom jeans as

well. Creedence Clearwater Revival was the big group of the day and everyone was in love with the Carpenters, "We've Only Just Begun" which was the theme for many class odes.

The Vietnam war was still going on and the country was also in a fuel crunch at the time. There was still a draft and most of the young men graduating high school weren't quite sure what their future was going to entail. The future for the young folks was exactly that, "I wonder where I will be ending up when I'm out of school?" Much different times.

In 1972, most of the lobster boats were sleek, wooden boats mostly powered with automobile engines. A lot of these boats were no longer than 35 feet at the most and powered with Mopar engines or Oldsmobile and Lincoln gas engines. There were very few diesel engines during the day. Most of the diesel engines were in the very large fishing boats or lobster smack boats. I can remember seeing a lot of spray hood boats too, meaning the trunk of the boat was made with heavy canvas and painted to weather-proof it. It was mostly just to keep you out of the weather and a little added protection.

The traps were also made of wood and the ballast for the traps involved bricks and a soaking time for the wood. A large gang of traps was probably 200 to 400 at the most.

Bait was more available, due to the fact that we still had sardine factories along the coast. A lot of fishermen, us included, got our bait at the factories and just needed to pay for the salt. What a concept!

This was also the transition of wooden boats to fiberglass boats, which was a big change for most of the local wooden boat building shops. I was told that my Dad said to Philo Dyer, an acclaimed boat builder on Vinalhaven: "You're building that boat all wrong! You're supposed to paint it first! You see, with a wooden boat, they are built from the inside out and you paint them last. With a fiberglass boat, you build them from the outside in and paint them first!" Of course, he wouldn't say anything to get him wound up, but it worked!

As time went on, Glenn got together with Royal Lowell and designed a new hull, which started out as a 30 foot hull with a wooden built deck and top units. This all worked well until the shop that was laying up the hulls burned to the ground. This included the mold for the hull as well as the loss for the shop. Dad and Glenn tried to have a decent outlook about it and brought them sticks and marshmallows! No point in crying and time to start over again. So from that point on, the 32 foot hull and deck unit was created in 1978. The lamination was now done in Belfast at the shop. Thus, from there, the Red Baron was born!

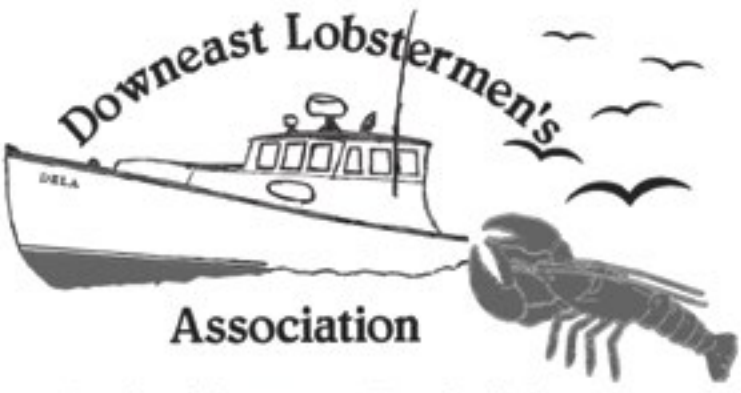
This was also the beginning of the Boat Racing Heyday, with the Red Baron being named after the German flying ace Manfred von Richtofen and the Young Brother's vessel, the Sopwith Camel, named for a British World War I biplane. This was all created with the Charles Schultz cartoon, Snoopy

and the Red Baron theme.

So let the fun begin, and it was probably the best times of our lives...my Mom and "us girls" would pack up the food and the kids and meet them wherever the race was scheduled to be. Usually, the first race was always Jonesport, for the 4th of July and racing also against Benny Beal with Benny's Bitch. Merle Beal and the Silver Dollar was also a well known contender. I can't leave out Andy Gove and the Love Boat at that time, then years later it was Uncle's UFO. Sid Eaton with Li'l Jan and Wes Shute with Daydreamer also were part of the Heyday.

Moving forward in time, still in they Heyday, this was one of our favorite stories: Dad was in his race with my husband, Mike as his sternman. They were getting near the finish line when they crossed the wake of a boat crossing over the finish line to go into Conary's Dock. This sent the Baron into a spin...."Mike dove for the kill switch to avoid hitting a scow and landed on my father" according to Glenn. "The first thing Dad said to Mike was "Get off my lap!" Mike asked him, "Did you get hurt?" and Dad said "Don't worry about that, did we win the race?" We did, but we went over the finish line on the side of the boat, said Glenn. Anyone that was there that year remembers it well.

Some of you may have heard some of these stories before, but with the Lobster Boat Racing season coming up, it gives a good foundation for a good season. These particular boats are long retired, but the memories and the stories live on. I just hope that this season makes as many happy memories for the racers of this day, 2022! Good luck and stay safe!



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Maine Dept. of Marine Resources

DMR Solicitation of Public Comment: Vinalhaven Fishermen's Cooperative Maintenance Dredge

Pursuant to 38 M.R.S. 480-D, sub-9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with an assessment on the impacts to the fishing industry of a proposed dredging operation at the Vinalhaven Fisherman's Cooperative for maintenance dredging. The cooperative proposes to dredge approximately 6800 cubic yards of sediments from wharf basin. Dredging is expected to take place from November 8th through April 9th and take approximate one month. A crane with a clamshell bucket on a barge will be employed to remove the dredge material. The material will be towed by a tug to Rockland, transferred to land for dewatering then loaded onto trucks for transport to an upland site. The barge haul route will follow the State Ferry route to Rockland.

Written comments about the potential impacts of the proposed dredging operation on fishing in the area need to be received no later than 5pm on May 23, 2022. Comments should be sent to Amanda Ellis at the email or mailing address listed below.

Department of Marine Resources, Attn: Amanda Ellis, 21 State House Station, Augusta, Maine 04333; tel.: (207) 624-6573 or email: dmr.rulemaking@maine.gov

General questions about the project may be directed to Denis Marc-Nault at 207-592-0521 or denis-marc.nault@maine.gov

2021 a Year of Historic Value for Maine Commercial Fishermen

On the strength of an historic year for lobster and a rebounding elver fishery, the value of Maine's commercially harvested marine resources in 2021 reached an all time high at \$890,668,873.

According to recently released data from the Maine Department of Marine Resources, the overall value earned by harvesters in 2021 jumped by more than \$365 million and exceeded the previous overall record of \$733,691,455, set in 2016, by \$150 million.

"The hard work of Maine fishermen, aquaculturists and dealers once again resulted in tremendous economic benefit for

Continued on Page 20.



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Commercial Fishing News

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

From the Director -

This report will actually be appearing in the June issue, which is hard to believe that winter is behind us and we’re well on our way to the current fishing season! Halibut season is going on now, which a lot of lobstermen partake in, kind of a commercial, yet recreational thing to do before the hard work of hauling begins. It is also a traditional fishery, which goes on from one generation to another. My Dad used to measure his fish by standing me next to it and taking a picture!

Halibut season is from May 18 - June 13 this year, with a few changes. For those holding a commercial fishing license, they are now required to submit a weekly trip level catch report. This begins on Sunday at 12:01 am and ends Saturday at midnight. They must be submitted weekly by midnight on Monday, two days after the end of each report week. Now, the weekly trip-level catch reports must be submitted via electronic method. This can be done via

VEST, the new harvester reporting app, and Maine LEEDS. Instructions can be found on DMR’s webpage: <https://www.maine.gov/dmr/commercial-fishing/landings/reporting-forms.html>. I’m not quite sure what you do if you don’t operate an I-Phone or a computer...

By this time, the new Whale regulations are in place. How is everyone doing with this? We were all hoping that the government would give us a little more time to prepare our gear, as a lot of the supplies are in short availability. As you know, some of the weak links had to be recalled due to breaking before the 1700 pound limit. This made time short again. Now, there have been recommendations for wearing safety glasses when we haul due to the links shattering when it goes through the hauler. There has been at least one report of a fisherman having an eye injury due to this happening. Are we all prepared for this? Or is this whole thing getting just a little bit carried away with all of the risks that the fishermen have to take

just to make a living.

Maine lawmakers passed a bill to create a \$30 million dollar relief fund to help the industry cover its costs, but did not receive funding approval from the Legislature’s Appropriations and Financial Affairs Committee. This bill was introduced by Representative Holly Stover of Boothbay, who was sorry to see that the funding was not included in the supplemental budget. Thank you, Holly, we’ll keep trying.

Gov. Janet Mills and Maine’s congressional delegation had been trying for a two month delay, due to the supply chain making it difficult to comply, so NOAA announced that it would use “graduated enforcement” until the supply issues are solved. This means that the law will focus on assisting lobstermen who are making a good faith effort to comply, rather than enforcing civil penalties. In other words, we are all doing the best that we can to comply and the law enforcement is aware of this.

Most of the concerns for this year also include the price of fuel. Diesel prices have been going through the rafters and going up each day. What is the best way to handle this as a fishery? Do we re-arrange the days that we haul to cut back on fuel consumption? I know that we have a lot of questions, but there has been so many issues these days that we need to ask the questions and come up with feasible solutions, once again, to the best of our ability.

There have also been some interesting findings concerning the development of

larval lobsters near subsea electricity cables connected with windmills. Lobsters exposed to electromagnetism are more likely to develop abnormalities around the tail and eyes. Heriot-Wyatt University said “We put them through a vertical swimming test to check if they could get to the surface to find food. The exposed lobsters were almost three times more likely to fail the test, reaching the top of the chamber than the unexposed ones.” The marine scientists feel more research is needed to establish the levels of electromagnetism which can be tolerated. So there is much more research that needs to be done before these windmills can comfortably used on the Gulf of Maine or any other location on the ocean for that matter. Just because political promises are made during campaigns, it doesn’t mean that these matters can be rushed simply for governmental deadlines. There is so much more to be considered.

I was asked about our “Who’s Endangered Now” t-shirts and possibly flags with our logo on it. We are working with Maine Camp Outfitters on this project as we speak. We are hoping that we can have these items established once again and locate the best places to make them available to our industry. They are a work in progress, simply stay tuned!

There is a lot to consider as we begin this season, but we will make it! Please, consider membership as well, the more voices, the stronger we are in this day and age!

Take care, Sheila



CINDY JEN just after her cover came off and before work began. She is now 58 years old and looking forward to another good season on the water.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Sustainable Fisheries, Sustainable Seafood

April 18, 2022
Celebrating success in recovering our nation's fisheries.

Every year on Earth Day, NOAA Fisheries joins citizens and organizations around the world in celebrating our planet and recognizing the need to care for our natural resources. After all, stewardship of our nation's marine natural resources is the crux of NOAA Fisheries' mission. It drives the work we do on Earth Day and every other day, too.

Thanks to world-class science, adaptive and accountable management, and dedicated enforcement, the United States is a global leader in responsible fisheries management. Regular assessments reveal that 80 percent of the stocks we monitor are at healthy sizes, and 92 percent are not subject to overfishing.

It's taken decades of effort and investment, and the cooperation and sacrifice of U.S. fishermen, to get here. While our work continues, for Earth Day we can share some Earth optimism as we look back on our progress toward sustainable U.S. fisheries.

First, a Little History
In the mid-20th century, a post-war fishing boom increased the pressure on fish stocks around the country. In the following decades, catches peaked and then fell as fish populations decreased. Modern efforts to reverse the declines started with the 1976 Magnuson-Stevens Act, which reserved U.S. waters for the use of U.S. fishermen. The law established regional fishery management councils and a process for creating fishery management plans subject to national standards.

But stocks continued declining through the 1980s. Some, like cod in New England, famously collapsed, taking with them the livelihoods of fishermen and the cultural staples of coastal communities.

In 1996, Congress updated the law to require an end to overfishing and mandated plans to rebuild overfished stocks. That set us on a path to recovering our fisheries which, strengthened by additional measures in 2007, continues today. Since 2000, we have rebuilt 47 fish stocks. Here are a few of those success stories.

The Story of Sea Scallops
The first stock officially declared "re-built" following this new process was the Atlantic sea scallop. Decades of intense dredging in the scallop beds of Georges Bank and, later, the mid-Atlantic Bight had pushed sea scallop populations to the brink.

In the early 1990s, managers shifted gears, implementing gear regulations, fishing effort restrictions, and limits on the number of participants.

In 1994, three large areas in Georges Bank and Nantucket Shoals were closed to fishing to protect similarly stressed groundfish species. Since dredges can catch groundfish by accident, those areas were closed to scallop harvest, too. Soon after, additional areas in the mid-Atlantic were closed specifically to protect scallops. Scallops were formally placed in a 10-year rebuilding plan in 1997.

Giving the scallops a break worked wonders. By 1998, scallop biomass in the Georges Bank closed areas had increased more than nine-fold. Scallops were declared formally rebuilt in 2001, the first stock to reach that designation.

Today, sea scallops are managed sustainably through a combination of controls and rotating area closures. The sea scallop fishery is consistently one of the highest-valued fisheries in the country. In 2020, U.S. fishermen landed more than 48 million pounds of sea scallops, valued at more than \$484 million. And through NOAA Fisheries' Research Set-Aside Program, sales from a dedicated allocation of the scallop harvest fund research projects that improve scallop assessments, inform management decisions, and test out gear innovations.

The Story of Swordfish
In the first half of the 20th century, swordfish were mostly targeted by recreational fishermen using "handgear." Those methods, such as harpoons and rod-and-reel, captured one fish at a time. Old black-and-white photos show anglers hoisting up enormous swordfish, which can grow to more than 1,000 pounds.

In the 1960s, a commercial longline fishery developed that caught swordfish more efficiently for market. But the longlines caught young swordfish just as well as mature swordfish, often before they could reproduce, and the population began to dwindle. The longlines also snagged endangered sea turtles, creating conflicts between the fishery and conservation goals. By the 1980s, the need for more research, monitoring, and regulatory action was clear.

Swordfish are powerful swimmers that migrate vast distances, posing a challenge for U.S. fisheries' regional management structure. The same swordfish might swim from the Gulf of Mexico to the Gulf of Maine (through the jurisdictions of five Councils!) and then out of U.S. waters into Canada.

Effective management of the population would require extensive coordination at the national and international level.

Recognizing this, in the early 1990s, Congress and the Secretary of Commerce moved the management of swordfish, tunas, and other far-ranging stocks into a Highly Migratory Species Program. Internationally, the United States pushed other countries to adopt measures we were implementing domestically.

In 1999, the International Commission for the Conservation of Atlantic Tunas established a 10-year international rebuilding plan for swordfish. Catch reductions and minimum size limits allowed the relatively fast-growing swordfish to rebound quickly. ICCAT declared swordfish rebuilt by 2009, a year ahead of target.

Today, NOAA Fisheries works with the industry to encourage and support sustainable harvest of swordfish while taking measures to reduce the bycatch of sea turtles, undersized swordfish, and other species.

The Story of Sole (Petrable Sole) and Other West Coast Groundfish

Compared to the northeastern U.S. stocks, the West Coast groundfish fishery was a late "boomer." The fishing fleet grew by leaps and bounds in the 1980s, encouraged by high catches and government financing of boats and gear. Fishermen raced to catch as much fish as they could, and no one knew how much fishing these stocks could sustain.

NOAA Fisheries faced a different kind of challenge in managing groundfish off the coast of California, Oregon, and Washington. The term "groundfish" includes species that spend part of their lives associated with the seafloor: rockfish, flatfish, "roundfish" like Pacific cod and hake, and other species. Some 90 species intermingle in the same kinds of habitats, so commercial and recreational fishermen are unable to target individual species. They can only deploy their nets, lines, or pots and see what comes up.

By the late 1990s, suffering groundfish populations led to low catches that put fishermen—and also fish-processing plants, fuel docks, and other supporting businesses—out of work. Many species needed rebuilding plans. Avoiding those species, though, required avoiding all of the fish in the mixed bag fishery. NOAA Fisheries

implemented sweeping closures starting in 2002. It was difficult and disruptive; many fishermen left the business.

The fishermen that stayed worked with the Pacific Fishery Management Council to implement a strategy borrowed from other regions: a catch shares program. The total allowable catch for each species in the fishery is divided into shares and allocated to individual fishermen. Guaranteeing fishermen a portion of the catch in advance eases the "race for fish." Fishermen must adhere to their quota for each species. If they catch their allocation of canary rockfish, for example, they must stop fishing for any groundfish until they can buy or trade for more shares of canary rockfish.

This work paid off. Today, nearly every depleted species in the West Coast groundfish fishery has been rebuilt. (Yelloweye rockfish remains in a rebuilding plan.) This progress has allowed managers to reopen areas and expand fishing opportunities for fishermen, who are developing new ways to bring their sustainably-caught fish to market.

Rebuilding Groundfish: A Brief Timeline

- 2000: West Coast Groundfish fishery declared a failure
- 2002: Closures begin
- 2011: Catch shares program implemented
- 2011: Widow rockfish rebuilt
- 2015: Canary rockfish, Petrale sole rebuilt
- 2017: Bocaccio, Darkblotched rockfish, and Pacific Ocean perch rebuilt
- 2019: Cowcod rebuilt

Realism and Optimism for the Future of Fisheries

Recovering fish populations is neither easy nor permanent. Since 2000, at least six rebuilt stocks have declined back to the point of needing new rebuilding plans.

Fishing pressure is only one of many factors that drive the size and health of our fish populations and reproductive success from year to year. Others are beyond the control of either managers or fishermen, including:

- Variable ocean conditions
- Warming ocean temperatures
- Environmental damage from polluted runoff and coastal development

A good year may help a rebuilding population bounce back more quickly, but

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES COMMISSION SPRING MEETING

ATLANTIC COASTAL COOPERATIVE STATISTICS PROGRAM COORDINATING COUNCIL

2 May

Meeting Summary

The ACCSP Coordinating Council met to review and take action on the FY2023 ACCSP Funding Decision Document and Request for Proposals package. The Council was provided an overview of the updated documents to support approximately \$1.2 million for Partner and Committee projects. The approved RFP is now open for proposal submissions through June 15, 2022. See <https://www.accsp.org/what-we-do/partner-project-funding> for more information. All proposals will be evaluated and ranked on merit according to the schedule in the RFP.

The Council received status presentations on three committee documents. A report by the Accountability workgroup was discussed and direction given to follow up on the report recommendations. The Atlantic Regional Recreational Data Collection Implementation plan priorities were discussed and further feedback will be obtained from the Council in the coming weeks. The Council was also provided an ACCSP Program update that included a summary of activities involving information systems and software development, recreational data, the One Stop Reporting project, the Data Warehouse, and current funding and staffing.

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

Motions

Move to approve the FY23 Funding Decision Document and RFP as presented to the ACCSP Coordinating Council.

Motion made by Ms. Fegley and seconded by Ms. Zobel. Motion is approved.

Move to charge the accountability workgroup to prioritize and develop an implementation plan based on the recommendations from the accountability report.

Motion made by Ms. Fegley and seconded by Mr. Clark. Motion is approved.

COASTAL PELAGICS MANAGEMENT BOARD

2 May

ASMFC Coastal Pelagics Board Sets Atlantic Cobia Total Harvest Quota for 2023 Fishing Season

The Commission's Coastal Pelagics Management Board approved a total harvest quota for the Atlantic migratory group of cobia of 80,112 fish for the 2023 fishing season. This total quota results in a coast-wide recreational quota of 76,908 fish and commercial quota of 73,116 pounds.

The total quota level of 80,112 fish was first approved in February 2020 for the 2020-2022 fishing seasons. In 2021, the allocation of that total quota changed through Addendum I, and some states implemented new recreational cobia measures in 2021. Based on a recommendation from the Technical Committee, the Board changed the cobia quota timeframe from 2020-2022 to 2021-2023, thereby, maintaining the previous year's harvest quota of 80,112 fish for the 2023 fishing season. This change to the quota timeframe aligns with the timing of new measures implemented in 2021.

The Board will meet in 2023 to consider setting new specifications for the 2024-2026 fishing seasons. For more information, please contact Emilie Franke, FMP Coordinator, at efranke@asmfc.org.

Meeting Summary

The Coastal Pelagics Management Board met to consider changes to the three-year quota block for harvest specifications for cobia (see above press release), to receive

updates on the Spanish mackerel stock assessment and federal waters management, and to elect a Vice-Chair.

The Board received two updates on Spanish mackerel. The SEDAR 78 stock assessment report for Spanish mackerel (operational/update assessment) was recently completed and is now available. The South Atlantic Fishery Management Council's (SAFMC) Scientific and Statistical Committee will review the SEDAR 78 results and provide recommendations in summer 2022, which will then be discussed by the SAFMC at their September 2022 meeting. For Spanish mackerel management measures in federal waters, Amendment 34 to the Coastal Migratory Pelagics Fishery Management Plan was recently approved by the SAFMC in March 2022 and by the Gulf of Mexico Fishery Management Council in April 2022. Council staff are currently working on finalizing the amendment to be transmitted to NMFS for rulemaking. Amendment 34 for federal waters would allow cut-off (damaged by natural predation) Atlantic Spanish mackerel caught under the recreational bag limit, which comply with the minimum size limits, to be possessed, and offloaded ashore.

The Board elected Erika Burgess from Florida as Vice-Chair of the Board. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org.

Motions

Move to change the cobia quota block timeframe from 2020-2022 to 2021-2023 for the current

annual total harvest quota of 80,112 fish, thereby setting the 2023 cobia harvest quota at 80,112 fish, resulting in a coast-wide recreational quota of 76,908 fish and commercial quota of 73,116 pounds.

Motion made by Ms. Madsen and seconded by Ms. Fegley. Motion passed by consent.

Move to elect Erika Burgess as the Vice-Chair of the Coastal Pelagics Management Board.

Motion made by Mr. Haymans and seconded by Mr. Geer. Motion passed by consent.

SCIAENIDS MANAGEMENT BOARD

2 May

Meeting Summary

The Sciaenids Management Board met to consider the Red Drum Simulation Assessment and Peer Review Report, receive an update on the Black Drum Benchmark Stock Assessment, and review a nomination for the South Atlantic Advisory Panel.

In 2020, the Board initiated a simulation modeling process so the Red Drum Stock Assessment Subcommittee (SAS) could determine the most appropriate assessment strategy for red drum. A peer review workshop for the Simulation Assessment was conducted this spring. The Board reviewed the Red Drum Simulation Assessment Report's findings and Peer Review Panel's recommendations on the models best suited for the next benchmark stock assessment. The Peer Review Panel recommended the stock synthesis model should be used to assess the northern (from New Jersey – North Carolina) and southern (from South Carolina – Florida) red drum stocks, while the statistical catch-at-age model should not be used. The Panel also recommended using the traffic light approach to monitor changes in landings and stock abundance in between assessments. Next steps for the SAS include completing the simulation assessment by addressing concerns raised by the Peer Review Panel and beginning work on the timeline and Terms of Reference (TORs) for the

2024 Red Drum Benchmark Stock Assessment. Staff also provided a short overview of the ongoing Black Drum Benchmark Stock. Work is continuing on schedule, with an Assessment Workshop expected in July 2022 and peer review anticipated for December 2022.

Lastly, the Board approved a South Atlantic Advisory Panel nomination for Mary Ellon Ballance, a commercial pound netter from North Carolina.

For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at tbauer@asmfc.org.

Motions

Move to accept the Red Drum Simulation

Assessment and Peer Review Report.

Motion by Mr. Woodward, second by Dr. Rhodes. Motion passes by unanimous consent.

Move to approve the nomination to the South Atlantic Advisory Panel of Mary Ellon Ballance from North Carolina.

Motion made by Mr. Mannen and seconded by Mr. Gary. Approved by unanimous consent.

Continued on Page 21

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Boat And Ship Yard News



The S&S designed motorsailer DJINN getting a new deck, deck hardware and interior at Brooklin Boat Yard in Brooklin.



Outside at Wayne Beal Boat Shop in Jonesport is this Young Brothers “Slippery” 38 sitting next to a Wayne Beal 36 on her right. This boat was given a cosmetic upgrade and a new Wayne Beal top, which fit perfectly.

Continued from Page 1

tric powerboat compatible with fast DC charging, the LION combines high performance and style with a one hour charge EME, a cruising speed of 24 knots and a top speed of over 35 knots.

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Boat And Ship Yard News



This Calvin Beal 36 is being finished out as a lobster boat by Boricua Custom Boats in Steuben for a fisherman from Stonington.

Yachts Division.

The LION can accommodate up to eight guests in a large cockpit which can also be configured for dining. The sunpad and bathing area provides ample room for relaxation, together with a shower and ladder for swimming. Forward, the enclosed cabin includes a day berth, day head and sink as well as storage, with an integrated Fusion sound system throughout the boat.

The LION will be available for sea trials in the South of France this summer.

Hylan & Brown Boatbuilders Brooklin

Two winters ago, they were doing a major refit on a 43-foot Chummy Rich built cabin cruiser HUNNY for a customer from the mid-west. Unfortunately, that customer had a major medical emergency and will never be able to use the boat. About 50 per-

cent of her interior is in and about 30 or 40 percent of her systems. The interior below is mostly in, but there is nothing in the main cabin. She has been moved out of the main shop, into storage and is for sale. Initially the price was up near \$400,000 but was recently dropped to \$239,500. The cabin was redesigned by Doug Hylan and a high-tech electrical system was ready to be installed. For someone looking for a great cruiser this boat is being offered way under the amount the owner has in her. Interested check out Hylan & Brown's website.

In the main shop they had two Castine class sailboats getting their annual maintenance. One was ELIZABETH B. and the other FANNY G. ELIZABETH B. was getting a bit more work. They are replacing her coamings and guards. They store nine of

Continued on Page 18



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Willis Beal is putting several coats of paint on the 63-inch lobster boat model he has been building this winter. She will now be put up until next fall when he will finish her.

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Boat And Ship Yard News



This Crowley 36 is being built as a sportfisherman by Roger Kennedy and crew at his Steuben shop.

Continued from Page 15

these boats and make sure that they are all ready for the start of the racing season. They will also make any upgrade an owner may want to make him more competitive on the racecourse.

In the side shed they have a 26-foot Bowler under construction. She is a pocket cabin cruiser, designed by Doug Hylan and will be powered with an outboard. Some of the parts and pieces for this boat was cut on the C&C machine at Hewes & Company in Blue Hill. Doug has worked a lot with C&C machines and designs with their use in mind. However, they still want the woodworker in the shop to create much of the trim pieces for the hand-finish look.

Several years ago, they started doing a restoration on a 50-foot Elco power yacht and she is still at the yard waiting for her next phase.

They store about forty boats and this

will keep them busy right up to the 4th of July. They are hoping at that point to get a little breather before it starts all over again.

Safe Harbor Kittery Point Kittery Point/Eliot

Tom Allen, former owner of Kittery Point Yacht Yard released a statement the end of April saying that he had made the decision to sell out to Safe Harbors. When he purchased Kittery Point Yacht Yard at Kittery Point it needed to have a new business plan written and the property and buildings upgraded to be more efficient. Not many years later Tom purchased Patten's Yacht Yard in Eliot and did the same there. By marrying the two properties he had created a great facility manned by competent employees and the results were watching the business grow. When making the decision to find another owner Tom, and his wife Margaret, wanted to make sure it stayed a boat yard and would retain its fine reputation.



This Morgan Bay 43 is nearing completion and was scheduled to be over the first week of May. She is a Coast Guard certified sportfisherman heading to Montauk, NY.

They met with Safe Harbors over the last 12 months and felt comfortable in selling the yard to them. All the employees that the customers have known at the yard are remaining so you will continue seeing their friendly faces.

Safe Harbor's also owns Great Island Boat Yard in Brunswick and Yachting Solutions in Rockport here in Maine and Wentworth By-the-Sea in New Hampshire. They are also the owners of all but two of Brewer's Yacht Yards, New England Boatworks, Portsmouth and Newport Shipyard in Newport, Rhode Island to name the many here in New England.

A Historic Launch 25 Years in the Making

On June 4, Maine's First Ship will launch their reconstruction of the very first ship built in the Americas, after 25 years of research, planning, and building. The traditional wooden sailing vessel VIRGINIA, a reconstruction of the 51-foot, 17th-century pinnace built by English colonists at the mouth of the Kennebec River in 1607, will launch from the Bath Freight Shed at 27 Commercial Street in Bath.

Maine's First Ship will commemorate the historic event with a celebration that will span much of Commercial Street in Bath, including Waterfront Park, with music, special guests, local food vendors, regional artists, and a marine-themed yard sale. VIRGINIA is expected to splash into the waters of the Kennebec at 4:30 p.m. Saturday, June 4, and then tie up at her dock at Bath Freight Shed

to begin rigging.

Bath Freight Shed, located along the Kennebec River, has been home to a passionate group of volunteers, mostly amateur boat builders since 2007. These volunteers are the heart and pulse of the organization. They bring skills as educators, storytellers, naval seamen, carpenters, sailors, shipwrights, and more to a project paying homage to the history surrounding the birth of Maine's 400-year-old shipbuilding heritage and the Popham Colony, just 10-miles up the river from where it all started.

Maine's First Ship engages the public in an exploration of the region's early history, craftsmanship, and relationships through the reconstruction of the 1607 pinnace VIRGINIA, the first English ocean-going vessel built in the Americas. Maine's First Ship hosts a visitor center, shipbuilding workshops, and educational programs at the Bath Freight Shed.

Come discover what executive director Kirstie Truluck calls, "Bath's best kept secret." More information about Maine's First Ship, including launch details, is available at www.mfship.org.

Morgan Bay Boat Frankfort

In the shop they have two boats under construction. The first is a Morgan Bay 43, which was finished out as a Coast Guard inspected charter sportfisherman for a customer from Montauk, New York. For accommodations she has a V-berth, two bunks over the V-berth, quarter berth to port

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Boat And Ship Yard News



A view of the keel, minus the horn timber, of HARPOON, a 1969 Royal Lowell designed and built cruiser, which is being repaired at Downeast Custom Boat in Yarmouth.

and a storage area to starboard. Up in the shelter there is a simple galley, a nav-seat to port and helm-seat starboard, and settee that can be made into a double berth. For power she has a 750-hp John Deere with a 2:1 gear and a 34-inch square propeller. She was just getting her final detailing and she was scheduled to be launched 3 May.

In the next bay they have the new Morgan Bay 47 hull plug, which they are fairing. They have added four feet to the hull and the keel, given her slightly more beam and raised the sheer. They have one sold and probably two. If she performs anything like the 43, she will be an instant success.

Over in Penobscot, they are building another Morgan Bay 43, which is being finished out as a sportfisherman for a customer from California. The hull has the stringers, bow thruster tube, engine room bulkhead and tankage in. This boat will move over to Frankfort when the other 43 leaves to be launched. She is expected to be finished and shipped out the end of this year.

Another Morgan Bay 43 is on order and she is going to be finished out as a sportfisherman for a customer from Massachusetts. Both boats will have a stateroom forward, head with shower and a double bunk to starboard. Up in the shelter is the galley to port and a settee to starboard. The 43 heading to Massachusetts will be powered with a C18 1,150-hp Caterpillar and is also expected to be finished by the end of the year.

It was also learned that they recently sent a 43 hull to Harpswell to be finished off. This went to Tom Clemons who plans to race her, but not this year. One can bet that she will sport a big engine and fast enough to compete with the top racers.

Paul E. Luke, Inc. East Boothbay

This winter the big project involved a Sabre 34, which was found with the circuit breaker off for the bilge pump and nearly sank. All the wiring and systems in the bilge were replaced. This project is in its final stages and should be completed by mid-spring.

Another major project was on a None-such 30. The owner wanted to upgrade

the alternator from 90 to 130 amps, which sounds like a simple job. A kit suggested by the alternator and engine companies arrived, but it was soon obvious that this had not been done before. After several calls they found a way to make this all work and she will be ready when the season starts.

Two new 38-inch propellers are underway at the shop for the PRIDE OF BALTIMORE. The problem here is finding a sand-casting business that will cast the blades. These businesses are more than happy to make five hundred, but not several. Frank Luke, owner of the yard said, "I don't need to buy castings for my grandchildren." Be assured, he will find a way around this issue.

They store about seventy storage customers, on and off-site, and many of these have been worked on throughout the winter so they stay on schedule for a late spring launch.



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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 12

a bad year can hasten a population’s decline. At NOAA Fisheries, we know the answer lies in keeping our pulse on population trends, accounting for uncertainty, adapting management strategies to changes, and holding industry and ourselves accountable. So much of our planets’ resources, and our very climate, are threatened by unchecked human activity. Our rebuilding successes represent an alternate path to sustainable resources use through cooperation, sacrifice, and ingenuity.

NOAA Fisheries Invites Public Comment on Draft Climate Regional Action Plans

April 21, 2022
NOAA Fisheries is soliciting input on its draft Climate Regional Action Plans to address climate-science needs in each region over the next three years. Changing climate and oceans are affecting the nation’s valuable marine life and the people, businesses and communities that depend on them. From warming oceans and rising seas to droughts and ocean acidification, these impacts are expected to increase with continued changes in the planet’s climate system. NOAA has developed seven draft Climate Regional Actions Plans. They are part of our proactive approach to increase the resilience and adaptation of marine life

and the people who depend on them. We are soliciting public comment on the plans to ensure a collaborative and inclusive approach in planning for climate-ready stewardship of fisheries and protected resources. We are particularly interested in input on the clarity of the goals and activities, ways to strengthen the plans, and what additional goals and activities need to be addressed. “Our climate and oceans are changing—many areas around the world are experiencing changes in the distribution and abundance of marine resources associated with changing climate and ocean conditions,” said Janet Coit, Assistant Administrator for NOAA Fisheries. “Building on our existing efforts, the Regional Action Plans will help provide decision-makers with the information and tools they need to prepare for and respond to changing climate and ocean conditions.” The draft plans are 3-year, coordinated, cross-agency efforts to increase implementation of the NOAA Fisheries Climate Science Strategy in the Northeast, Southeast, Pacific Islands, West Coast and Alaska Regions. They respond to the growing demands for actionable information to prepare for and respond to climate-related changes in marine and coastal ecosystems. They include specific goals and actions to increase the production, delivery, and use of climate-related information to support effective decision making. The proposed actions will help track changes, assess risks, provide

early warnings, and evaluate management strategies for changing conditions in each region. The changing climate and oceans impact every aspect of NOAA Fisheries’ mission—from managing fisheries and aquaculture, to conserving protected resources and vital habitats. There is much at risk and we look forward to public input on our draft Climate Regional Action Plans to help mitigate that risk. Your comments will help inform the final plans and our direction forward.

Are Large Cod Hiding in the Gulf of Maine’s Rocky Bottom?

May 02, 2022

The bottom longline survey recently helped answer a critical question asked by both fishermen and scientists about New England’s most recognizable fish. In a new study, scientists have answered a nagging question about research survey data used in stock assessments for Gulf of Maine Atlantic cod. The study suggests that lower abundance, rather than fish evading trawl gear, is the reason our bottom trawl survey seldom catches large cod in the area. “There was a question of whether the large cod were hiding in the rocks where the trawl survey could miss them, and nobody knew the answer,” said marine resources management specialist Jessica Blaylock, a co-author of the study, recently published in Fishery Bulletin. *Was Survey Gear Missing Cod or Were the Cod Just Not There?*

Fishermen raised the question of whether large cod might be aggregating in rocky bottom habitat, thus avoiding detection by the Northeast Fisheries Science Center’s bottom trawl survey. The bottom trawl survey provides valuable measures of relative abundance, rates of population change, and size and sex composition for a wide range of species. However, it is not equally efficient at catching all species in all areas where it operates. This survey samples a variety of habitats between North Carolina and Nova Scotia, but towing the trawl net in rugged, rocky areas is difficult.

Scientists in the Cooperative Research Branch investigated the question by comparing bottom trawl survey data collected by a research vessel to that collected by a bottom longline survey, that is conducted from commercial vessels using hooks that can sample more easily in rocky habitats. Catching a given species depends on whether a fish will be retained by the gear used, as well as the fish’s population size and behavior. When comparing catch results from different gear types, scientists consider how probable it is that a fish will be captured by the gear. Scientists rely on this information to understand how well fisheries survey data represent the population.

A Tale of Two Groundfish
In the study, scientists compared data on cod and white hake (another type of groundfish) in rough bottom habitat of the Gulf of Maine collected by both bottom trawl and bottom longline surveys between 2014 and 2018.

Atlantic Cod
If older, larger cod had indeed moved to hard-bottom locations, that could reduce their availability to trawl survey gear. It would also explain why the survey data reflected an increasingly smaller number of large, mature Atlantic cod. Atlantic cod more than 8 years old have become very rare over the past decade, though the natural lifespan of cod can be more than 20 years. For humans, this would be like not seeing anyone over the age of 30 on city streets.

Our scientists looked at the overlap between the length distributions of cod and white hake from the two surveys in the spring and fall seasons. There was no appreciable difference between catches of cod in the two surveys, with large cod extremely rare in both. Large cod had a similar distribution between the two surveys, and were relatively consistent among sampling years. They were not more prevalent in rough-bottom habitats. This suggests a lower abundance, rather than fish hiding in the rocks, as the reason the bottom trawl survey seldom catches large cod. Commercial landings data also support the absence of large cod in the Gulf of Maine.

White Hake
In contrast to cod, scientists did find differences between the bottom longline and bottom-trawl survey data for large white hake. There was less overlap for white hake than for cod between the bottom trawl and bottom longline survey length distributions. The bottom longline survey detected large white hake on rough-bottom habitats, which shows that longline gear can catch large groundfish not often caught by trawl gear. This suggests that if large cod were present, the gear would capture them. This information also suggests that large white hake may prefer rough-bottom habitat. Scientists already account for the fact that very young or very old white hake are less likely to be caught in the bottom trawl survey gear in the stock assessment models. “We looked for white hake to get a comparison point with cod,” said research fishery biologist Chris Legault, a study co-author. “We saw that the large white hake were indeed being caught on the hooks, so just because we don’t see large white hake on the bottom trawl survey doesn’t mean they’re not there.”

“It’s not exactly a happy story from the cod perspective,” said co-author and lead for the bottom longline survey Dave McElroy, “but it is positive from the white hake perspective. It reflects a better state of the stock for the white hake, and it’s nice to see that there are still big fish in that population.” “We’re always willing to explore hypotheses and admit that we might be wrong. Had we found a lot of large cod in the rocky habitats, I would have been really happy because it would be great news for the species and fishery,” said Legault, “Part of science is being willing to question the assumptions you make and test them with data.”

A Tale of Two Surveys
The Northeast bottom trawl survey is the world’s longest running standardized survey of its kind. It has been conducted in the fall since 1962, and in the spring since 1968. The survey samples the waters from Cape Hatteras, North Carolina, to the Canadian border. At each station, scientists collect a variety of data, including campelks used to estimate abundance, biomass, and size distribution of fish species.

The habitat-focused bottom longline survey is unique because it puts scientists on commercial fishing vessels using gear similar to that used by the industry. From the beginning, it has been a close collaboration between scientists and fishermen. The survey uses 1,000 baited hooks over one nautical mile, and is conducted on two commercial vessels in the spring and fall of each year. The timing of the survey is as close as possible to the bottom trawl survey, so we can compare the data from the different gear types.

Since 2014 the Cooperative Bottom Longline Survey has collected data at 45

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Maine Dept. of Marine Resources

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our state,” said Maine Governor Janet Mills. “On the heels of a global pandemic that has challenged every link in the supply chain, the men and women who harvest, cultivate, process and sell seafood from Maine continue to ensure that the highest quality products find their way to market.” All but two fisheries with reportable landings saw an increase in the per pound value in 2021 when compared to 2020. The biggest increase paid to harvesters was in the elver fishery, which saw an increase of \$1,306 per pound, from \$525 per pound in 2020 to \$1,831 per pound in 2021. Lobster was again by-far the most valuable commercial fishery at \$730,596,022 in landed value in 2021 on the strength of a per pound price of \$6.71 at the dock. Lobster harvesters earned \$2.50 per pound more in 2021 than in 2020. The most recent reported total was an increase from Februarys report due to on-going audits of landings reports. For the second year in a row, soft shell clams were the second most valuable species, with harvesters pocketing more than \$25 million. Maine elver harvesters earned \$16,681,103, placing Maines elver fishery as the third most valuable in 2021. Maine-grown oysters were the fourth most valuable harvested product at over \$10 million on the strength of a twelve cent per pound jump in value. Despite a decline in landings of nearly 5 million pounds from the previous year, Menhaden, a popular bait for Maines lobster industry, earned harvesters \$9.5 million, the result of a 65 percent increase in per pound value. The overall value ranked Menhaden the fifth most valuable fishery in 2021. A 51 percent increase in per pound value compared to 2020 placed Maine scallops as the sixth most valuable Maine fishery in 2021. Harvesters earned a total of \$8.3 million, a jump of more than \$1.3 million over the previous year. “The consistent increase in per pound

value is a reflection of strong demand for the products harvested here in Maines coastal waters,” said Patrick Keliher, Commissioner of the Maine Department of Marine Resources. “This industry has once again proven that dedication to quality pays off, and that the best seafood in the world comes from Maine.” To locate a dealer selling Seafood from Maine, visit <https://seafoodfrommaine.com/>. Reports for all species can be found at <https://www.maine.gov/dmr/commercial-fishing/landings/index.html>

Preliminary 2022 Elver Landings Report Through 6:00 pm May 4, 2022	
Dealers reported buying a total of 9,216.271 pounds out of 9,334.38 available pounds with a reported value of \$19,922,327.00 for average price per pound of \$2,162.	
DMR	Pounds Reported - 7,386.57 Overall Quota - 7,566 Remaining Quota - 179.43
MALISEET	Pounds Reported - 99.70 Overall Quota - 107 Remaining Quota - 7.30
MICMAC	Pounds Reported - 39.03 Overall Quota - 39 Remaining Quota - -0.03
PASSAMAQUODDY	Pounds Reported - 1,071.41 Overall Quota - 1,002.3 Remaining Quota - -69.034
PENOBSCOT	Pounds Reported - 619.56 Overall Quota - 620 Remaining Quota - 0.44
QUOTA TOTAL*	Pounds Reported - 9,216.271 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.

ATLANTIC STATES MARINE FISHERIES COMMISSION SPRING MEETING

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HORSESHOE CRAB MANAGEMENT BOARD

3 May
Meeting Summary

The Board met to consider two items: a progress update on Draft Addendum VIII and an update on a Board tasking to review biomedical mortality and Best Management Practices for biomedical collections.

Staff presented the Plan Development Team’s (PDT) progress and recommendations on the development of management options for Draft Addendum VIII. After accepting the Adaptive Resource Management (ARM) Framework Revision and Peer Review for management use in January 2022, the Board initiated Draft Addendum VIII to consider options for implementation. The Horseshoe Crab PDT recommended the Addendum include a management option to consider adopting the 2021 Revision for setting harvest specifications for Delaware Bay region. This option would incorporate all of the improvements to the ARM Framework recommended in the 2021 Revision, including updated models, software, and state allocations to reflect revised Delaware Bay-origin proportions, as well as the ARM update and revision process. All other aspects of the methodology for determining the allocation of the Delaware Bay-origin harvest would remain the same. The PDT also recommended including two sub- options for rounding the harvest recommendation to protect confidential data that would be used in the model. The PDT will provide a recommendation regarding what would constitute a no action option. The Board supported the PDT’s recommendations, and expects to consider Draft Addendum VIII for public comment in August 2022.

In October 2021, the PDT was tasked with reviewing the threshold for biomedical mortality and developing biologically-based options for the threshold and options for action when the threshold is exceeded. Additionally, the PDT was charged with reviewing Best Management Practices (BMPs) for handling biomedical catch and recommending options for updating and implementing BMPs. To assist the PDT in this task, the Technical Committee (TC) met in April to review Fishery Management Plan history related to the biomedical mortality threshold of 57,500 crabs, recent data, and the BMPs. The TC is not confident that a biologically-based threshold can be established given the lack of population estimates or models outside of the Delaware Bay. However, it will continue to compile information to provide guidance to the PDT. After the Board receives the PDT’s recommendations at the next meeting, it will consider whether to initiate a management action to address biomedical mortality and BMPs.

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

Motions

No motions made.

SHAD & RIVER HERRING MANAGEMENT BOARD

3 May
Meeting Summary

The Shad and River Herring Management Board met to consider updates to American shad habitat plans and Sustainable Fishery Management Plans (SFMPs), review the Technical Committee (TC) report on fish passage prioritization and the Fishery Management Plan (FMP) Review for the 2020 fishing year, receive an update on the status of the 2023 river herring benchmark

stock assessment, and approve a nomination for the Advisory Panel (AP).

The Board considered an update to the American Shad Habitat Plan for the Connecticut River, as well as a new Habitat Plan from Massachusetts covering the Merrimack River. Under Amendment 3 to the FMP, all states and jurisdictions are required to develop habitat plans including information on habitat threats and restoration programs affecting American shad. Most habitat plans were originally approved in 2014 and were intended to be updated every five years but there were significant delays in the development of the Merrimack River plan. The Board approved the presented shad habitat plans.

The Board also considered updates to the New York SFMP for River Herring and the Delaware River Basin Cooperative Shad SFMP. Amendments 2 and 3 to the Shad and River Herring FMP require all states and jurisdictions that have a commercial fishery to submit an SFMP for river herring and American shad, respectively. Plans are updated and reviewed by the Technical Committee every five years. The Board approved the presented SFMPs.

The TC Vice-Chair reported the results of the TC task from May 2021 to prioritize systems with barriers to passage for shad recovery and develop an inventory of available data that would support the development of fish passage criteria. The TC identified Federal Energy Regulatory Commission (FERC) hydropower projects that are a priority for shad recovery efforts and what data are available that could be used to develop passage performance standards for these systems. The report includes recommendations for states to evaluate projects within their jurisdictions and use the FERC relicensing process to improve fish passage

at key facilities.

The Board also reviewed the FMP Review and Report for the 2020 fishing year. In 2020, river herring landings were approximately 2.05 million pounds, which was a 36% decrease from 2019, including a 77% decrease in bycatch landings. However, it was noted that the dramatic decrease in bycatch could be attributable to the elimination of the Massachusetts portside sampling program and potential COVID-19 interruptions in NOAA’s Northeast Fishery Observer Program data. Non-confidential American shad landings totaled 407,179 pounds, a 49% increase from 2019, including a 24% decrease in bycatch landings. Hickory shad landings amounted to 92,023 pounds, a 36% decrease from 2019. The Plan Review Team (PRT) noted that a number of states could not complete the required monitoring under Amendments 2 and 3 due to the COVID-19 pandemic, among some other minor issues with the new compliance format. However, the PRT did not feel that the states should be held out of compliance because of interruptions due to the pandemic. Therefore, the Board approved the 2020 FMP Review, state

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Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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ATLANTIC STATES MARINE FISHERIES COMMISSION SPRING MEETING

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compliance reports, all *de minimis* requests, and the PRT recommendation to slightly alter the format of the compliance reports.

The Board received an update on the 2023 river herring benchmark stock assessment, which outlined the timeline for the assessment and requested nominations for the Stock Assessment Subcommittee by May 20, 2022. The assessment is scheduled to be presented to the Board at the Annual Meeting in October 2023.

The Board considered and approved the nomination of Deborah Wilson of Maine to the Shad and River Herring Advisory Panel.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, at jboyle@asmfc.org.

Motions

Move to approve and accept the American Shad Habitat Plans from CT and MA as presented today.

Motion made by Dr Rhodes and seconded by Mr. Gilmore. Motion approved by consent.

Move to approve the Shad Sustainable Fishery Management Plan from the Delaware Basin Coop and the River Herring Sustainable Fishery Management Plan from NY as presented today.

Motion made by Mr Gary and seconded by Mr. Cimino. Motion approved by consent.

Move to approve Fishery Management Plan Review, state compliance reports, and *de minimis* requests for ME, NH, MA, and FL for American shad and NH, GA, and FL for river herring for the 2020

fishing year:

Motion made by Mr. Keliher and seconded by Mr. Haymans. Motion approved by consent.

Move to approve the nomination of Deborah Wilson from ME to the Shad and River Herring Advisory Panel.

Motion made by Mr. Gary and seconded by Mr. Keliher. Motion approved by consent.

ATLANTIC MENHADEN MANAGEMENT BOARD

3 May

Meeting Summary

The Atlantic Menhaden Management Board met to receive an overview of Atlantic menhaden landings in the 2021 fishing year, consider approval of Draft Addendum I to Amendment 3 for public comment, and review the inclusion of 2020 landings in allocation distributions.

The Board was presented an update on menhaden landings from the 2021 fishing year in anticipation of the annual Fishery Management Plan Review in August. The coastwide total allowable catch (TAC) for the 2021 and 2022 fishing years is 194,400 mt. The total catch in 2021, including directed, incidental/small-scale fishery (IC/SSF), and episodic event set aside (EESA) landings, was approximately 195,092 mt. However, IC/SSF landings amounted to 5,750 mt, which do not count towards the coastwide TAC and is a 9% decrease from 2020. Therefore, non-incidental landings totaled 189,343 mt, which is approximately 97% of the coastwide TAC and a 6% increase from 2020. While bait landings decreased

from 2020, reduction landings increased by 10%.

The Board was presented an overview of the management options developed for Draft Addendum I to Amendment 3. Previous to the Board meeting, the Plan Development Team (PDT) further developed the document according to feedback from the January Board meeting and provided recommendations for the Board's consideration. The first consideration for the Board was to review a proposal from the Commonwealth of Virginia to allow for modified 2020 landings to adjust for 59 vessel days lost to the fishing fleet due to the COVID-19 pandemic. The Virginia proposal presented the PDT with evidence that 2020 landings are atypical of the recent time series. Not all states experienced impacts to their fisheries in 2020, and the impacts were disproportional across states. If the Board was going to allow for adjusted data, then all states should have the opportunity to bring forward proposals. Based on this information, the PDT drafted four options to respond to the request: (1) maintain 2020 landings as they are, (2) allow for all states to propose individual landings adjustments, (3) remove 2020 from the time series and use 2019 as the final year, or (4) replace 2020 with 2021 landings data. The Board voted to approve option 4, which replaces 2020 data with 2021. With this result, the PDT will work to create new allocation tables for the various options in the Draft Addendum and the Board will review the document again at the August meeting.

While the decision to replace 2020 data with 2021 would delay approval for public comment, the Board continued to review the Draft Addendum and the recommendations from the PDT. Draft Addendum I proposes changes to three management topics: commercial allocations, EESA, and the IC/SSF provision. The three topics are interconnected. For example, changes to allocation can affect states' need to participate in the EESA program as well as the volume of annual IC/SSF landings. This dynamic in the manage-

ment program has created additional complexity for the options outlined in the Draft Addendum. Taking into consideration PDT recommendations, the Board made a number of changes to the Draft Addendum during the meeting to reduce the complexity and possible options in the document for public comment. Below is a summary of changes made to the document and items for the PDT to work on further:

Allocation

Replace 2020 data with 2021 in all options in Section 3.1.2.

Remove Section 3.1.1 Option B, which outlined a two-tiered fixed minimum approach with some states starting with 0.01% and others with 0.5%.

Remove Section 3.1.2 Option 4C, which would exclude IC/SSF and EESA landings from the moving average option.

Incidental Catch and Small-Scale Fisheries (IC/SSF) Provision

The PDT should review the definition of trammel nets as small-scale directed gear as opposed to gill nets, which are classified as non-directed gear.

Remove Section 3.3.1 Option 4, which would eliminate the IC/SSF provision and instill a full fishery closure when allocations are met.

The PDT should review Section 3.3.2 Option 3, which would only allow non-directed gears to apply to the IC/SSF provision and if beach seines can be included as an exception to allow for fisheries that do not permit purse seines to utilize the program.

The PDT should consider how to incorporate elements of gear restrictions and trip limits from Sections 3.3.2 and 3.3.3 into management responses in Section 3.3.4 Option 2B.

Remove Section 3.3.4 Option 2A Sub-options 1 and 2, which would establish a 1% catch cap or 1% set aside for IC/SSF landings, respectively, as a management trigger.

Remove Section 3.3.4 Option 2B Sub-option 2, which would create a pound-

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MISC. COMMERCIAL FISHING NEWS

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stations each season in the Gulf of Maine. These include structured habitats that the bottom trawl survey may have difficulty sampling.

TENACIOUS II

Captain Eric Hesse has been fishing since 1984 and has worked on the bottom longline survey from its beginning in 2014. His vessel, the 40-foot Tenacious II, was used for the study. With a master's degree in environmental engineering, Hesse credits his scientific background with his ability to connect scientists and the fishing community. He feels strongly about the sustainability of hook fishing and notes that it produces a high quality fish. "One of the best things about longline fishing is that everything comes up alive," he notes.

"Back in the 1990s, we would readily catch large cod east of Nantucket and George's Bank on hooks. So I think the conclusions of the study are correct. Cod are not shying away into rocky habitats because they're in decline. They're just hard to find," Hesse observed.

"The role I had in this study was gratifying. It was interesting to look at the difference in the way the gear types work. It's satisfying to know that the bottom longline survey can fill in the gaps in these hard-to-trawl areas. It's a further endorsement of the gear type for me."

Eighty-four percent of the bottom longline stations are rough-bottom habitat,

compared with 20 percent to 35 percent for the bottom trawl survey. In particular, this survey provides information on data-poor species strongly associated with structured habitats, such as cusk, Atlantic wolffish, and thorny skates.

"The rocky bottom ends up being more of a blind spot for the bottom trawl survey because the rocks can tear up the trawl gear. The bottom longline survey fills this hole so that we can piece together a whole picture," explained Blaylock.

Value of Cooperative Research

This is the first major publication directly comparing the bottom trawl and bottom longline survey data. The study shows that the surveys help inform scientific advice and complement each other with different gear types. Both surveys investigate questions asked by the fishing industry.

"We work with the same captains consistently, and they provide a lot of input on the survey design: how we set the gear, soak the gear, control for different factors. They think about how the gear fishes a lot, so they have good insight into how to use the gear consistently," said McElroy.

This study highlights that cooperative research between the fishing industry and scientists can strengthen fisheries assessments and management.

What can the fishing community do to help rebuild the cod stock? Fishermen can stay involved in regional council meetings and accommodate fisheries observers to support sound science and management.

ATLANTIC STATES MARINE FISHERIES COMMISSION SPRING MEETING

for-pound payback system as a management response to IC/SSF triggers.

Remove Section 3.3.5, which had options to allow for states to access the EESA before reaching 100% of their allocation.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, at jboyle@asmfc.org.

Motions

Move to approve Option 4: Remove 2020 data and add 2021 data into the Draft Addendum.

Motion made by Mr. Clark and seconded by Mr. Abbott. Motion carries (15 in favor, 1 opposed, 1 null).

Move to remove Option B: Two-tiered fixed minimum approach from Section 3.1.1. in Draft Addendum I.

Motion made by Ms. Ware and seconded by Mr. Clark. Motion carries by consent.

Move to remove Option 4c: Limiting landings used in calculation of moving average from Section 3.1.2 Draft Addendum I.

Motion made by Ms. Meserve and seconded by Mr. Train. Motion carries (16 in favor, 1 opposed).

Move to remove Sub-Option 1: Catch Cap equal to 1% of the annual TAC and 10% exceedance management trigger and Sub-Option 2: 1% set aside of the annual TAC exceedance management trigger from Section 2A: IC/SSF Management Triggers.

Motion made by Ms. Ware and seconded by Mr. LaFrance. Motion carries by consent.

Main Motion

Move to remove Sub-Option 2: Pound-for-pound payback from Section 2B: IC/SSF Management Trigger Response.

Motion made by Ms. Meserve and seconded by Ms. Patterson.

Motion to Substitute

Move to substitute to add Sub-Option 3 if the IC/SSF trigger is tripped the Board must take action to reduce IC/SSF landings and the overage will be deducted on a pound per pound basis in the subsequent year (2 years).

Motion made by Dr. Colden and seconded by Mr. LaFrance. Motion fails (2 in favor, 14 opposed, 1 null).

Main Motion

Move to remove Sub-Option 2: Pound-for-pound payback from Section 2B: IC/SSF Management Trigger Response.

Motion made by Ms. Meserve and seconded by Ms. Patterson. Motion carries (10 in favor, 6 opposed, -1 null).

Move to remove option 4 under 3.3.1 Timing of IC/SSF provision: Full closure when allocation met, no IC/SSF provision.

Motion made by Ms. Fegley and seconded by Mr. Cimino. Motion carries by consent.

Move to remove section 3.3.5: Allow access to EESA at <100% state allocation)

Motion made by Mr. Reid and seconded by Mr. Gates. Motion carries by consent.

ANNUAL AWARDS OF EXCELLENCE

3 May

The Atlantic States Marine Fisheries Commission presented its Annual Awards of Excellence to an esteemed group of fishery managers, scientists, stakeholders and law enforcement officers for their outstanding contributions to fisheries management, science, and law enforcement along the Atlantic coast. Specifically, the award recipients for 2020 and 2021 were Lynn Fegley and Derek Orner for management and policy contributions; Rich Wong, Jimmy and Bobby Ruhle, and a subset of the Atlantic Menhaden/Ecological Reference Points Team for technical and scientific contributions; Greg DiDomenico for outreach and advo-

cacy contributions; and Captain Michael Eastman, Special Agents Chris McCarron and Steven Niemi, and Enforcement Officer Timothy Wilmarth for law enforcement contributions.

“Every year a great many people contribute to the success of fisheries management along the Atlantic coast. The Commission’s Annual Awards of Excellence recognize outstanding efforts by professionals who have made a difference in the way we manage and conserve our fisheries,” said ASMFC Chair Spud Woodward of Georgia. “I am humbled by the breadth and extent of accomplishments of the recipients and am grateful for their dedication to Atlantic coast fisheries.”

Management and Policy Contributions Lynn Fegley, Maryland Department of Natural Resources

It is impossible to overstate Lynn Fegley’s contributions to the Commission and her leadership in interstate fisheries management and coastwide data collection. Her notable accomplishments include work on the implementation of ecosystem-based reference points in the management of Atlantic menhaden; writing and implementing Maryland’s CARES Act Spending Plan; serving as an active member of the South Atlantic State/Federal Fisheries Management Board and subsequently the recently established Sciaenids and Pelagics Management Boards; and leading the discussion to improve accountability in coastwide harvest data standards while Chair of the Atlantic Coastal Cooperative Statistics Program Coordinating Council. Highly knowledgeable about and committed to effective interstate fisheries management and policy, Ms. Fegley consistently shows her dedication to hard work, scientific rigor, and integrity in all that she does.

Derek Orner, NOAA Fisheries

A valued federal partner for many years, Derek Orner has served as NOAA Fisheries’ lead on numerous Commission management boards and committees, including those for striped bass, shad and river herring, and Atlantic menhaden, providing sound advice and guidance on the management of these species. Additionally, Mr. Orner has played a critical role to the ongoing success of interstate fisheries management through his efforts to ensure the Commission and states consistently receive their appropriated funding from Congress in a timely manner. He has a keen understanding of the Atlantic Coastal Fisheries Cooperative Management Act and a strong commitment to state/federal partnership, as exemplified by his contributions to the recently signed interagency Memorandum of Understanding between NOAA Fisheries, the U.S. Fish and Wildlife Service and the U.S. Geological Survey.

Scientific and Technical Contributions Dr. Rich Wong, Delaware Division of Fish and Wildlife

During Rich Wong’s 17-year career with Delaware Division of Fish and Wildlife, he has been a mainstay of the technical committees for a number of Mid-Atlantic species, including bluefish, summer flounder, scup, and black sea bass. Dr. Wong has long been recognized for his strong stock assessment skills, spotlighted recently in his development of the catch multiple survey analysis for the horseshoe crab benchmark assessment which was also used in the 2021 Revision of the Adaptive Resource Management Framework for the Delaware Bay.

Jimmy and Bobby Ruhle

Father and son Jimmy and Bobby Ruhle have been tireless advocates for the commercial fishing industry, while concurrently advancing cooperative/collaborative approaches to fisheries science. With decades

of fishing expertise and knowledge of local fishing grounds, The Ruhles have served on the trawl committees and advisory panels for both the Commission and Mid-Atlantic Fishery Management Council, as well as North Carolina. They are both committed to ensuring the trawl gear used on research surveys promote confidence within the industry. When it became evident that a federal research survey would not be able to sample the nearshore regions, it was Jimmy Ruhle who stepped in to work with state and federal partners to fill the gap and establish the NorthEast Area Monitoring and Assessment Program (NEAMAP) in 2007. NEAMAP has been providing valuable fisheries data ever since and is used in multiple stock assessments.

Atlantic Menhaden/Ecological Reference Points Team of Dr. Amy Schueller, Dr. Matt Cieri, Dr. Jason McNamee, Dr. David Chagaris, Dr. Andre Buchheister, Dr. Kristen Anstead, Dr. Katie Drew, Sarah Murray, and Max Appelman

A subset of members from the Atlantic Menhaden/Ecological Reference Points Team were recognized for their successful completion of two concurrently developed Benchmark Stock Assessments for Atlantic Menhaden and Ecological Reference Points (ERP). While these assessments, particularly the ERP assessment, were many years in the making and involved the contributions of dozens of individuals, this group of people have been instrumental in making the ERP assessment a reality. Through their collective work and leadership, this team of state and federal scientists and ASMFC staff helped to significantly advance the understanding of Atlantic menhaden and its role as an important forage fish. Their efforts have provided the Commission with the tools needed to fulfill its promise to stakeholders to manage menhaden in an ecologically sustainable way. Of special note are the efforts of Dr. David Chagaris and Dr. Andre Buchheister, preeminent experts in the field of fisheries resources, predator-prey interactions, and ecosystem-based fisheries management and models, for their work on the development of the ERP model which is currently being used in management.

Outreach and Advocacy Contributions

Greg DiDomenico, Lund’s Fisheries

Longtime industry advocate Greg DiDomenico was recognized for his outreach and advocacy contributions to fisheries management along the coast. Previously with Garden State Seafood Association and now with Lund’s Fisheries, Mr. DiDomenico has been a tireless voice for New Jersey’s commercial fishing industry at the state, interstate, regional and federal levels. He has been an ever present voice at Commis-

sion and Mid-Atlantic Fishery Management Council meetings speaking on behalf of the needs of commercial harvesters.

Law Enforcement Contributions

Captain Michael Eastman, New Hampshire Fish and Game Department Law Enforcement Division

Throughout his more than 20 year career, Captain Michael Eastman with New Hampshire Fish and Game Department Law Enforcement Division has proven himself as a very capable leader who cares about the officers he works with and the resources he is charged to protect. He is a longstanding member of the Commission’s Law Enforcement Committee, serving as both Vice-chair and Chair to that Committee. He also serves as the law enforcement liaison on several species management boards, including Atlantic herring, northern shrimp, and American eel. His fair and professional approach has earned him the respect of the public he serves. He has led by example and demonstrated for other officers how to become successful through hard work and determination. Captain Eastman’s work ethic and level of professionalism have been assets to both New Hampshire Fish and Game and the Commission throughout his career.

Special Agents Chris McCarron and Steven Niemi, NOAA Office of Law Enforcement

The thorough and relentless investigative efforts of NOAA’s Special Agents McCarron and Niemi ensured the success of two concurrent prosecutions whose illegal activities undermined the integrity of the Chesapeake Bay blue crab industry. The NOAA Office of Law Enforcement received multiple industry complaints regarding the actions of several companies who were accused of selling imported crab meat as Chesapeake Bay Blue Crab. As the Case Agents from the lead agency, Agents Niemi and McCarron coordinated with multiple State and Federal Law Enforcement entities to create and execute the investigative plan. This comprehensive investigation resulted with the companies admitting responsibility for importing over \$8.7 million dollars of foreign crab meat into the U.S. illegally, mislabeled, repacked and marketed the product as Chesapeake Bay Blue Crab. Agents McCarron and Niemi worked tirelessly during their investigations and their work has had a profound and immediate impact on the region’s industry.

Enforcement Officer Timothy Wilmarth

Enforcement Officer Timothy Wilmarth is being recognized for his focus and determination in developing a safe and effective

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WCVTI Boatbuilding Class of 1972 Alumni Reunion

July 30, 2022

LOCATION: Wooden Boat School, Brooklin, Maine
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Dick & Chris Brown to Chair Campaign for KATAHDIN

Dick and Chris Brown to Chair Campaign for the Katahdin
GREENVILLE – The Moosehead Marine Museum has announced that Dick and Chris Brown are Honorary Chairs for a capital fundraising campaign to preserve the Museum’s primary exhibition, the historic wooden steamboat, the Katahdin, the “Kate”. The Keep Kate Cruising Campaign is in the early phase of a \$2 million campaign to replace the boat’s decking and green rail, repair the hull, sea chest and propeller, and establish a reserve fund for future needs.

The Browns are long-time supporters of the Moosehead Marine Museum and have made a generous leadership gift to the organization. They say that they “are honored” to have been asked to serve as Chairs for the campaign for the Kate. The couple have owned Sand Bar Island for 29 years and have

a deep and strong commitment to the town of Greenville, a town they lovingly refer to as “the gateway to the greatest wilderness east of the Rocky Mountains.” Dick shared, “We have always loved seeing the Kate cruise by on the Lake. She is an essential part of the majesty of the region.”

Liz McKeil, Executive Director stated, “We are very grateful and excited to have Dick and Chris step into this important role. We appreciate their generosity and commitment to the Museum and are thrilled to be working with them to preserve the Kate and ensure that she will continue her legacy on Moosehead Lake. Our goal is to keep the beloved vessel cruising for at least the next 25 years.”

The Katahdin was built by Bath Iron Works in 1914 and served first in the Coburn Steamboat Company’s fleet hauling people,



supplies and mail on Moosehead Lake and later for Hollingsworth Whitney and Scott Paper towing log booms in Maine’s logging industry. After being retired in 1975, the Kate was rescued, restored and returned to cruising as an excursion vessel in 1986. Today the Kate attracts more than 7,500

visitors annually to the Moosehead Lake Region and contributes an estimated \$1.5 million to the economy of Greenville.

For more information, please contact Liz McKeil, Executive Director at 207-695-2716 or lmckeil@mmm8.org.

GOLDEN GLOBE UPDATE - 3 MONTHS TO START

Continued from Page 9

prologue on time!

Gaurav Shinde recently completed the paint Party of “Good Hope” in an elegant grey livery and launched late April in Lake Ontario before crossing. He has a long way to go down the St Laurent River before even reaching the Atlantic. With all new equipment and systems, he hopes it all works!

Further south, American Guy deBoer in Florida just launched his “Spirit” on May 2nd with the help of his team and completed his jury rig test, but his many boat modifications are yet untried. He told us “The date may move a day or two but I expect to set sail on June 1st. You should expect me to arrive in LSO by July 5th. See everyone very soon!”

His neighbour Elliott Smith, the youngest entrant in the race is facing overwhelming odds giving himself until the end of May to set sail and be in Europe on time for the start. Like many entrants he needs to complete his jury rig and emergency steering trials. He still has to purchase the required GGR safety gear and is short on sails but is fuelled by pure passion!

For European and UK entries, being closer does not necessarily mean being ready. Several entrants are rushing to get their boats finished on time. 80-year-old

UK Entrant David Scott Cowper was hit by Covid and a shortage of available labour to help his refit. He remains confident of completing it and his 2000-mile solo qualifier just in time.

Finnish entry and 2018 GGR veteran Tapio Lehtinen is heading a double refit in Finland of both his 2022 GGR entry “Astertia”, a Gia 36 and his 2023 Ocean Globe Race entry “Galiana” a Swan 55, at the same time. He will bring both yachts to Les Sables d’Olonne for the start.

Spanish entry Aleix Selles is completing his refit in the Adriatic and will have to multitask, working on the boat while completing his 4000 solo qualifying mileage for the race. He admits he is behind schedule but insists he will be at the start.

With nearly half of the GGR fleet at sea over the next couple of months, the lead into the next edition of the GGR already promises a few adventures even before the start! The time for talking and refitting is just about over.

2022 GGR entrants to date:

1. Abhilash Tomy (43) / India / Rustler 36
2. Aleix Selles Vidal (34) / Spain / Rustler 36
3. Arnaud Gaist (50) / France / BARBICAN 33 MKII (long keel version)
4. Damien Guillou (39) / France / Rustler 36
5. David Scott Cowper (80) / UK / Tradewind 35
6. Edward Walentynowicz (68) / Canada / Rustler 36
7. Elliott Smith (27) / USA / Gale Force 34
8. Ertan Beskardes (60) / UK / Rustler 36
9. Gaurav Shinde (35) / Canada / Baba 35
10. Graham Dalton (68) / New Zealand / Rustler 36
11. Guido Cantini (53) / Italy / Vancouver 34
12. Guy deBoer (66) / USA / Tashiba 36
13. Guy Waites (54) / UK / Tradewind 35
14. Ian Herbert Jones (52) / UK / Tradewind 35
15. Jeremy Bagshaw (59) / South Africa / OE32
16. Kirsten Neuschäfer (39) / South Africa / Cape George 36
17. Mark Sinclair (63) / Australia / Lello 34
18. Matthew Wright (52) / Australia / Rustler 36
19. Michael Guggenberger (44) / Austria / Biscay 36
20. Pat Lawless (66) / Ireland / Saga 36
21. Robin Davie (70) / UK / Rustler 36
22. Simon Curwen (63) / UK / Biscay 36
23. Tapio Lehtinen (64) / Finland / Gaia 36 Masthead sloop

America's Cup News - NYYC

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and longevity of American Magic. We are building the franchise and intend for American Magic to be a regular competitor in the America’s Cup. As a team, we are strongly committed to our goal of winning the America’s Cup and bringing the Cup back to the United States.”

“As a collective team, we are focused on performance to achieve great success,” remarked Terry Hutchinson, Skipper and President of Sailing Operations for NYYC American Magic. “Luis and Jon bring valued experience and leadership to American Magic. Luis has an impressive career in and around the America’s Cup and previously with American Magic in the last campaign. Jon has a colorful background in the sports world and he will do a great job building out the commercialization for the team.”

ic was formed in 2018 by principals Hap Fauth, Roger Penske, and Doug DeVos with the intent of winning the oldest trophy in international sports. The team competed in the 36th America’s Cup in Auckland, New Zealand.

Slingsby was a latecomer to competitive sailing, his passion for excellence catching fire while watching the 2000 Olympic Regatta on Sydney Harbour. But he quickly developed into one of the best sailors in the world, winning multiple world championships and an Olympic gold medal at the 2012 Olympics in London. In the last decade, he’s won major championships in everything from 100-foot supermaxis to singlehanded foiling Moths including being named the 2021 Rolex World Sailor of the Year. He sailed with Oracle Team USA in the 2013 and 2017 America’s Cup matches and won the first two seasons of SailGP as the driver of the Australian Team. He will continue with his role on the Australia SailGP Team.

“People are the most valuable resource for any America’s Cup challenge, and we’re excited to have Tom on our team,” says Terry Hutchinson, Skipper and President of Sailing Operations for NYYC American Magic. “As a previous winner of the America’s Cup, Tom knows what it takes to climb that mountain. He has shown incredible ability in foiling yachts, and his skill and experience will be a tremendous asset for American Magic going forward.”

OLYMPIC AND AMERICA’S CUP CHAMPION TOM SLINGSBY JOINS NEW YORK YACHT CLUB AMERICAN MAGIC

PENSACOLA, FL – Nearly a decade ago, Tom Slingsby helped an American team win the most prestigious trophy in sailing, the 34th America’s Cup. In 2024, he hopes to do it again. New York Yacht Club American Magic is pleased to announce it has signed Slingsby, a 2012 Olympic gold medalist and multi-class world champion, to its sailing team for its pursuit of the 37th America’s Cup, which will be sailed off Barcelona, Spain, in the Fall of 2024.

“I’m extremely excited to return to the America’s Cup arena,” says Slingsby, 37. “The AC75s are remarkable craft, and I look forward to doing whatever I can to help our team in their quest to bring the trophy back to the United States and the New York Yacht Club. We’ve got world-class talent on board the boat and backing us on the shore, I’m proud and excited to be a part of it.”

New York Yacht Club American Mag-

“Having Tom and Paul Goodison, both Olympic Gold Medalists and world champions, driving our AC75 gives us a great competitive position,” says Hap Fauth. “They are fierce competitors who win at the highest level of sailing. Combine this with the world-class team we are building, and I am thrilled with our prospects.”

Slingsby will look to join the team later this summer in Pensacola, Fla., as the NYYC American Magic sets up its training base and begins working toward a victory in the 37th America’s Cup.

ATLANTIC STATES MARINE FISHERIES COMMISSION SPRING MEETING

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enforcement strategy to address the effects of non-compliant offshore, deep set lobster gear on the mortality of the critically endangered North Atlantic right whales and in support of the Commission’s American lobster management program. Enforcement Officer Wilmarth took the idea of using remote operated vehicles from concept to reality and has allowed officers to effectively locate and inspect deep set lobster gear without having to physically retrieve the gear, which has historically posed a variety of problems including the safety of officers conducting the inspections. When deployed, the ROV can detect and record any gear or tag violation from the ocean surface down to the ocean floor to include inspecting tags, escape panels, markings, and compliance with trap limits. Through his hard work and technological innovation on the project, law enforcement officers will now have a safer platform to ensure gear compliance and boost efforts to protect endangered species

such as the North Atlantic right whale.

In addition to the Annual Awards of Excellence presentation, Commission Chair Spud Woodward took some time to honor Laura Leach for her 40 years with the Commission. His speech follows: “Last year, Laura Leach, Director of Finance and Administration, celebrated her 40th anniversary with the Commission. In our 81-year history, no one has ever achieved this milestone! Laura began her career with the Commission as a bookkeeper in 1981 and has held many positions since then including Comptroller, Assistant Director, Council Liaison, and Acting Executive Director over three different periods. You all know her now as our Director of Finance and Administration, a position she has held for at least two decades. Over her career, the Commission budget increased from \$130,000 in 1981 to \$17.5 million in 2021, while staff size increased from just a handful of people in the 1980s to over 75 in our Arlington office and scattered along the coast in a number of our member states. Laura has

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SEA AND PORT.

Kelley & Spear, Bath, are now completing a small three-masted schooner for a Pittston man, and when she is launched will begin work on a 1000 ton schooner with four masts.

Foreign exports from the port of Bangor last week were valued at \$1925.01, and consisted of 72,917 feet pine lumber, 29,581 pounds hay, 1050 pounds iron, 21,258 pounds coal, 122 poles, 300,000 shingles, 24 oars, to Turk’s Island, W. I., by schooner LEWIS A. HODGDON.

The weather at sea for August, as forecasted by the United States Pilot Chart, will be generally fair and exceptionally fine over the North Atlantic. The principal danger will be from West Indian hurricanes, and navigators are cautioned to watch carefully for indications of their approach.

The Bath ship KENNEBEC has been sold at San Francisco by order of the United States court for \$14,000 to H. T. White of Oakland. It is understood that she was bid in for the eastern owners. The vessel was sunk at San Pedro about one year ago and subsequently raised and brought to San Francisco. Estimated cost of repairs \$25,000.

The big raft will doubtless be safe in port at New York before this issue of The Journal is in the hands of its readers, after a passage of ten days. Five miles an hour was about the average speed, heavy winds and fogs having delayed the latter half of the passage. The raft was somewhat strained but held together in good shape, and the trip is, incontestably a success. It probably establishes the log raft as an institution that has come to stay.

Iron shipbuilding in the United States is enjoying at present a decided boom of no small dimensions. All the great American yards are crowded with work. On the Delaware River the Cramp yard is refusing orders, as they have about \$6,000,000 worth of work on the new government cruisers and about \$800,000 worth of merchant line work on hand, while John Roach & Sons have several millions of contract work, and Neafie & Leavy have all the work they can do.

Foreign exports last week from the port of Portland were as follows: 852,160 feet lumber to Buenos Ayres by ship ANNIE BINGAY; 774,938 feet lumber to Montevideo by bark MEDAS; 388,372 feet lumber to Montevideo by bark LIDSKJALF; and 42,100 onion crates to Hamilton, Bermuda, by bark ELIZA. Among the imports were 2997 cases canned lobster from Pictou, Nova Scotia, to Burnham & Morrill; 4300 railway ties from Moncton, Nove Scotia, to the Boston & Maine Railroad; and 73 cords of wood to order from Port Gilbert, Nova Scotia.

The receipts of mackerel last week showed an advance over previous weeks, and gave signs of an increased catch, though the improvement was temporary at best. Nova Scotia, Prince Edward Island and North Bay fish composed the great bulk of the arrivals, little or nothing being done on the New England coast. Receipts at Halifax were larger than in any previous week this season. From eastern Nova Scotia and Cape Breton about 1000 barrels were landed, and from the westward 600 or 700 barrels. All sold at full prices, \$1300 and over. Five schooners from North Bay landed 600 barrels large mackerel at Gloucester, and despatches now say that scarcely any mackerel have been seen since and a number of seiners have left for home. There are undoubtedly but very few mackerel in the Bay.

The new Inman steamer CITY OF NEW

YORK, which arrived at New York today on her first trip across the Atlantic, is the finest and fastest ship and the largest passenger vessel that ever crossed the Atlantic. She was built in Glasgow, and is 560 feet in length and 425 feet water line, 63¼ feet in breadth, and 42 feet in moulded depth, giving 10,500 of gross tonnage. She drew on her trial trips from Glasgow to Liverpool 23 feet 3 inches forward, and 23 feet 9 inches aft. which is 1 foot less than her draught for crossing the Atlantic. Her horsepower is 18,500 and is equipped with twin screws. She is unquestionably first in the fleet of ocean greyhounds, but how much she can lower the record remains to be shown on a passage when her arrival inport is not delayed by heavy and continued fogs as was the case this time.

The ocean freight market, as reported to The Journal from New York by Snow & Burgess, shipping merchants at 66 South street, retains the buoyant aspect that has been noted of late, so far as petroleum, grain, timber, general cargo, and about all other foreign trades are concerned, and in most instances fuller rates have been obtained during the week. While the freight market has derived its firmness largely from the paucity of handy petroleum tonnage, other forces have contributed to the advance, among them revival in coal, timber, and other trades previously sluggish, but which now afford employment for a good deal of shipping at rates quite as remunerative as those for oil. Meanwhile the grain trade looks much more promising on account of poor European harvest prospects, and we are moreover upon the threshold of the new cotton season. While grain freights [full cargoes] from New York are in abeyance owing to delayed receipts, caused by a break in the Erie Canal, there has been a brisk business and a further advance in rates at Baltimore, and also a moderate movement from the Pacific Coast at higher quotations. The market left off strong, and it is evident that no aggressive force can resist the rising tide of rates for deep water tonnage.

RAILWAY AND STEAMSHIP NOTES.

The Portland Company delivered to the Grand Trunk Railway, Saturday, a new six-wheel switching locomotive, of six tons weight.

Steamer LUCY P. MILLER, of the New York and Bangor line, collided on Nantucket Shoals Sunday in the thick fog with schooner

WILLIAM WILER, of Philadelphia. The schooner lost head-gear and the steamer’s bow was somewhat damaged, but both vessels proceeded.

One of the features of steamer Penobscot is a large black cat which is a great favorite with all on board. It is jet black without a spot of white upon it and is equally prized by officers and crew. On arriving at the wharf, in Boston or Bangor, she is the first to land after the gang plank is thrown out, and makes a bee line for the store house to search for rats. Sometimes it gets out at a river lading and gets left over a trip by not returning in time. The other day when the Penobscot took the passengers off the steamer CITY OF RICHMOND the cat ran across the plank to the latter steamer and was left there when the boats separated. The officers put her in a box, left her at Rockland, and when the Penobscot came up the river Saturday she resumed her place as one of the crew.

Steamer CITY OF RICHMOND, from Bar Harbor for Portland, Thursday night of last week, burst one of her boilers and forty-four passengers were taken off by Steamer PENOBSCOT of the Bangor and Boston line and carried to Boston, whence they were sent to their destinations. The RICHMOND was left at Mosquito Island, where temporary repairs were made on her boiler, the damage being slight, and she proceeded to Portland, where repairs were made at the Portland Company’s works so that she went out on her trip Friday evening. It was an exciting time on the RICHMOND when the fire was discovered, but the passengers were as calm and collected as possible under the circumstances, and the crew worked like beavers in extinguishing the flames. Much

credit is due to the officers and crew of the RICHMOND and also to Captain Ingraham of the PENOBSCOT for his prompt assistance.

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INDUSTRIAL NOTES.

Perry Brothers, lime burners at Rockland, are building a new kiln.

* * * * *

J. Church & Co., of Rhode Island, have leased or bought the Maddocks oil works at Round Pond, Bristol, and are putting in new machinery for the menhaden oil business this season.

Page 3.

INDUSTRIES OF THE NORTHEAST
WARREN, KNOX COUNTY.

The Limerock and other Industries of this Pleasant Town. The Advantages of this Region for Fruit Raising. A Good Place to Build a Railway.

The town of Warren borders Thomaston on the west, and its large and handsome village is located on both sides of the Georges River, about five miles from its outlet into Thomaston Bay. The river is now navigable for yachts, boats and scows to Warren village, and at high water vessels of considerable size can reach the village, as the ebb and flow of the tide there is about seven feet. McCallum Brothers have a steamer and barge in which from 25 to 30 passengers can take a sail to the ocean, and this trip is hugely enjoyed by many people in the summer season.

The waterpower at Warren village is occupied by the Georges Mills Company,

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who have a seven-set woolen mill and a sawmill. they manufacture Scotch tweeds, ladies' dress goods and cheviots, employing 100 hands. Allen, Lane & Co., Boston and New York, are their selling agents. Thomas Walker is the superintendent. The power which formerly ran the powder mills, a quarter of a mile above, has recently been purchased by the Georges Mills Company, together with 115 acres of excellent land. The powder house dam has a head of 20 feet, and probably in the near future some new industry will be established on this excellent power. It will not be the manufacture of powder, as public opinion strongly opposes the idea of having another powder mill so near the village. The shoe factory here is now running very successfully, employing 125 hands. It is leased to Rice & Hutchins of Boston, who run several other factories in Massachusetts. They make in Warren men's, boy's, and youths', and women's, misses' and children's goods. A. C. Burgess is the clerk. Jason Spear, contractor and builder, is now erecting a fine dwelling and two other good houses are now going up. Mr. Spear gets out window and door frames and all kinds of house material.

The Knox & Lincoln Railroad station at West Warren is near the northern border of South Pond and the location of the village which is now growing up there is very picturesque. Near the station A. L. Payson has a steam sawmill and grist mil, and uses up 200,000 of logs yearly in the manufacture of long and short lumber. He likewise manufactures about 150,000 lime-cask heads yearly and runs a cooper shop. He also runs a large variety store in connection with his business. D. O. Wade & Company deal largely in corn, flour, feed, etc. Last year they sold 25,000 bushels of corn. Several new houses were built here last year.

McLoon & Stover, who are now opening some of the lime quarries in Warren, are building a kiln for burning their lime rock near the village. A branch railway lime will run to their kiln, and all of their lime will go over the Knox & Lincoln Railroad. The limerock region in Warren is about two miles north of the station and a railway to bring the rock down could be very cheaply constructed. McLoon & Stover have recently purchased the Dr. Buxton farm, through which the limerock veins run, and have now 22 hands employed in opening a large quarry. They have burnt a quantity of this rock in Rockland and find the lime to be very white and strong and such as will be in quick demand in the market. The kiln which they are now building will have a capacity to turn out from 900 to 1000 barrels of lime per week. They have recently purchased a two-thirds interest in the limerock on the farm of Isaac E. Starrett, which lies on the opposite side of the river from the Buxton farm. The Starrett farm consists of 125 acres and is underlaid by veins of limerock. This is a noted fruit farm. a hundred and ten bushels of strawberries were raised here this season, and on the farm is a young and very thrifty orchard. In due time they will open another lime quarry on this farm. Their kiln at the station will be running Nov. 1.

The home farm of John W. Cutting, west of the Buxton farm, is also on the limerock zone. Mr. Cutting's grandfather, William Kirkpatrick, built a kiln on this farm and burned lime nearly one hundred years ago. A part of this kiln is yet standing, and Mr. Cutting informs us that within a radius of one mile are the remains of eight old kilns, which were used in burning limerock in old times. Mr. McLoon has had 25 years experience in the lime business, and considering the facilities and advantages for conducting the business here, an extensive industry

will without doubt soon be developed, that will be of great benefit to the town and the business of the Knox & Lincoln Railroad. Mr. Cutting has another farm which borders the western side of North Pond, and The Journal representative had the pleasure of looking it over. On this farm is a large and very productive orchard and the hay crop is from 60 to 75 tons yearly. At the boat wharf two boats are kept to let and on the borders of the pond are fine picnic grounds, and cozy little arbors with seas which are very suggestive. On this are 40 acres of old growth wood, mostly oak, and the views about the pond are charming. The stream from South Pond empties into North Pond, which communicates with George's River, White Oak Pond, and Seven Tree Pond, near Union Village. The head of Seven Tree Pond is so nearly on a level with South Pond that the water has been known to run both ways. A steamboat channel could be easily cleared so that a steamer could run to Union Village from South Pond starting within a few rods of the Warren Railway station, at West Warren.

A branch railway could be built up the George's River valley to Union very cheaply, and it has been a wonder to the writer that the people of such a wealthy old town as Union is should be content to get along without the advantages of railway communication with the outside world. Union has a considerable amount of undeveloped waterpower, great attractions for a summer resort, and a high rank among the best farming towns in the state. Such a road would run through the limerock part of Warren, and open up one of the most picturesque and also one of the finest farming sections in Maine. Union village would become the business centre of a large extent of country, and the road would develop a large amount of business for the Knox & Lincoln Railroad. A fine quality of marble can be quarried in the southern part of Union and the charming summer resort spots along the entire line of the road would soon become better known and appreciated.

There are many places in Maine where orcharding may be conducted on a large scale with profit and this limerock region is one of them. Maine apples bring an extra price in the London and Liverpool markets, and the business of raising the best apples for shipping to our own and foreign markets can not be overdone. Instead of having a dozen or more of such enterprising orchardists as Phineas Whittier, at Farmington Falls, we should have hundreds of them. There are thousands of acres of land in Knox county alone, which, if set with the best market varieties of winter apple trees and cared for would be worth in the course of twelve to twenty years from \$300 to \$1000 per acre. What adds so much to the beauty of the landscape as large and thrifty orchards? Warren is an excellent farming town, the soil being stony and productive, but we think that if more attention were given to raising shipping apples the profits of the farms might be greatly increased in years to come. Another limerock farm joining the Starrett farm above mentioned is that owned by Joel Hills. On three-quarters of an acre of land he has raised 90 bushels of strawberries this season. Mr. Hills has also a very productive orchard.

White perch, pickerel and black bass abound in South Pond and North Pond, and the alewife privilege is owned by A. R. Nickerson of Boothbay and Mr. White, the hotel man of Warren. This season they packed 687 barrels and smoked 20,000 barrels beside. White's Hotel, at the village, is well managed and has a good patronage. Pleasant Mountain, which is among the highest in the Camden range, is in the north-

east part of Warren and about four miles distant from the village. This mountain id of easy ascent, and from its top very extensive and charming views amply repay the trouble of climbing. The town of Warren is out of debt and has a tax valuation of \$800,000. The present rate of taxation is 14 mills on the dollar.

Rafting on the Penobscot in the Early Days.

Previous to 1832, writes "D. N.," in The Oldtown Enterprise, the lumber which was driven down the river was rafted at the Argyle boom, erected in 1825, across the river and a few rods below where the Nebraska boom is now situated. This seemed to the owners to be going a long way up the river to get their logs. At that time the logs coming out of the boom were rafted with poles, plugs and lock-downs, which was a slow and expensive process. This led to the study of a more convenient place for a boom and a cheaper method of rafting.

The Legislature of 1832 received a petition signed by the principal lumbermen upon the river asking for a charter to be granted to Rufus Dwinel, to erect a boom at or near Pea Cove, and that the toll for booming and rafting the lumber be fixed at forty cents for each thousand feet, board measure. When the bill was on its passage, at the suggestion of some one an amendment was offered fixing the rate of toll established at that price. Some of Dwinel's friends went to him with the information, but he was so engrossed with a game of cards that he neglected to attend to the matter and the bill as amended went through by default. It was first intended to build the boom at Pea Cove and a pier was partly erected at the second Pea Cove island, which remained there many years, but better counsels prevailed and it was changed to the present location.

Dwinel did not wait for a charter, but began building the boom before the Legislature met, and had nearly completed the work before the charter became a law. Considerable pains was taken to get at the cost of the new method of rafting. Among other things, Ira Wadleigh procured a piece of warp at a shipping store in Augusta, and showed the committee of the Legislature that it took one foot of warp to make a rafting hitch around an inch-square wedge. As if to try the stability of the structure and to show that it was situated in the right place, the next spring, 1832, occurred the highest freshet ever known upon the river, but not a single pier started or was injured. A considerable lot of lumber was carried from the Piscataquis river, which went out to sea, as the water was so high that the sheer boom could not be hung, and while the water remained high several boats and crews were kept at work night and day towing logs by Eber's point into the boom.

How much lumber was rafted that season no one can tell as no record of it can be found. The method of rafting at that time was by running a hawser from the gap down the river, and beginning under it with one mark and so on. This did not continue a great length of time, for General Veazie, who had bought half of the boom, at once brought an experienced man from Lisbon, who soon taught the men the method of rafting now in use. Gen. Veazie gave Dwinel twenty thousand dollars bonus for one-half the franchise and paid half of the expenses thus far incurred in the erection, which amounted to a little more than twenty thousand dollars for the remainder of his interest and thus became the sole owner.

THE HARD WOODS OF MAINE. Among other things wherein Maine

excels all other states is the beauty of her different woods for finishing purposes. This is especially true of her hard woods, says The North Star, and her birch and maple are capable of being wrought into matchless effects in all kinds of interior decorations, in furniture and various articles of beauty and utility. A great hotel in St. Augustine, Florida, one of the most expensive and sumptuous in finish in the country, contains rooms finished with the native woods of thirty-eight different states, and it is said that the room finished in Maine woods excels all the others in the rich effect of its finish. The hard-wood growth of Maine, and particularly of Aroostook, is abundant and perfect, and has choiceness and rarity of quality which ought to give it commercial value, above many of the resources of the state.

The history of the lumber business in this country is a history of surprising discoveries and development. The vast lumber tracts of the Northwest lay for a long time, while the great and bustling towns of the West were building up, with their extent and resources comparatively unknown, and with a very low estimate placed upon their commercial value. It was the accident of discovery, enterprise and development that has made them such a great factor in commerce and industry, and enabled early investors in timber tracts there to realize such enormous fortunes from small investments. The same may be said of Southern forests, which are but just now emerging from obscurity. For years and years they have stood there, large tracts purchasable at almost any price. But enterprise is now turning Southward, and with its other latent wealth the forest resources of the South are fast being swept into the great channel of commerce. And the same rule of progress applies to us.

It is not that there are not innumerable uses in this country for the choice woods of this region, numberless places into which the mechanic's art can fit them with matchless effect, but that they have been remote and beyond his reach. With cheap and ready means for moving such material to the point of demand, and with its growing use and growing reputation, it is soon converted from an almost useless and valueless commodity, an expensive obstruction to the pioneer settler - into an article that can be coined into a large money income. The day must come when Aroostook will reap an income from her magnificent hardwood lumber. It will follow in the line of her cedar, which ten or twelve years ago was almost valueless. Ten thousand dollars then would have bought a man a magnificent estate in cedar swamps, but no one would have hesitated to assert that such a venture had sunk the money beyond recovery. Now such an investment would yield as ample returns as could be asked. Cedar has come unexpectedly to the front and furnished means for a large and distinctive Aroostook industry. Hardwood is bound to become the basis sometime of a still larger and more valuable industry.

Page 4. TO REVIVE AMERICAN SHIPPING.

No organization in the country designed and devoted purely to the furtherance of a special object of national importance with no direct bearing upon the single interests of the association's members has ever maintained so admirable a fight against such formidable obstructions as has The American Shipping and Industrial League in the great work which it is so earnestly prosecuting to excite a generous appreciation in the nation's heart of the importance of the noble industry of shipping, to educate the public mind to an understanding of the real cause of its past and present decline, and to

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set in motion the force of an awakened public sentiment for such measures as any remove the incubus now resting on the shipbuilding industry and render possible its survival and expansion in something more than its old time [????]. Such a work is certainly one of national importance. An extensive merchant fleet as a nursery to train and furnish skilled seamen to fill up the ranks of a navy depleted in time of war, or answer promptly the needs of an expansion in the service made necessary by threatened or actual conflict, has by all nations been found to be an essential bulwark of naval strength. But the impetus given a country's industrial and commercial prosperity by a mercantile navy makes its direct services to every peaceful interest and industry in the country of such value that no industry can be said to equal its public importance and benefit in proportion to the amount of capital engaged and men employed in it.

In the first place there is no sense in letting foreign vessels carry American products to all the markets which they reach at all, as they now do almost altogether. There is no reason why British, Norwegian and German artisans should make that living which American mechanics might exactly as well make by building the vessels which transport American grain, petroleum and manufactures to foreign markets. The American exporter who pays the freight for carrying his goods to market in South America or Europe, pays the wages, not only of the captain and crew of the vessel but of the men who built her, and the interest on her cost, and were this money spent at home instead of abroad just so much would cease to be drafted off from the national wealth. Moreover when American goods are carried in American built vessels the sums expended in their construction will be paid to American instead of to foreign mechanics, and the hosts of workmen employed will be drawn off from other branches of industry and the competition in the labor market will be relieved to that extent.

But the most inoperative demand for a revival of the American merchant marine is found in that great need of the hour, the expansion of American commerce and the invasion of the rapidly growing markets of South America. The balance of trade between his country and our young and growing sister nations below the equator is against us by one hundred millions. South American goods find their best market with us. They have to sell wool, hides, ores, cattle and various other natural productions, and in the infancy of manufactures and the mechanic arts among them they buy their manufactured goods. They buy them in England mainly, although they could buy as cheap and as good manufactures of us, because Great Britain has the inside track of us, having regular steamship mail lines between London and South American ports. The first requisite for building up a commerce is reg-

ular and speedy mail service. The merchant must know when his order will be received and the consignee when his goods will arrive. The gigantic strides which the South American countries are making in population, wealth and industry make the entrance to their markets something worth having, but when the only mail communication between this country and the Argentine Republic is by way of Liverpool, going the entire distance on British share in Argentine commerce is immense and ours inconsiderable.

The American Shipping and Industrial League, whose object is to promote the development and distribution of the products of American labor, by an extension of the Merchant Marine of the United States, and to establish thereby more intimate commercial intercourse with other countries by frequent and direct mail service," with active and energetic members in every state and territory, has done a great work within a few years in forwarding the interests of the American ship. Burdens have been lifted from the ship in various ways, over \$3,000,000 in annual taxes removed, and it is even estimated that for every dollar contributed by ship owners to the work of the League, ten dollars have been saved the ship owner. The condition which now confronts us being what it is, it ought not to be true, as asserted by New York shipping people, that in the operations of the League they have been almost unaided by eastern ship owners. We believe it is not, knowing the share taken by some of them in the work of the League, but Maine people interested in shipping cannot be too forcibly reminded that their direct interest in its revival exceeds that of almost any other section, and should be proportionately represented in the treasury and the work of the Shipping and Industrial League.

While British-built ships do the New World's commerce, British merchants will monopolize as much as they can of that commerce. It is time for a commercial and maritime declaration of independence.

Page 8.

SEA AND PORT.

Schooner STEPHEN BENNETT of Camden has been sold by Carleton, Norwood & Company to New York parties. She is 230 tons and was built in Camden in 1872.

Schooner DORA THORNE arrived at Biddeford Pool July 31st after a three weeks' fishing cruise during which thirty-four sword fish were captured, weighing about 7,000 pounds.

Cyrus W. Field is going to have a sloop yacht of 80 or 90 feet keel built in Bath the coming winter. Mr. Field has seen the SAGAMORE, SAPPHIRE and Mr. Mallett's sloop RESTLESS, and they caused him highly to esteem Bath's abilities in the yacht building line.

Foreign exports from the port of Portland last week were valued at \$84,851.56. Among them were 3,203,681 feet lumber,

12,000 brick, 911,215 feet spoolwood, 16 packages furniture, 1 seine and 2074 cases canned corn. The imports were 1,270 cases canned lobster, 360 tons plaster, and 3,300 railway ties.

The ocean freight market shows the same strength it has been developing and there are no indications of any approaching collapse in the present tide of its prosperity. The supply of both medium and heavy tonnage remains so light and the demand so good and well distributed that there is a little probability of any appreciable decline from present rates, which must still be regarded as moderate when contrasted with those which prevailed during maritime prosperity. The rise may be said to have been strictly obedience to the natural laws of commerce, and due to a revival in important branches of the export trade, with the consequent increase of demand for tonnage, which, by reason of a lengthened period of unremunerative business had become more than usually scattered.

Now that The Joggins, as the New York reporters christened Mr. Leary's big raft, is lying safe in the Erie Basin, it is interesting to know how much he made out of it. Mr. Leary himself talked to a newspaper man as follows: "The total cost of bringing the raft from Nova Scotia is under \$5,000. Under the old system, in order to bring to port the mass of wood you have seen today, I should have been compelled to charter over fifty schooners, at a cost of \$35,000. As the raft stands I value it at \$45,000, but the lumber is not for sale, as I intend to use it in my own business of building piers and docks. I estimate the net gain at ten cents in the dollar. By allowing my customers some of the benefit of this gain I can underbid other contractors and secure the lion's share of the work, and net a handsome profit for myself at the same time. It is my intention of course to float another raft of this kind - probably

in December."

Another ship of Maine that has disappeared. The JOHN T. BERRY, which was abandoned off of Australia the first of the summer, while on her way to Japan with a cargo of oil from Philadelphia, was discovered last month floating a few miles from Fort Stephens, New South Wales. A tug was sent to tow her out of the way of passing vessels, but when near Newcastle she became fast, it is thought by her anchors having caught in the ground, and all efforts to move her were useless. Two submarine mines charged with 400 and 200 pounds of gun powder were exploded underneath. These freed her and she righted herself, but it was soon found that she was sinking, and by the next morning she had foundered in deep water. She was of 1350 tons, and built in 1876 at Thomaston where she was owned.

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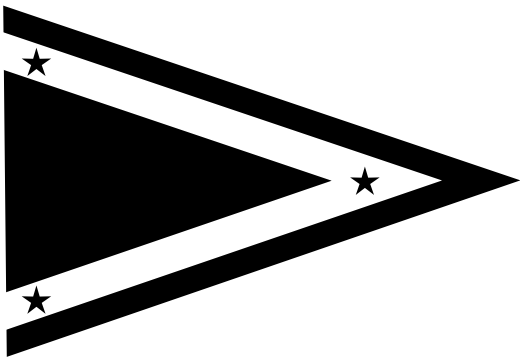
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