

Maine Coastal News

Volume 35 Issue 7 July 2022 FREE

Weather Main Story at First Two Lobster Boat Races



It was a great battle in Diesel Class M(A) between Justin Papkee’s PULL ‘N PRAY and Alan Knowlton’s SEA URCHIN, with SEA URCHIN getting the win.

BOOTHBAY LOBSTER BOAT RACES

Lobster boat racers were asking what happened to spring as the racing season was just weeks away. Several new boats and a number of repowers were waiting for their final details. The biggest worry was could they get what they needed to finish their project. Too many times a boat goes over just before the racing season is to begin with little time to do enough sea trials so she is dialed in.

As we neared the weekend many were looking at the weather forecast and hoping it would change. The forecast called for wind, good size waves and rain and that meant a tough ride to and from Boothbay. Despite the weather Friday afternoon there was 17 boats tied up at Brown’s Wharf and the party was just in the simmer mode. The party heated up and did not end until about 0400.

Boothbay is one of the most popular venues on the racing circuit. It is partly because it is the first race of the season; partly because fishing has not really started; but mostly because it is a social event. Many of those that like to travel around the coast to race love coming to Brown’s Wharf Friday afternoon and joining a number of their friends that they have made over the years. The parties were legendary, but age has quieted the parties down. However, this year I heard that the party lasted until about 0400 when they ran out of alcohol.

Looking around the dock the first new boat I found was Zach Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania], which was launched a couple of years ago. She still looked just like new. Just to her stern was Douglas Blasius’ TWILIGHT II [John’s Bay 46; 803-hp], which was launched last fall. Arriving later that night after a tough ride from Beals Island was Winfred Alley, Jr’s FAITH MELLE [Libby 34; 425-hp Cummins] and Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT]. Both boats were launched less than two weeks before. Another new boat arrived on race day and that was Tom Clemons’ 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar], which he launched back in April.

At daybreak rain was falling and a strong wind was coming out of the NW. It was not looking good regarding turnout. Most knew that many were going to roll over and go back to sleep. Once sign-ups concluded we had 39 boats entered and that meant a quick day. Fortunately, once we started the races the sun slowly came out and the wind died out. So, we had a great day on the water and great racing to watch.

First up was the Work Boat Classes. With no boats in Class A, Class B was up. The dominate boat for the last couple of years was Jacob Noyes’ ZIPPIN’ TOO [Corson 15; 90-hp Nissan] and when the flag dropped, he went immediately to the front

for the win. Ron Pottle’s DELUSIONAL [Corson 18; 225-hp Evinrude] took the win in Class C.

There were just two boats entered in the Gasoline Classes, all in Class C. As they approached halfway it was obviously a close race, but Lindsay Durkee’s BLACK DIAMOND [Holland 32, 454 Chevrolet] had a couple of boat length lead. The other boat was Jim Koehling BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet], which certainly was competitive.

In the diesel classes there were no entrants in Class D, G, L and O. There was just one entrant in Classes A, B and C and they were sent down together. The winner of Class A was Riley Johnson’s LYNN MARIE [Sisu 26; 235-hp Isuzu]; Class B, Ross Branch’s JACQUELINE [F. Lenfesty 38; 130-hp Volvo], the former ROQUE; and in Class C, Adam Kimball’s MISS ATTITUDE [Holland 32; 265-hp John Deere]. Three boats came to the line for Class E and this was going to be a close race between Randy Durkee brought AUDREY MAY [Holland 32; 425-hp Cummins] and Ed Shirley’s MISS KYLEE [Holland 32; 430-hp Cummins]. As they came up the course it was close, but AUDREY MAY had the advantage and then MISS KYLEE slowed and black smoke poured out her exhaust and then white. The black smoke would likely mean a turbo let go and the white may indi-

cate a piston, but hopefully the diagnosis is not too extreme. Last year she suffered an engine failure just before the racing season started and we did not see her until the Long Island races. Diesel Class F also had three boats on the line. Over the winter Winfred Alley, Jr. built a new boat and sold AIDEN MARINER [Calvin Beal 34; 425-hp Cummins] to Mitch White, who renamed her BOUNTY HUNTER. Winfred’s new boat is FAITH MELLE. When the flag dropped at the start both boats were bow to bow with the edge going to BOUNTY HUNTER. It remained this way right to the finish with BOUNTY HUNTER getting the win. Four boats were on the line for Class H and it was no surprise to sea Dean Beal’s MISS NORMA [Wayne Beal 36; 500-hp Cummins] lead the way to the finish line in Diesel Class H. Second went to Travis Otis’ FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] followed by Jason West’s TUNA WISHING [West Bay 37; 450-hp Cummins]. The surprise here was Willie Coomb’s MELYNDA M. [Wayne Beal 36; 500-hp FPT] running slowly up the course. It was explained after the race that the engine coded and would only run at a minimal rpm. It is always a good battle between Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] and Gary Genthner’s LIL’ LISA MARIE [Mus-

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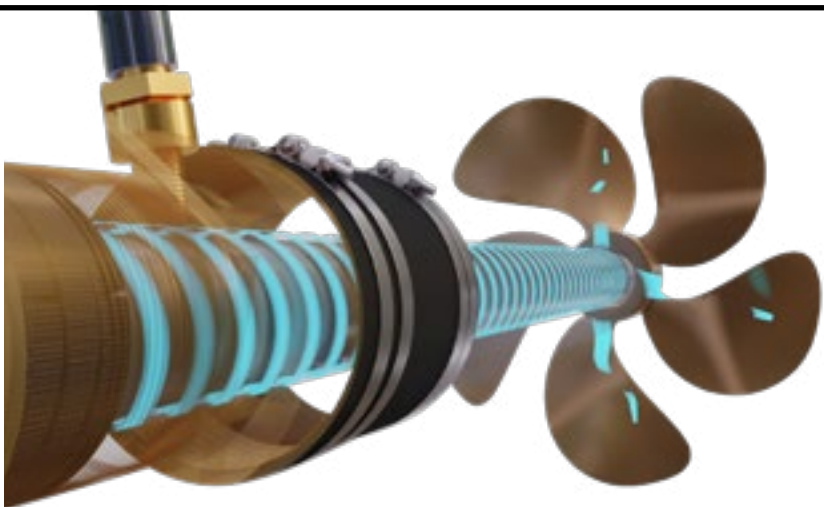
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Publisher's Note

I know that gravity wraps time, but I need to learn how to take advantage of this so I can slow time down. Between the last issue and this one I had six weeks of time. I compiled a list of things I wanted to get done but failed to get even half of them accomplished. I did get the important things done, like having everything ready for the lobster boat races. There is a self-inflicted aspect to the length of this list, because who truly needs all the documentation that I put together for lobster boat racing? I even question some of the files I keep, but some are helpful when I want additional information for compiling the racing articles. One file that turned out to be extremely helpful was the one on racer's history. This includes how each boat has placed over the last 23 years of racing along with the boat's details and history, such as type of boat, builder or finisher, dimensions, engine, gear, and any changes such as name and owners. I really should have collected more data, but many times we are rushed before a race and there is not the time. This list is now over 800 pages and contains over 2,000 boats. One can think that is impressive, but just think how many I do not have. I am betting there is at least another five to seven thousand boats not listed. Since the last issue I have created a separate file and I am now adding in other Maine built boats (as well as some from Canada, those from the west'ard, and ones that were built as yachts). I have also sorted by name and owner and will create another by builder with the hopes that this makes it easy in determining if this is a boat already listed or a missing one. I have argued in the past that we have lost a lot of our boatbuilding history but explained some of that can be retrieved by digging through coastal publications, government records

and personal memories. Just how much can be found is anyone's guess, but I am hoping at least seventy-five percent. There is no question that the economic environment is deteriorating rapidly and many do not think we have reached the bottom yet. Over the last 35 years I have seen some down turns, but this one might be worse than any I remember. Some argue as to the cause, how we can solve the issue and the length of time we will be in this situation. I have been trying to get a feel of the situation asking hotels and restaurants and watching the amount of traffic and it seems so far to be unphased. A friend said I would not see a difference until the credit cards were maxed out. Most feel that the first part of summer may not be affected, but the end and into fall may see a big drop off. This is going to be interesting, especially when winter arrives and people see that first oil bill. We all have heard the plight of businesses trying to find help. Anywhere you go businesses have help wanted signs out and have had to change how they operate due to the lack of employees. How many places do you go by and they are closed due to a lack of help? There are a number of reasons for this issue, but most need to find a solution. What I failed to realize is that a business that does not have enough employees may have a problem creating enough billable hours to survive. I heard from a boat yard that is in this situation. They said that they are not making the bottom line and it was because they did not have enough employees and the outlook to finding any was bleak. This problem was echoed by a several other yards. There is more than enough work, but where are the employees?

MCN's Calendar of Waterfront Events

On-going Exhibits <u>Penobscot Marine Museum</u> Getting Our Bearings Searsport Info: penobscotmarinemuseum.org/ <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 <u>Cape Ann Museum</u> Window on the Marsh Fitz Henry Lane Gallery Gloucester, MA Info: capeannmuseum.org <u>New Bedford Whaling Museum</u> Loomings: Christopher Volpe Turn the Tide, Courtney Mattison 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 'Go A Whaling I Must and I Would': Life Aboard a New Bedford Whaling Vessel New Bedford, MA Info: (508) 997-0046 <u>Mystic Seaport Museum</u> Figureheads & Shipcarvings Mystic River Scale Model	<p>Sailor Made Small Boats Thames Keel Shipbuilding Sentinels of the Sea Voyaging in the Wake of the Whalers Sea as Muse 19th Century Navigation Mystic, CT Info: mysticseaport.org</p> <p>JULY</p> <p>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>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 Info: 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</p> <p>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> <p>6 Eggemoggin Reach Regatta WoodenBoat Brooklin Info: classicyachts.org</p> <p>13 Winter Harbor Lobster Boat Races Winter Harbor Info: Chris Byers, (207) 963-7139</p>	<p>13 SailMaine Festival & Regatta Portland Info: gmora.org</p> <p>13 Annual Classics Race 2 Boothbay Harbor Yacht Club Boothbay Harbor Info: gmora.org</p> <p>14 M. Brackett Lobster Boat Races State Park Restaurant Pemaquid Info: Brent Fogg (207) 350-7163/563-6720 Sheila McLain (207) 677-2100</p> <p>20 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576</p> <p>21 Portland Lobster Boat Races Portland Info: Katie Werner (207) 807-1832</p> <p>28 Camden Solo Challenge Camden Yacht Club Camden Info: gmora.org</p> <p>SEPTEMBER</p> <p>10 Around Islesboro Race</p> <p>15-18 Newport International Boat Show Newport, RI</p>
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Ken Flower of Flower's Boatworks

WALPOLE - One of the notable boatbuilders on the coast of Maine is Ken Flower of Flower's Boatworks in Walpole, which is now run by his son David. What is interesting is the family history in boatbuilding, which dates back several generations.

Just outside the shop they have a 46-foot cruiser about 98 percent complete. They were putting stainless steel half round on her guards and rails, but the problem was getting some of the other items to complete her. Besides the items they are waiting on they have some hydraulics and plumbing to do. David took their 43, made some significant modifications to her and made a one-off hull. Ken added, "It is a nice job. I think he did a better job on that than I did the 43. It is a nice boat, but hopefully we never have to build another one. There is so much time in it and too much room for people to put stuff in."

Inside they have a 38, which will be the next one to go out. She needs to be wired, but that will be a little harder since they could not wait and continued the build. Next her is a 43 they are progressing on.

The 38 outside is covered, but it is about half done. The engine is in as is the shaft, bulkheads and the forecabin with bunk unit. The top is on it, but not attached.

David is the fifth generation. Ken said, "My father, my grandfather, and his father who lived on Long Island. I don't remember his name, but he went out to California to find gold. He found it, put it in two caskets and brought it back to New York and bought half of Long Island, Oyster Bay. I didn't know my grandfather very well. He did the little cruisers. My father went down, my grandfather was in Florida and somebody came in with a new product to build his hydroplanes. He mixed it up, let it harden and says, here is your new boat. My grandfather scoffed he said oh no, no, no you can't build a boat with that stuff. It was fiberglass obviously. He never went along with it so eventually he got out of the hydroplane business and then he got into the business of building small cruisers. My grandfather was a smart guy. He went over to the next couple of counties in Florida and bought a great big piece of land that he knew was for sale right in the middle of a swamp. A few years later, he didn't have to work anymore, it was the middle of Disney World. He did wind up in Europe for a while and helped somebody start up some sort of a line of boats."

Ken's grandfather was very well known for his hydroplanes, which raced all over the country. They were his designs. Ken added, "My knowledge is that the original hydroplane was a high-sided style boat and my grandfather was the one that took and squatted them down and made them into the style hydroplane you see now. At least

he takes credit for doing it. I don't know. My father raced them. He was sick one time and somebody else did and went 48.257 mph with a 9.9 hp Mercury. That was the world record at that time. He was pissed because somebody else got it with his boat.

"My father had a spat down there in Florida with his father," said Ken, "and he came up here and moved in with my Grandma Carver, his mother. I think I was 4, probably about '59. We lived in Rockport that was when he was working for Bob Lane at Penobscot Boat Works. I started going to kindergarten and none of the other kids could go down to the boat shop. I could go down and the other kids followed me. They would be sneaking down I remember one day a guy working there, Deadeye Eaton, was talking to me and pulled his pant leg up and pulled his stocking up and took a tack out of his mouth and he nailed his stocking to his leg. He had a wooden leg. They didn't know that and they ran back up over the hill."

The first boat Ken helped build was with his father when he was about 8 years old. She was a 16 or 18-footer and was built for the owner of the Ingraham Store who had helped the family out when his father was in the hospital by providing food for them.

Penobscot Boat Works built a lot of these runabouts, in fact they were done on a production line. When Ken's father was working there Bob was running the shop.

When asked who taught him the most about boatbuilding Ken quickly said, "Roger Morse. Well, I got hurt, a couple of discs blew out of my back. I had an operation and then nobody wanted to hire me. So, I just kept my mouth shut and I went to work for Roger and Cabot (Lyman) came along and bought the place. I think Roger was there for a little less than a year before he left. I stayed with Cabot, as did Dick Benner and a couple others. Dick Benner also worked at Penobscot Boat Works, with my father. As for Roger, I hated him when I was a kid. I was 18 years old when I went to work there and he used to make fun of me. He'd pick my work apart, but I remember it like it was yesterday. I have never forgotten a thing he taught me. It was a while long ago; Roger and his wife were in the grocery store and I said, "Roger how are you doing?" He says, "I am doing good," and he said, "I hear you are doing pretty good" and he came up and shook my hand. The last thing I remember him saying to me, he said, "Your old man would be some proud of you" and that meant a lot to me."

When Ken was working for Lyman-Morse Boatbuilding they built the moulds for the Seguin 43. He said, "I learned a lot there, mostly from trial and error. We built several of those. I was doing joiner

work and he put me into fabrication. I miss Cabot. I got a lot of ideas from him, especially watching him build that business up taught me a lot about staying in business."

Then a guy called Ken and offered him a job in Massachusetts, at Grave's Yacht Yard in Marblehead. Ken said, "I went down there and managed the production line on two sailboats. That started out great and then they got in a mess financially and that all fell apart. I came back and went to work at Maine Marine. I wasn't going to be there long; I just needed a job to get by that winter then I started doing my own thing."

When Ken was 24, he started a boat-building shop in the Newbert & Wallace yard in Thomaston. He rented building and finished off a couple of Young Brothers boats. Ken added, "I worked for Eric Lee Neilson, that was the old man's son, and we were doing a 57-foot cold moulded Herreshoff. We did that in the old Newbert & Wallace building, but on the ways in the far part of the building. That boat project never got finished. He had some issues and he and his wife wanted to go south so they just packed it up and left. Left everything. I took over some of his work, but I kept my name. I had the old work and I picked up some new work and then my father passed away and when he passed away I kind of lost interest in building boats. I kind of pulled my horns in and I worked for Bruce (Farrin) down here for a few years. I decided I wanted to move on so I changed jobs. I was working for Gamage Shipyard, for Linwood. I am working like a dog, carrying boat stands and I didn't have any interest in doing that. Anyway, I gave him my notice and I came home and I started building boats. I put up a little shed and just started doing a little




Ken Flower

22-footer and I did jobs on the outside. I did that, probably a couple years. Then I put up a building over there. David was 8 years old and he was helping me build it. Got the building up and the work just kept coming and coming. Did very well those years. I was doing 3 or 4 boats a year depending on the style by myself. David was lobstering and diving and he came to me and says I want to come in and help you build boats. He came in and worked for about a year and then we put this place up.


Continued on Page 6

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VIRGINIA Launched at Bath

BATH - On 4 June over 3,000 people gathered in the late afternoon on Bath's waterfront to watch the launching of the replica vessel VIRGINIA. This was the first vessel built in North America at the Popham Colony in 1607. The hope was to build this vessel and launch her for the 400th anniversary, but financial issues delayed the building. Determined to accomplish the goal another group picked up the challenge and completed the mission when just after 1630 VIRGINIA was lifted off the hard by two huge cranes and placed into the Kennebec River.

James Nelson, a noted historian, writer, now head rigger on VIRGINIA, has been involved with this project for the last six years. He said, "I came down and saw the progress they were making, very impressed, and told them that I am not a shipwright but I am a traditional rigger and would like to volunteer. They said, great, we don't have anybody that knows any rigging, you're in charge."

James was working at the Maine Maritime Museum, which is where the Virginia Project first started. He added, "I always kept tabs on what was going on. I was working at the Maine Maritime Museum for a while as the education coordinator there and back then Maine's First Ship had their office in one of the buildings so I was talking to the executive director quite often. The first Board decided to throw in the towel because they couldn't raise the money. Rob Stevens and some others decided to go ahead and try to revitalize the program and did. Originally, they wanted to build it at the Maritime Museum and the Maritime Museum for understandable reasons said we don't want you to start unless you have the money to finish it because they didn't want a half-built ship languishing on their grounds. That was fair, but that is a lot of money to raise in one chunk and they were never able to do it. I always felt that they should just

start building it and raise the money as they go. Ultimately that is what they did and it was very successful. They started building it right here at the Bath Freight Shed. They laid the keel in 2011 but had been doing educational programming before that. They have been able to keep ahead financially all along raising money as they needed it. Construction never had to stop for want of funds. I will be perfectly honest I have seen a lot of these projects come and go, most of them fail and I was a little cynical about the chances of this one at first. It wasn't until I came down and saw the progress that was being made and realize, wow.”

Rob Stevens slated to be the shipwright right from the beginning. James added, "I was working at the Maritime Museum and I was building a replica of the houses they had built at the Popham Colony and Rob was there making spars for VIRGINIA. There wasn't any VIRGINIA at the time, he was just shaping spars as sort of a hands-on demonstration. The economy was not great, they had a hard time raising money and ultimately weren't able to do it, even though they did raise a considerable amount of money. They figured they'd just fold so they closed up the organization and donated the money. Then some of the other folks that were involved, including Rob and Orman Heinze and a fellow named Fred Hill and others, said 'Now wait a minute, this is a worthy project. This is something we should keep going.' So, they formed a new Board of Directors and began this new thrust with the idea of not building at the Maritime Museum just building it as they could. I think the originally idea was to not go for a Coast Guard license but that has since changed."

There have been major donors, but the majority has been small donors. They have also benefited from grants from a number of different organizations. James added, “Some folks gave us a \$250,000 donation



VIRGINIA being hoisted up by two cranes and placed into the Kennebec River at Bath.

for our endowment, so we have a very nice endowment that we don't touch. That is such a blessing because a project like this needs an endowment. That is really the only way they can be viable."

In 2009 they built the shallop, kicked off educational programming and started doing the lofting of the ship. In 2011 they laid the keel, followed by the frames. Then they built the boat house. James said, “When I came by the project in 2016, I believe all the frames were in, the planking was mostly done and again that really impressed me. I hadn’t realized how far along they were on the construction. The hull looked like it was almost done. So, the planking was finished last year.”

As soon as James joined the project he has been working on the rigging. He said, "We spent the past six years building the rigging here inside the freight shed. Fred Gospee made most of the spars, the yards, and the masts. Since then, we have been making all of the components to go on them, what you call dressing the yards."

“It is a big job,” continued James. “Ideally things are really ready to go. A lot

Ken Flower

Continued from Page 5

At the time Ken did not have his own moulds, he was depending on other builders. He added, "So, I built my own. I took a 30-foot South Shore and cut it all apart, put it all back together and I built it down. Kind of like the Northern Bay and that boat went nice that is the 33. We did very well with it. Then we went into the 36 and 38, same idea. We built a few of them, but it seemed people never wanted the same thing. They always want something you don't have. Then we built the 43. That has been okay, I will never get my money back out of the mold.

"I did have the moulds for a 38 South Shore," continued Ken. "I had a deal with Peter Rackliff and every time I built a boat, I had to give him \$5,000. He wanted \$25,000 and then I would own the moulds."

Well, there was an issue with the ownership of the moulds and Ken called Jim Beal, who he knew was interested in them. He came down and picked them right up. Ken added, "That was when I decided to do my own moulds."

Presently, Flower's Boat offers a 33, 36, 38 and the 43. They think they may want to go to a more of a production boat, and then if the customer wants an option, they can have that done at another yard. In today's world it is all about surviving the economic downturn and to do this you make decisions that are financial responsible.

of these yards they already have the sails on them, a matter of just putting them on the ship."

James was working in television industry, which he was not thrilled with, and living in Los Angeles when he was 26. He explained, "I was living on a sailboat and really more and more I just wanted to sail. About this time, I was thinking what I was going to do when I grew up. This replica sailing ship came into the port, a replica of Sir Francis Drake's ship GOLDEN HINDE 1577. They were looking for crew and I thought geez, this is what I have always wanted to do. The idea was I would leave my job, sail for six months, get that out of my system, come back to LA and continue my career in the television business. I was gone for a year, left the HINDE came back to LA sold everything and moved on to the next ship, LADY WASHINGTON in Aberdeen, Washington. That was real fortunate because they were just rigging the ship from scratch so I really learned a lot about rigging. That was really sort of the basis of my education as a rigger. Did work for them for a couple years, got involved in the Tall Ship's Project that went nowhere, then I went and worked on the sailing ship ROSE out of Bridgeport, Connecticut. She was the ship that played SURPRISE in the movie "Master and Commander." I was with ROSE for a couple years and then I decided that writing about sailing would be a lot easier than doing it so I gave up sailing and became a writer. I have tried to keep my hand in it and have been involved in a number of sailing ship projects since. VIRGINIA was just a great opportunity to keep the old skills alive."

How close to sailing are they? James said, "I am hoping that we will be able to go sailing in the beginning of September. The first step is putting up the rigging which is what holds the masts up. I am doing that right now. I am putting in the dead eyes that we use to tension the rigging. Then we will start putting on the ratlines and then we will start taking some of these yards and getting those in place and running the rigging. Then making sure everything works right. It's a little tricky to judge how long it is going to take but my goal is beginning of September we will start sea trials."

They think the sea trials will take place off Fort Popham where they have a little sea room. James concluded by saying, “Her primary mission is always going to be education and we are looking now at exactly how that will work. We are working with summer camps to bring kids onboard, take them out sailing ideally. During the school year hopefully school programs will be going out. Hopefully, we will be visiting maritime festivals, maybe Portland up to Rockland.”

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Robert Alonzo Dyer 1932-2022

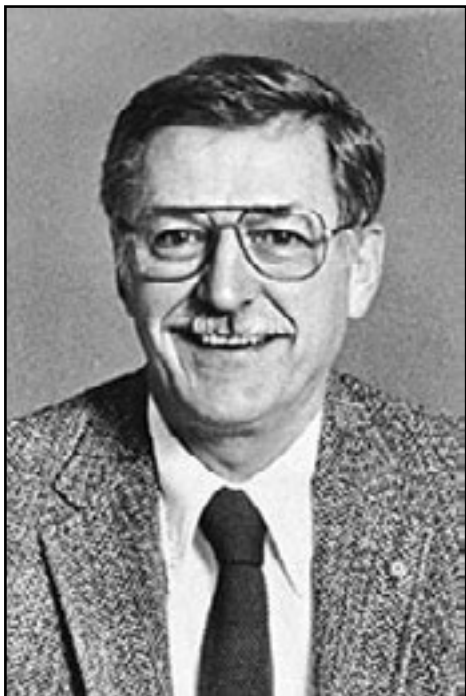
CHEBEAGUE ISLAND – Robert Alonzo Dyer Sr., 90, passed away peacefully on May 14, 2022 at the Island Commons.

Born to Henry L. and Mabel M. (Morton) Dyer. Bob was married to the love of his life Beverly Calder. They spent 69 years together raising their 5 children and enjoying gospel music. Bob's careers included commercial fishing, excavation contractor and the road department. He served on the Chebeague Island Fire Department for many years. Bob was known to build and race boats. He could always be found helping others; he was a friend to all.

Survived by his children, Robert A. Jr. (Debra), Susan D. Campbell (David), Mark H. (Elizabeth), Kristen D. Buxbaum (Donald G.), numerous grandchildren, great grandchildren, nieces, and nephews. Predeceased by his wife Beverly, his parents, siblings Henry Jr., Betty, and Kenneth, son Wayne, and great granddaughter Faith Ginn.

The family sends thanks to the Island Commons, Chebeague Transportation Company, and Chebeague Island Rescue for their time and care.

Memorial donations may be made to Island Commons, 132 Littlefield Road, Chebeague Island, ME 04017.



**Amory M. Houghton
1930-2022**

YARMOUTH – Amory M. Houghton III of Yarmouth died on Tuesday, June 14, 2022 at the age of 92. Mr. Houghton was born in Bangor, the son of Amory M. Houghton Jr. and Margaret Goodhue (Houghton) Wilson. He attended South Portland schools, Hebron Academy and graduated from Cornell University after his military service.

Mr. Houghton did two tours aboard the battleship U.S.S. Missouri as an Enlisted sailor in the U.S. Navy during the Korean Conflict. The ship participated in all campaigns during the first six months of the Korean war.

Prior to attending college, Mr. Houghton married Marla Beith who predeceased him. In May 1989, he married Joan Paradis Fortin.

Mr. Houghton was employed out of state for a few years after college. He returned to Maine in 1961 to work as business/facilities manager for the Portland newspapers. He remained in this capacity for 30 years until he retired in 1991. He also worked part-time for many years at the Maine Tourism Association's Visitors Information Center in Yarmouth.

Mr. Houghton was involved in many volunteer activities during his working years. He was on the Zoning Board of Appeals in the Town of Cape Elizabeth until moving to Yarmouth. He was twice President of the Boys and Girls Clubs of Portland Maine, and was a volunteer at the Maine Maritime Museum in Bath. For a long time Houghton was involved with mental health concerns. He served on the Governor's Mental Health Advisory Committee for several years and was associated with several local mental health agencies.

His last project was compiling a detailed history of the Houghton family shipbuilding firm whose yard was located on land now occupied by the Bath Iron Works. In the yard at Bath, started by Levi Houghton, their first ship was launched in 1819. The family built and operated a fleet of 44 merchant vessels that traveled the world. Their last ship was launched in late 1890. An initial portion of the shipyard property was sold to B.I.W. at the start of World War I with the last half sold at the start of World War II. A large collection of Houghton artifacts and ship paintings from the era of sail resides at the Maine Maritime Museum in Bath.

Mr. Houghton is survived by his wife, Joan; his two sons, Amory M. "Skip" Houghton IV and his partner Marguerite "Peggy" Anderson of Cape Elizabeth and Timothy B. Houghton of Augusta, four stepchildren and their spouses, Michael and Judy Fortin of Herndon, Va., Mark and Rhonda Fortin of Lamoine, Michelle and Thomas Donnelly of Gorham, and Amy and Harrison Flynn of Danvers, Mass. He leaves behind his brother, Peter B. Wilson and his wife Gail of Naples, Fla. and Raymond, sister-in-law, Janet Houghton of Cape Elizabeth and former brother-in-law, Robert B. Beith of Gorham. He also leaves behind several grandchildren, Marla Anne (Timothy) Entwistle, Amory McLellan Houghton V, Abigail Lee Houghton; and great-grandson, Warren. Also, Joan's grandchildren David, Nicholas and Lilah Fortin and Connor and Maeve Donnelly. There are also many nieces and a nephew.

He was predeceased by his brother, John Reed Houghton, the middle brother, who died in December 2019.

Visiting hours will be on Saturday, July 2 from 12-3 p.m. followed by Words of Remembrance at Lindquist Funeral Home in Yarmouth. A private family interment service will take place at the Maine Veterans Cemetery, in Augusta on July 5.

In lieu of flowers, the family suggests memorial donations may be made to either the Boys and Girls Clubs of Southern Maine, 277 Cumberland Ave., Portland, ME 04101 or the Maine Maritime Museum, 243 Wash-

ington St., Bath, ME 04530



**Eliot 'Al' Spalding
1933 - 2022**

FREEPORT – Eliot "Al" Spalding, 89, of Freeport, died peacefully in his sleep on May 6, 2022.

Born in Fitchburg, Mass., he was the son of the late Roland and Esther (Amsden) Spalding. He grew up in Leominster, Mass. and graduated from Leominster High School, after which he studied drafting at the Worcester Trade School and graduated from Westlawn School of Yacht Design. Al was a staff sergeant in the U.S. Army and served with the 1st Division in Germany.

Al was a lifelong summer resident of Bustins Island in Freeport, which inspired his passion for boats: cruising, racing, building, repairing, delivering, designing, and surveying boats throughout the United States and Europe.

His principal occupation was that of naval architect, and his design experience included 15 years with the internationally renowned design firm of John G. Alden, Inc. in Boston, where he achieved the position of chief designer. Al was also resident naval architect and repair supervisor with Harraseeket Marine Service in South Freeport,

and was a principal partner in the design firms of Andel Associates, Marbridge Associates, and Lowell and Spalding. He worked with the design firms of Ted Hood and John Gilbert, served as a marine consultant, and taught courses in naval architecture and marine surveying as well as being an independent naval architect for many years.

Al's design credits include commercial craft, research vessels, fishing boats, passenger vessels, and pleasure craft – sail and power – ranging in length from 8 to 95 feet. He had numerous designs and articles published in national and international publications, and his boats were built throughout the U.S. and in 20 foreign countries.

Al was a banjo player for 28 years with Maine's premier Dixieland band, the Royal River Philharmonic Jazz Band, and he played with various other groups throughout New England. Al's hobbies included model building, travel, barbershop singing, sports, music, and carpentry projects. Above all else, Al loved his family and enjoyed spending time with them, especially on Bustins Island.

Al is survived by his wife, Sue (Crabtree) Spalding; two sons, Sam Spalding and his wife Carrie Lewis of Alexandria, Va., and Andy Spalding and his wife Katelyn of Cumberland Foreside; as well as his beloved granddaughter, Eleanor "Ellie" Spalding of Cumberland Foreside.

Al was predeceased by his sister, Carolyn Lahanas of Harvard, Mass. and is survived by five nephews and nieces.

Celebration of Life will take place on Saturday, June 25, at 12:30 p.m., at the South Freeport Congregational Church, 98 South Freeport Rd., South Freeport, ME 04078.

Donations in Al's memory may be made to the Heritage Radio Society Inc., P.O. Box 414, Yarmouth, ME 04096.

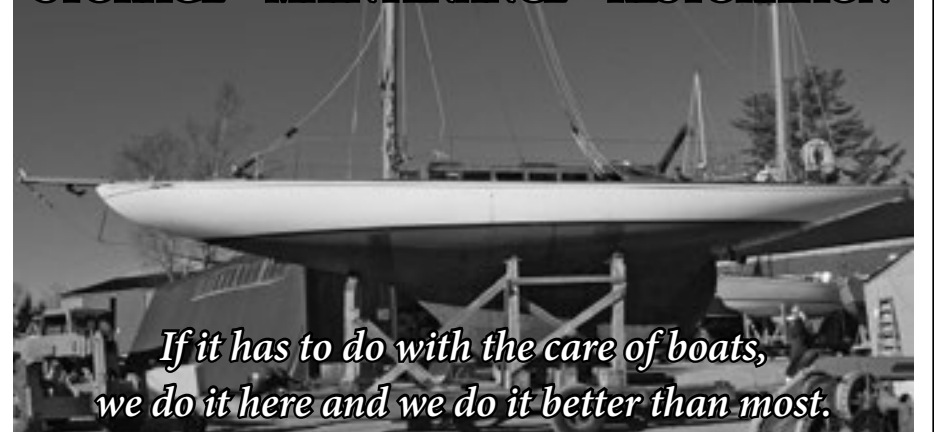


Many thanks to the Maine Coastal News team for their continued support!

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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U. S. NAVY NEWS



USS Frank E. Petersen Jr. Commissions From Julie Ann Ripley

CHARLESTON, S.C. -- The Navy commissioned its newest Arleigh Burke-class destroyer USS Frank E. Petersen, Jr. (DDG 121), May 14 in Charleston, South Carolina.

Secretary of the Navy Carlos Del Toro attended the ceremony. He began by thanking the Petersen family for their lifetime of service to the nation. "All of us join you in honoring Lt. Gen. Frank E. Petersen, Jr." Del Toro also recognized the plankowners bringing the ship to life. "As Secretary of the Navy I contribute all that I can to make sure that you and your families are equipped for the many challenges that lie ahead. That starts with making sure that you have the very best ship that our nation has to offer."

The principal speaker was The Honorable Carlos Campbell, Naval aviator and former Assistant Secretary of Commerce for Economic Development, who served alongside Petersen and relayed stories exemplifying the general's strength and dedication. Recalling Petersen's ethic, Campbell said

"He received a frag wound, he was treated in the field, and returned to combat."

Chief of Naval Operations Adm. Mike Gilday also attended the ceremony. "It's fitting that a name synonymous with service and sacrifice be emblazoned on the steel of this American warship," said Gilday. "Sailors aboard this mighty warship will deploy wherever, whenever needed, with General Petersen's fighting spirit and tenacity, for generations to come."

Gen. David Berger, Commandant of the Marine Corps, also attended the ceremony. "General Petersen was a man of many firsts," said Berger. "There's a saying that ships take on the characteristics of their namesakes, and if that's true, then God help any adversary to ever confronts the Frank E. Petersen, Jr."

Ms. Gayle Petersen, Lt. Gen. Petersen's daughter, expressed thanks on behalf of her family and made a special recognition. "We would not be having this ceremony today if not for a gentleman named Robert Adams. When my dad was shot down in Vietnam he was rescued by Robert Adams." Gayle

continued, "I would like to thank all who had a hand in building this ship, from stem to stern."

Guest speakers for the event included The Honorable Nancy Mace, U.S Rep. from South Carolina's 1st District; The Honorable John Tecklenberg, Mayor of Charleston, South Carolina; Mr. George Nungesser, Vice President of Program Management, Ingalls Shipbuilding.

The ship's sponsors are Mrs. D'Arcy Ann Neller, wife of former Commandant of the Marine Corps, Gen. Robert "Bob" Neller, USMC (Ret.), and the late Dr. Alicia J. Petersen, Lt. Gen. Petersen's wife at the time of his passing in 2015. Dr. Petersen passed away in September 2021. Both sponsors participated in the keel laying, mast stepping, and christening ceremonies.

Mrs. Neller thanked the families. "Our service members can't do what they do without you and your love and support. To the officers and crew. A ship without a crew is like a body without blood. You will all make this ship come alive." She continued. "The namesake of this ship was a warrior. He always went to the sound of the guns; he was always prepared and smart about the risks he took. You all need to be the same. Always be prepared. Work hard and when the time comes, you will be ready to go into the jaw of the tiger."

During the ceremony, USS Frank E. Petersen's commanding officer Cmdr. Daniel Hancock, reported the ship ready. Assisted by Lt. Gen. Petersen's daughters, Gayle Petersen, Dana Petersen Moore, Lindsay Pulliam, and Monique Petersen, Mrs. Neller gave the traditional order to "Man our ship and bring her to life!"

"Our incredible crew takes a great deal of pride in their work. I can find no better warrior namesake than General Frank E. Petersen Jr. None of us who know his story have ever forgotten that we are the heirs of that powerful legacy, and like the General, we have committed ourselves to owning the fight and carrying his torch proudly forward," said Hancock. "I wish to express gratitude and pride. It is my greatest professional honor to serve with each of my crew. I am proud beyond measure."

Lt. Gen. Petersen continues a family legacy of service begun by his great grandfather. Private Archibald (Archie) Charles McKinney enlisted in 1863 and served in the Mass 55th Company E during the Civil War. McKinney's trip home included traveling aboard a steamship, disembarking at the Port of Charleston.

The future USS Frank E. Petersen, Jr. honors Lt. Gen. Frank E. Petersen, Jr. (USMC Ret.). Petersen was the first black USMC aviator and the first black Marine to become a three-star general. Petersen served two combat tours, Korea in 1953 and Vietnam in 1968. He flew more than 350 combat missions and had over 4,000 hours in various fighter and attack aircraft. Petersen passed away in Aug. 2015 at the age of 83.

Retiring in 1988 after 38 years of service, Petersen's awards included the Defense Superior Service Medal; Legion of Merit with Combat "V"; Distinguished Flying Cross; Purple Heart; Meritorious Service Medal; Air Medal; Navy Commendation Medal with Combat "V"; and the Air Force Commendation Medal.

Arleigh Burke-class destroyers are the backbone of the U.S. Navy's surface fleet. These highly capable, multi-mission ships conduct a variety of operations, from peacetime presence to national security providing a wide range of warfighting capabilities in multi-threat air, surface and subsurface.

**Navy to Commission Future Littoral
Combat Ship Minneapolis-Saint Paul**
USS Minneapolis-Saint Paul is the sec-

ond naval ship to honor Minnesota's Twin Cities, although each city has been honored twice before.

The principal speaker is U.S. Rep. Betty McCollum of Minnesota's 4th District. Additional speakers include Governor Tim Walz of Minnesota; U.S. Sen. Amy Klobuchar of Minnesota; U.S. Rep. Pete Stauber of Minnesota's 8th District; Under Secretary of the Navy Erik Raven; Vice Adm. Scott Conn, deputy chief of naval operations for warfighting requirements and capabilities; and Mr. Jon Rambeau, vice president and general manager, Lockheed Martin Integrated Warfare Systems and Sensors. The ship's sponsor is Ms. Jodi Greene, principle at the Mabus Group and former deputy under secretary of the Navy for policy. She will give the first order to "man our ship and bring her to life."

"It is fitting that a littoral combat ship is named for Minneapolis-Saint Paul, honoring the rich history, hard work, and contributions of the people there," said Secretary of the Navy Carlos Del Toro. "I am certain the crew who will man this ship will carry on the legacy of the 'Twin Cities' and will play an important role in the defense of our nation and maritime freedom."

The first U.S. Navy warship named Minneapolis-Saint Paul was a Los Angeles-class submarine launched in 1983 that participated in Operation Desert Shield/Desert Storm. USS Minneapolis-Saint Paul (SSN 708) was the first submarine to carry Tomahawk missiles specifically designed for use in strikes against Iraq during the Gulf War. Having served for over two decades with distinction, the Navy decommissioned the submarine in 2007.

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

USS Minneapolis-Saint Paul will homeport at Naval Station Mayport, Florida.

USS Minneapolis-Saint Paul (LCS 21) Commissioning From by Julie Ann Ripley

DULUTH, Minn. -- The U.S. Navy commissioned its newest littoral combat ship USS Minneapolis-Saint Paul (LCS 21) in Duluth, Minnesota, May 21, 2022.

Rep. Betty McCollum, Minnesota 4th District, was the principal speaker for the commissioning ceremony.

"The strength of America's national security, and the democratic values we hold dear, are being tested today like they have not been in decades," said McCollum. "I can think of no two names that represent that strength more than Minneapolis and Saint Paul. Together we are one team - those who built this fine ship, and those who will serve on her. It is the strength and determination of the American people that is the backbone of our national security."

The Honorable Erik Raven, Under Secretary of the Navy, reflected on attending his first commissioning ceremony. "The Twin Cities represent the Great State of Minnesota's economic, cultural, and political center. The Twin Cities play a significant role in our nation's economic network," said Raven. "Now, more than ever, it is fitting that a Littoral Combat Ship is named Minneapolis-Saint Paul - honoring the legacy of work and contribution of the people whose work ultimately impacts our daily lives nationwide and globally."

Vice Admiral Scott Conn, USN, Deputy Chief of Naval Operations for Warfighting Requirements and Capabilities also attended. "Thank you all for preparing LCS-21 for this day," said Conn. "I recognize how special it is

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U. S. NAVY NEWS

to be together for this milestone, and to spend this day bringing the newest ship in our fleet to life in this way. And more so, to do it in the State of her namesake cities is unique and special.”

The Governor of Minnesota, Tim Walz, also attended the ceremony. “This is a unique opportunity to gather ourselves as Minnesotans, and Americans,” said Walz. “We’re not just a country; we’re an ideal.”

Guest speakers for the event were Jon Rambeau, vice president and general manager of Lockheed Martin Integrated Warfare Systems and Sensors and senator of Minnesota, Amy Klobuchar.

Attendees of the ceremony were Mayor Jacob Frey, City of Minneapolis; Mayor Melvin Carter, City of Saint Paul; Mayor Emily Larson, City of Duluth; Rear. Adm. Casey Moton, Program Executive Office, Unmanned and Small Combatants; Mark Vandroff, chief executive officer, Fincantieri Marinette Marine; Capt. David Miller, Commander, Littoral Combat Ship Squadron 2; Capt. Andy Gold, Littoral Combat Ship program manager, Program Executive Office, Unmanned and Small Combatants; Brian Kriese, deputy officer in charge, supervisor of shipbuilding Bath Detachment Marinette; and Matrons of Honor, Nicole Sunberg and Carly Olsen.

Rep. Pete Stauber, Minnesota 8th District, assisted in placing the ship into commission. The ship’s sponsor Jodi Greene, former Deputy Under Secretary of the Navy, gave the first order to “man our ship and bring her to life.”

“As a crew, you have already proven your strength and determination in getting ready for this momentous day,” said Greene. “You prepared this ship to take her place in the fleet during challenging times. All eyes were on you as you continued to make this pathway.”

Built by the Lockheed Martin and Fincantieri Marinette Marine in Marinette, Wisconsin. Minneapolis-Saint Paul was launched and christened in on June 15, 2019. The ship completed acceptance trials, Aug. 21, 2020, and was delivered to U.S. Navy, Nov. 18, 2021.

“I am incredibly proud of this crew for their dedication to shipmate and ship as we worked toward the commissioning of USS Minneapolis-Saint Paul,” said Cmdr. Alfonza White, commanding officer of Minneapolis-Saint Paul. “We are honored to carry the name Minneapolis-Saint Paul into the fleet.”

Minneapolis-Saint Paul is the second naval ship to honor Minnesota’s Twin Cities although each city has been honored twice before.

The first U.S. Navy warship named Minneapolis-Saint Paul was a Los Angeles-class submarine launched in 1983 that participated in Operation Desert Shield/Desert Storm.

USS Minneapolis-Saint Paul (SSN 708) was the first submarine to carry Tomahawk missiles specifically designed for use in strikes against Iraq during the Gulf War. Having served for over two decades with distinction, the submarine decommissioned in 2007.

LCS is a fast, agile, mission-focused platform designed for operation in near-shore environments yet capable of open-ocean operation. It is designed to defeat asymmetric “anti-access” threats and is capable of supporting forward presence, maritime security, sea control, and deterrence.

Minneapolis-Saint Paul will be homeported at Naval Station Mayport, Florida.

U.S. Navy Releases Command Investigation into the USS Connecticut Grounding PEARL HARBOR — The U.S. Navy has released the command investigation into the USS Connecticut (SSN 22) grounding that occurred on October 2, 2021. USS Connecticut grounded on an uncharted seamount while operating submerged in a poorly surveyed area in international waters in the Indo-Pacific region. The investigation determined the grounding was preventable. Specifically, the grounding resulted from an accumulation of unit-level errors and omissions in navigation planning; watch team execution; and risk management – all of which fell far below U.S. Navy standards.

The investigation and endorsements describes what happened, promulgates lessons learned, memorializes completed corrective actions, documents accountability actions, and delineates pending actions that must be finalized with a sense of urgency. In addition to addressing the unit-level errors that caused the grounding, the investigation highlighted specific areas for improvement in the deployment training and certification process – and the Navy is urgently implementing these improvements across the Submarine Force. This investigation delineates 28 corrective actions, of which 14 actions are complete, 13 actions are in progress, and 1 action is enduring.

In implementing these significant improvements, the Navy will become a more effective fighting force. Given the inherently dangerous nature of Naval operations, we cannot become a risk-averse or zero-defect organization, but prioritizing safety will engender a culture of greater attention to detail in operational tasks, enhanced procedural compliance, and a questioning attitude that constantly seeks improvement – which increases the readiness of our forces and the Navy’s lethality in combat.

Navy Officially Changes Status of 13 USS Indianapolis Sailors Lost During World War II
From From Navy Personnel Command Public Affairs

MILLINGTON, TN - The Navy has officially changed the status of 13 Sailors lost when the USS Indianapolis (CA 35) was sunk in 1945 from “Unaccounted for” to “Buried at Sea,” Navy Casualty announced May 27.

The change in status is the result of extensive research between Naval History and Heritage Command (NHHC), Navy Casualty Office, the USS Indianapolis Survivors Association, the USS Indianapolis Legacy Organization, and the Chief Rick Stone and Family Charitable Foundation. The announcement helps bring closure to the families of these Sailors who lost their lives at the end of a secret mission which helped end World War II.

USS Indianapolis sank July 30, 1945 after being struck by two Japanese torpedoes.

The Sailors whose status changed are: Seaman 1st Class George Stanley Abbott; Seaman 2nd Class Eugene Clifford Batson; Gunner’s Mate 1st Class William Alexander Haynes; Seaman 2nd Class Albert Raymond Kelly; Seaman 1st Class Albert Davis Lundgren; Fireman 1st Class Ollie McHone; Seaman 2nd Class George David Payne; Storekeeper 3rd Class Alvin Wilder Rahn; Ship’s Cook 3rd Class Jose Antonio Saenz; Coxswain Charles Byrd Sparks; Radioman 2nd Class Joseph Mason Strain; Ship’s Service Man Laundryman 3rd Class Angelo Anthony Sudano; Gunner’s Mate 3rd Class Floyd Ralph Wolfe.

Approximately 300 of the ship’s 1,195

Sailors went down with the ship, and some 900 men were set adrift. Only 316 survived. Due to administrative errors, many Sailors who were recovered from the ocean and buried at sea from responding vessels were misclassified as “Missing in Action” or “Unaccounted for.”

According to Rick Stone, who previously served at NHHC, he initiated the USS Indianapolis Burial at Sea Project to determine if any Indianapolis casualties met this criteria. Following his retirement from government service, he established the Chief Rick Stone and Family Charitable Foundation to continue the project and located documentation proving the 13 Sailors were misclassified.

According to the foundation’s USS Indianapolis Burial at Sea Project web page, “recovering a lost Sailor, giving their loved ones and family closure, is the greatest gift we can imagine and the greatest way to celebrate and thank the Sailors who lost their lives aboard the USS Indianapolis.”

“One of my favorite quotes is ‘Poor is the nation that has no heroes but shameful is the nation who, having heroes, forgets them,’” Stone said. “Our foundation will never forget the heroes of the USS Indianapolis and are proud of our role in helping thirteen families learn that the Navy went to great lengths to honor them soon after their deaths.”

Continued on Page 24



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Thanks for the Memories

By Sheila Dassatt

I know what some are thinking when they read the title of this month’s article. This was Bob Hope’s theme song, only his song was “Thanks for the Memory.” It is always a pleasure to receive a pleasant feedback letter when folks read my articles. Last month I wrote about the Wonder Years, which I could actually go on and on about those times, which represented fifty years ago. It is still hard to believe that 1972 was fifty years ago!

Maine Coastal News was so kind and forwarded me a letter that I received from a former Coast Guard light house keeper, who was stationed on Seguin Island between 1971 and 1973. Thank you, Charles, for your kind letter! If I can shed a little joy with a few good memories in this day and age, then I have accomplished a good thing. He touched on the gasoline engines that were used in the wooden boats back then, which made their hum a lot different than the diesel whine. Both are very distinctive and have a good sound when you are out to haul on those beautiful summer days.

I would love to hear from any of you that would like to share some of those memories of the manned lighthouses from back in the Wonder Years. I know that Manana Island also had a distinctive hermit that they shared the Island with. His name was Ray Phillips and he left the hustle and bustle of New York

City to be the celebrated Hermit of Manana Island. He graduated from the University of Maine and became a food inspector in New York in the nineteen twenties. He left there in 1931 to begin his solitary life on the island.

He fished off from Monhegan Island, which in time, was able to purchase one sixth of Manana Island, which was just across from Monhegan. He stated, “In practice I own it all, because the other owners never bother to come.” Ray built a 12 foot by 13 foot dwelling out of drift wood on the side of the cliff facing Monhegan. This “shack” had no electricity but had a battery powered television and radio, which suited him just fine. He would row to Monhegan to buy provisions with his veteran’s pension of \$109 a month and a Social Security check for \$77.

Occasionally, (whether he needed it or not), he would go to Rockland, on the mainland for a motel room, shave and a haircut and a night on the town. He did this twice a year, every June and September. Ray never married and had his pet goose, which was an all white “mean honker“, which was actually his watchdog. He also had a herd of sheep that he brought over. He had one that he bottle fed that had been abandoned by its mother. He called her Eva. So Eva and the goose which he called Donald Duck, followed him everywhere, much like a dog

would.

One night, his oil lamp was not burning, and a neighbor on Monhegan called the Coast Guard to check on him. Ray had crossed to Monhegan in a storm for supplies and slipped on a rock while getting out of his boat. It was so cold that his hands had turned numb from rowing, but he insisted on staying in his shack. His friends did not want him to stay alone that night, but he convinced them that he would be alright. Ray had passed away that night, right there in his hermit shack, exactly where he wanted to be. This all happened in 1975. The only arrangements was that his sister asked the Coast Guard tending the lighthouse if they would keep the goose. Ray’s ashes are buried on Manana Island, which is his final resting place.

You may wonder why I went there with this memory. Well, 1975 was 47 years ago, and a lot of today’s generation probably don’t know much about the Hermit of Manana Island, if they have heard of him at all. These are all little tidbits about local people that we don’t want to have forgotten. I do

know that with my brother, Glenn being one of those Coast Guard men that tended the lighthouse, he mentioned Ray from time to time. Ray was part of that island’s history and was also part of the Coast Guard family that manned the island, (In a sense). They all looked over him and remember Ray and his goose not always getting along from time to time! Guess they were fun to watch on occasion. There is no better watchdog than an ornery goose!

There is a lighthouse museum on Monhegan that you may be interested in. There are more stories and pictures of Ray in this museum and it is well worth stopping by and visiting it. These days are all behind us now and the lighthouses are not manned any longer, they are all automated now in hope that people will continue to maintain their upkeep as they are mostly privately owned now. There is still a lot to be said for people still maintaining a presence on these islands, in case there is still a need for help and assistance. Stop by and enjoy if you can, you won’t regret it!

MAINE DMR NEWS

Body Tentatively Identified as Levi Kelly Recovered on the Penobscot

29 May
ORRINGTON - Maine Marine Patrol Officers and Penobscot County Sheriff’s Deputies recovered a body today at 12:50 p.m. on the Penobscot River in Orrington, tentatively identified by a recovered drivers license as Levi Kelly, 28 of Bucksport.

Mr. Kelly’s body was spotted in the water near the Orrington public boat launch by a recreational boater who then reported it to authorities.

Mr. Kelly had been missing since April 3rd when the body of his wife, Loren Wadas-Kelly, 28 of Bucksport, was found at low tide on the shore of the Penobscot River about a quarter mile below the Orrington boat launch. Their canoe was found on shore in Bucksport the following day.

There was no sign of life jacket use by either victim.

The body will be transported to the Medical Examiner’s Office in Augusta for confirmation of identity.

Matthew Talbot Promoted to Colonel of Maine Marine Patrol



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AUGUSTA - Matthew Talbot, a 21-year veteran with the Maine Marine Patrol has been promoted to Colonel, replacing Jay Carroll, who retired after 26 years of service, including three as Colonel.

“Colonel Talbot has shown great initiative and integrity at every point in his career, as an Officer, Specialist, Sergeant, and Captain,” said Maine Department of Marine Resources Commissioner Patrick Keliher. “I am certain he will provide capable and steady leadership in this new role.”

Colonel Talbot joined the Marine Patrol in 2001 after completing the Maine Criminal Justice Academy’s Basic Law Enforcement Training Program. Talbot holds two associate degrees from Maine Maritime Academy in Small Vessel Operations and from Southern Maine Technical College in Law Enforcement.

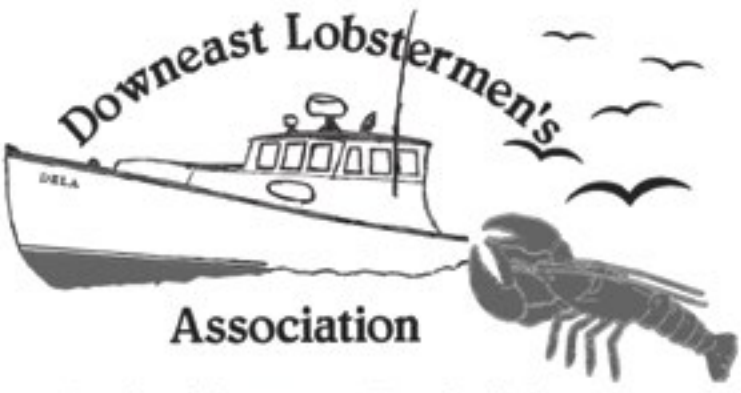
Talbot spent 12 years serving as a Patrol Officer in the Rockland-Searsport Patrol and in 2007 became a Boat Specialist, operating the Patrol Vessel Guardian III. In 2013, Talbot was promoted to Sergeant of what is now Section Three, stretching from Waldoboro to Belfast, a position he held for six years.

In 2019, Colonel Talbot was promoted to the rank of Captain. In this role Talbot was responsible for planning, directing, overseeing, and evaluating all activities within Marine Patrol’s Special Services Division. Duties included oversight of the Bureau’s watercraft and truck fleets, technology and equipment, and several specialty teams including Maritime Security, Firearms, Honor Guard, Whale Disentanglement, and Marine Patrols participation on the State Underwater Recovery Team.

“The Special Services Division is a critical part of Marine Patrols ability to respond effectively to the many different types of incidents that occur on our coastal waters,” said Keliher. “Colonel Talbot made sure that the Division was prepared to respond at all times at the highest level.”

During his career, Colonel Talbot has received the 2006 North East Conservation Law Enforcement Chiefs Association Officer of the Year award, the 2010 and 2016 Maine Marine Patrol Commendation award, the 2013 Maine Lobstermen’s Association Officer of the Year award, the 2016 Maine Marine Patrol Colonel’s Supervisor award, and the 2017 US Coast Guard Certificate of Valor.

Continued on Page 24



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Commercial Fishing News

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

From the Director -

Here we are, starting the season of 2022! Today is also Father’s Day and the first weekend of the Lobster Boat Races. Yesterday was Boothbay and today the race is in Rockland. Best wishes for both, Father’s Day and the boat racers, on this rainy Sunday.

Well, if you were planning to mow the lawn today, now you don’t have too, there’s too much rain going on.

When it comes to giving my report, I was always told to try to make it positive if I can. The good thing is that we are all or soon to be all in the water either fishing or setting gear, waiting for the first big run. So far, they haven’t “hit” just yet, we’re still waiting. This gives us the time that we need to get those traps in the water to soak and settle in. Being at the dock quite often, I have been getting feedback on the links that are supposed to break with a certain poundage of stress on them due to possible entanglement with a right whale. One of the concerns was if they will go through the hauler without shattering, which at this point, I’m hearing that they are doing fairly well. The only exception is if you still have some of the Plante links that were recalled. There have been some problems with those links, but they have been corrected to my knowledge.

When it comes to buying all of these extra products, such as certain types of rope and plastic links, I haven’t seen very many happy faces. This is all added expense and work that makes it that much more difficult for the average fishing family. Imagine, all of that new rope and then you have to cut it up into pieces just to ties knots and/or splice a plastic link into it, then mark it with purple and also green if you are going outside the three mile line. How many whales do you suppose there are swimming around the shallow waters of the islands next to the

rocks? They won’t even fit in that shallow water around the islands, just to be realistic about all of this. I am glad that the notice came out that stated that the Marine Patrol will have some guidance and understanding with this as long as we are putting an honest effort into this. Thank you for that.

Speaking of Marine Patrol, Congratulations to Matt Talbot for his promotion to Colonel! We have worked well with Matt for a long time and wish him well with this new position! He’s definitely generational, as I also remember working with his Dad, Alan Talbot in years past, who was always very helpful. Best wishes!

I would like to mention in my report, that Stephen Rappaport, who has written for years for the Ellsworth American and is now writing for the Commercial Fisheries News, gave D.E.L.A. a very nice mention in his article. He mentioned seeing Hilton at his home, working on his whale ropes to comply with the rules. He also mentioned, which I totally agree with him, is to “get behind the organizations that have put aside deeply-held differences to lead the fight for the industry’s survival. It isn’t a matter of *what* trade group-MLA, DELA, the Maine Lobster Union-someone pays dues to: support the combined efforts of these groups working on everyone’s behalf on whether the lobster industry itself can continue to exist.” Thank you, Steve, this is so true! It was just a year ago that we all signed a combined letter to NOAA concerning this entire issue. We are all working very hard with combined efforts to make sure that this fishery exists for our future generations. I looked at an insert of the graduates in the local area, which shows what they plan to do after graduation and the goals that they have. “I kid you not, not one of them had plans to go into the fishery!” This is an on going concern that I want to be sure and point out to all. Perhaps we need to try to be more posi-

tive about our fishery and stop letting certain groups of activists feed us this gloom and doom. We need to move forward regardless of what we are dealing with! Don’t forget Gettysburg and the story of the 20th Maine boys capturing the hill with the leadership of Commander Joshua Chamberlain. 20th Maine is camped at Castine this weekend if you’d like a little more history about this!

Updates: We had a recent Fisherman’s Forum Board meeting, and voted in hope of having a live Forum for 2023. We are still working on a lot of extra details concerning the Forum, but hoping to move forward.

We tried to have an in person meeting for the windmills, but are turning back to having a remote meeting which is scheduled for June 28, from 5 - 7 pm. We will be going over draft feedbacks from members concerning the wind situation. We have two different industries involved here, the shipping industries and contractors see job opportunities and are getting the possibilities lined up, while the fishery is still testing the waters for possible concerns with lobster mortality, fish, birds and so on. We are still working on this to be best of our ability. Please join us if you would like to help.

Please consider joining and helping us to support the industry! The forms for DELA are in the Maine Coastal News and we are always available for comments or concerns.

Membership includes receiving the Maine Coastal News in the mail as well as various membership discounts. Most of all, we are available for representation and will

listen to your concerns.

Most recently, we have been working with the safety of our young student apprentices. Here in Stonington, there has been great strides of safety promotion with the leadership of the Island Fishermen’s Wives, Eastern Maine Skipper’s Program and the YMCA in Blue Hill. We hope this will also become part of more coastal communities. So we are looking to the future with a positive outlook, please join us!

Take care and stay safe, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA Fisheries Releases its Streamlined Fisheries of the United States 2020 Report

NOAA Fisheries provides improved access to fisheries data via updated online tools and streamlined report.

In 2020, our nation and the commercial and recreational fishing industries faced unprecedented challenges in the face of the COVID-19 pandemic. Virtually every part of the fishing industry experienced impacts in some form and information on the fishing industry is even more important than ever. The Fisheries of the United States 2020 report highlights how NOAA, the regional fishery management councils, and our stakeholders worked together to answer the challenge of COVID-19 while ensuring the sustainability and economic stability of our nation’s fisheries.

This year we’re showcasing a new streamlined report with additional online data and a brand new highlights page. As always, the report provides a snapshot of commercial and recreational fishing data. The new dual platform offers high-level numbers and engaging graphics as well as in-depth information for a deeper dive into the data.

“These transformative tools will improve access to the important fisheries data that is relied upon by so many in the fishing community,” said Dr. Jon Hare, Acting Director of Scientific Programs and Chief Science Advisor for NOAA Fisheries. “I’m proud of our team in meeting the challenges of the past few years and continuing to provide this critical information.”

Commercial Fishing

U.S. fishermen at ports in the 50 states landed 8.4 billion pounds valued at \$4.7 billion in 2020. These numbers indicate decreases in landings and value compared to 2019. However, they show that U.S. fishermen faced the challenge of a global pandemic and still provided the nation with nutritious, sustainable seafood.

Dr. Hare highlighted the importance of our ports, nothing that “U.S. ports remain an integral part of vibrant and resilient coastal communities. Congratulations to Dutch Harbor, Alaska, and New Bedford, Massachusetts, as they top the ports list for volume and value. This continues a more than two decade trend driven by landings of pollock for Alaska and value of sea scallops in Massachusetts.”

Other highlights from the commercial fishing sector include landings of 3.2 billion pounds for the nation’s largest commercial

fishery, walleye pollock, valued at \$420 million. The five highest value commercial species categories are: Crabs (\$584 million); Lobsters (\$563 million); Scallops (\$488 million); Salmon (\$478 million); Shrimp (\$435 million); Alaska (walleye) pollock (\$420 million).

Recreational Fishing

The recreational fishing industry, along with its associated businesses, continued to provide Americans with engaging recreational opportunities.

In our recreational fisheries, U.S. anglers took nearly 200 million trips in 2020. These recreational anglers caught an estimated 1 billion fish and released 65 percent of those caught. The total recreational harvest was estimated at 343 million fish weighing more than 353 million pounds. The top six recreational U.S. saltwater species ranked by harvested weight were: Yellowfin tuna; Blue runner; Striped bass; Red snapper; Bluefish; and Spanish mackerel.

Foreign Trade

We live in a global marketplace with a robust and interconnected supply chain which saw the U.S. import \$21.4 billion worth of edible seafood products. Top imported products were shrimp, salmon fillet, whole salmon, whole tuna, and canned tuna.

Overall, shrimp remains the most valuable import accounting for 27 percent of the value of total edible imports. The United States also exported 2.4 billion pounds of seafood valued at \$4.4 billion. The top valued exports were: Whole or eviscerated salmon (primarily sockeye); Whole groundfish; Surimi; Lobster; Caviar and roe; and Crab and crabmeat.

NOAA Releases Two Key Reports, Status of Stocks and Fisheries of the United States

U.S. fisheries held steady in 2021, with more than 90 percent of stocks not subject to overfishing and 80 percent not overfished.

NOAA Fisheries released two flagship reports—the 2021 Status of Stocks report and the 2020 Fisheries of the United States report.

“These reports help capture our shared and continued commitment to sustainable fisheries management in the U.S. as we continue to make progress in rebuilding and ending overfishing on stocks and work to increase the economic impact of our fisheries,” said Assistant Administrator for NOAA Fisheries and NOAA’s Acting Assistant Secretary for Oceans and Atmosphere, Janet

Coit. “They also reflect the responsibility we have to understand and mitigate the impacts of climate change on our coastal and marine resources, all while trying to build healthier and more resilient ecosystems.”

Status of U.S. Fisheries

Our annual Status of Stocks report highlights our collective efforts to rebuild and recover U.S. fisheries by providing a snapshot of the more than 460 stocks we manage. This year’s report shows continued progress in science and management for U.S. fisheries. A few highlights from the report: In 2021, U.S. fisheries held steady with more than 90 percent of stocks not subject to overfishing, and 80 percent not overfished; The number of stocks on the overfishing list also held steady at 26, and the number of overfished stocks slightly increased to 51, up from 49.

Fisheries of the United States

Our annual Fisheries of the U.S. report focuses on the economic impacts of fisheries. This year’s report presents information using an exciting new digital format which helps engage readers in different ways—from those who favor graphics to those who want raw data. A few highlights from the report: U.S. commercial fishermen landed 8.4 billion pounds valued at \$4.7 billion, while recreational anglers caught an estimated 1 billion fish and released 65 percent of those caught; Landings for fish in the U.S. were down 10 percent, likely due to the impacts of the pandemic; Top ports for volume and value in 2020 were Dutch Harbor, Alaska, and New Bedford, Massachusetts, respectively.

“The numbers presented in these reports highlight the work that our agency, the eight regional fishery management councils, and our stakeholders accomplished together to answer the challenge of COVID-19 while ensuring the sustainability and economic stability of our nation’s fisheries,” said Coit.

Great Meadows Marsh Project is Restoring Salt Marsh Habitat and Building Resilience in Coastal Connecticut Restoration of nearly 40 acres of salt marsh and other coastal habitats will help Great Meadows Marsh in Long Island Sound respond to sea level rise. The effort is supported by funding from three pollution cases in Connecticut.

Funding recovered from three pollution cases is supporting restoration of nearly 40 acres of salt marsh and other coastal habitats at Great Meadows Marsh. The marsh is located in the Stewart B. McKinney National Wildlife Refuge in Stratford, Connecticut.

Through this effort, NOAA and partners are strengthening the climate resilience of this important coastal ecosystem.

Great Meadows Marsh lies immediately west of where the Housatonic River meets with Long Island Sound. Most other salt marshes in Connecticut, as well as many marshes along the Atlantic coast, were historically ditched to eliminate disease-carrying mosquitoes. Great Meadows Marsh, however, is home to the largest remaining expanse of unditched salt marsh in Connecticut. The unditched condition of this marsh provides a healthier and more functional habitat overall.

Salt marshes provide habitat for fish and wildlife, trap pollution, and reduce damage from storms and flooding—important benefits for local communities. The Great Meadows Marsh restoration effort will provide important habitat for fish, including spawning and nursery habitat for forage fish like Atlantic silverside, mummichog, and Atlantic menhaden. It will also help build the ecological resilience of the marsh to respond to increasing sea level rise.

As part of the restoration effort, NOAA and partners are excavating soils from the site and placing them in areas of the marsh that are currently too low in elevation and degrading. Partners are also constructing tidal channels, removing invasive plants, and planting native marsh vegetation. Combined, these efforts will increase salt marsh area, elevation, and function, helping to build a more climate-resilient marsh. Monitoring by the University of Connecticut is underway to help partners keep track of how well the project works. It will help them determine whether changes may be needed to further improve the health and functioning of the marsh.

Restoring Habitat After Pollution

Through our Damage Assessment, Remediation, and Restoration Program, NOAA protects and restores natural resources harmed by oil spills, releases of hazardous waste, and vessel groundings. We work alongside state, tribal, and federal agencies—called Trustees—to assess damages to resources, hold the responsible parties accountable, and restore the natural resources. The restoration at Great Meadows Marsh is supported through funding recovered from three pollution cases: Lordship Point Gun Club, a former skeet shooting range in

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Stratford, Connecticut; Raymark Industries, a former car parts manufacturer in Stratford, Connecticut; Housatonic River, a former General Electric industrial facility in Massachusetts that released contaminants to the Housatonic River, including Connecticut.

Although different natural resource damage cases, the three contamination sites were close to one another and resulted in injuries to similar natural resources, so the Trustees focused on restoration as one large project and at a single location. This combined restoration leveraged case funds, supplemented by other grant funds, to implement a larger, more impactful project than if the restoration activities were completed separately.

As the lead Trustee, NOAA led the preparation and completion of the restoration plan approving the projects in 2019, as well as overseeing the design and permitting. We've led restoration planning for the Lordship Point Gun Club and Raymark Industries cases since 2005. In addition, we secured supplemental funds from the Housatonic River Trustee Council through a 2013 funding decision.

NOAA fostered a strong public-private partnership for this restoration effort. We have worked collaboratively alongside Audubon Connecticut, the U.S. Fish and Wildlife Service, and the State of Connecticut Department of Energy and Environmental Protection. We assisted Audubon Connecticut in preparing grant applications to leverage settlement funds. We also successfully secured an additional \$3 million in grants for scaling up the construction and providing construction oversight. Supplemental funding from USFWS is also supporting construction and monitoring of the project.

Muskegon Lake Nears Recovery After Years of Restoration

Through a multi-year partnership with the Great Lakes Commission, NOAA has helped restore what was once one of the Great Lakes region's most degraded areas.

For decades, Michigan's Muskegon Lake was considered one of the most degraded areas in the Great Lakes region. NOAA and the Great Lakes Commission have partnered since 2008 to restore habitat and improve water quality in the area. With much of this work nearly finished, Muskegon Lake could soon be removed from the list of Great Lakes Areas of Concern. This May, NOAA and other partners will celebrate a significant milestone where all management actions necessary to remove the AOC designation are now complete.

History of Pollution

In the late 1800s, Muskegon was home to many different industries, including lumber mills, chemical companies, foundries, a coal-fired power plant, and a paper mill. Over time, these industries filled in the shoreline of the lake and contaminated the water and sediment with compounds such as mercury and polycyclic aromatic hydrocarbons. This resulted in habitat loss and degradation, water quality concerns, and declines in fish and wildlife populations.

In 1987, Muskegon Lake was listed as a Great Lakes Area of Concern, one of 43 "toxic hot spots" in the United States and Canada. Designation as an Area of Concern is based on a list of "beneficial use impairments." These factors indicate how a waterway's poor conditions are affecting the environment, human health, and the local economy. Local, state, and federal partners work to restore an Area of Concern by addressing its impairments. Once all a waterway's impairments have been addressed, its designation as an Area of Concern can be removed, a

process known as "delisting."

Comprehensive Restoration Efforts

NOAA works through the Great Lakes Restoration Initiative to implement habitat restoration throughout the Great Lakes region, including in Great Lakes Areas of Concern. Through the initiative, we have provided funding to the Great Lakes Commission to support several habitat restoration projects in the Muskegon Lake Area of Concern. These projects, overseen by the West Michigan Shoreline Regional Development Commission, include: Veterans Memorial Park. Partners restored more than 15 acres of habitat and more than 6,000 feet of shoreline at this community memorial park. The work also included removing more than 40,200 metric tons of sediment and replacing an aging water control structure to allow for fish passage. Lower Muskegon River. Partners are working to remove three dikes from a former celery farm to help reconnect nearly 58 acres of wetland habitat with the Muskegon River. Muskegon Lake Nature Preserve. Work in progress at the Muskegon Environment, Research, and Education Society's Muskegon Lake Nature Preserve will restore nearly 8 acres of wetland habitat. Former Amoco Site. Restoration underway at the former Amoco oil distribution terminal is expected to restore 9.8 acres of habitat and 575 feet of shoreline, and remove 1,700 feet of concrete wall surrounding the property. Heritage Landing. Strong storm events during record high Lake Michigan water levels led to damage and erosion at this site in 2017. Restoration and repair work improved habitat for fish and wildlife and will help prevent further erosion in the future. Bear Creek. This project reconnected more than 36 acres of coastal wetlands, improving water flow and fish passage to Muskegon Lake. Work also included removing roughly 120,000 cubic yards of sediment that contained harmful levels of phosphorus. Mill Debris Removal. This project removed more than 300,600 metric tons of logging-era sawmill debris from four different sites in Muskegon Lake. Restored open water and lake bottom habitats are expected to benefit lake sturgeon and other aquatic life.

NOAA and the Great Lakes Commission are also supporting ecological monitoring for many of these projects, which is being conducted through the Grand Valley State University Annis Water Resources Center.

In addition to our restoration work through the Great Lakes Restoration Initiative, NOAA selected Muskegon Lake as one of our ten Habitat Focus Areas. We also invested \$10 million into habitat restoration in Muskegon Lake through the 2009 American Recovery and Reinvestment Act.

A 2011 study determined that, over 15 years, the Recovery Act funding we invested in Muskegon Lake restoration will result in a 6-to-1 return to the local economy. A 2020 follow-up study confirmed those projections, finding that habitat restoration in Muskegon Lake is improving area property values and boosting recreational opportunities for the surrounding community.

Combined, our many efforts in the Muskegon Lake region are helping to restore this important ecosystem and support Great Lakes fisheries and communities.

The Northeast Aquaculture Conference and Expo: Well Worth the Wait

The long-awaited 2022 Northeast Aquaculture Conference and Exposition and Milford Aquaculture Seminar brought more than 500 aquaculture industry leaders, scientists, and ecosystem managers to Portland, Maine, in April.

After two pandemic postponements, the long-awaited Northeast Aquaculture Conference and Exposition and 41st Milford

Aquaculture Seminar was held April 27-29 at the Holiday Inn by the Bay in Portland, Maine. More than 500 aquaculture industry leaders, scientists, and ecosystem managers gathered for the biennial meeting, representing 20 U.S. states and six countries. More than 130 growers attended, along with nearly 60 students. NOAA Fisheries was a sponsor of the meeting. The energy and enthusiasm for all things aquaculture was palpable in Portland.

"The industry is growing and it's exciting to see the number of young folks getting involved, which bodes well for the future," said Bob Rheault, Director of the East Coast Shellfish Growers Association. "I continue to be awed by the pace of innovation, and

the creativity of our community."

Conference Highlights

During the opening plenary, NOAA Office of Aquaculture Director Danielle Blacklock introduced several new resources available to growers and the public. These included: Interagency Aquaculture Regulatory Efficiency Plan and Science Coordination Plans; State-by-state permitting inventories; and New federal aquaculture permitting guide.

She also gave an update on Aquaculture Opportunity Areas, defined areas that NOAA is evaluating for potential commercial aquaculture suitability. NOAA has

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Boat And Ship Yard News



Winfred Alley, Jr. new boat FAITH MELLE [Libby 34; 425-hp Cummins].



Another new boat, just a couple of weeks old was Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT], which took second in Diesel Class N at the Boothbay Harbor Lobster Boat Races.



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**Dana Beal
Addison**

Inside the former Uncle Bunk's Boat Shop in Addison, Dana Beal was finishing off a Libby 41 for himself. The hull was built by East Side Boat in East Machias and arrived at the shop early spring. The hull had the stringers, half of the bulkhead and crash bulkhead already glassed in place. The engine (1,000-hp 16-litre FPT) and running gear (ZF500 to a 2-inch shaft and a 30 x 35-propeller) were all in place so Dana with the help of Winfred Alley, Jr. began building what was going in

under the platform. They put a 200-gallon fuel tank under the platform. Down forward there was nothing yet, but she was all gel coated. Mike Melicon of Perry did the hydraulics. Shawn Alley has done the wiring, which is a little more complicated since she has a 12- and 24-volt system. There was not much left to do. Kennedy Marine Engineering needed to come in and finish the engine hook up. The only worry is whether the propeller will arrive in time. It was scheduled to, but we all know how the supply chain has been.

Dana did keep his former boat RIGHT

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Boat And Ship Yard News



Another new boat, launched in April, was Tom Clemons’ 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar] competing here at the Boothbay Harbor Lobster Boat Races.

STUFF [Libby 34; 500 hp Cummins]. He was hoping to bring both to Boothbay, but logistics may not work. If push comes to shove and the new boat is turning what she should he will bring her.

Before Dana’s boat was in the shop Winfred Alley took delivery of a Libby 34, which he finished out for himself. His former boat was a Calvin 34, which was actually the plug. Unfortunately, she would crack and every winter he had to make repairs. He got tired of doing this and ordered a new Libby 34 from East Side Boat. The new boat is powered with his old engine. When the new boat was done, she came out of the shop to make room for Dana’s 41.

Dana’s grandfather was Clinton Beal, who was a well-known boatbuilder on Beals Island. Unfortunately, he was done building in the late 1960s. The last keel boat to come out of his shop was LITTLE DARLIN’ [Clinton Beal 25’; 460 Ford], which Dana raced

for a number of years.

**C. W. Johnson, Inc.
Harpswell**

Inside the shop was MEAN KATHERINE, owned by Jim Clemons of Harpswell. She is a Wayne Beal 36 and was powered with a Mack diesel. She came in for a keel repair and to be repowered. The keel was damaged due to a grounding last fall during a storm. The owner and his son created a composite keel and then removed the rudder and sent it to Nautilus Marine for repairs. One of the final jobs was putting down deck tiles. She was scheduled to be out of the shop in early June.

In the other bay was MAGNUM, which is a Lowell 43. She came in to be repowered and to do this they removed the platform,

Continued on Page 18



MAGNUM getting a new engine and deck at C. W. Johnsons in Harpswell.

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Boat And Ship Yard News



The model of the six-masted schooner WYOMING is progressing well at BlueJacket Ship-crafters in Searsport.

made repairs, and did some cosmetic work before removing a 590-hp Deutz and putting in an 800-hp Scania.

Before these boats there was an Osmond 35 in to be repowered after her former owner ran her out of oil. She got a 450-hp FPT.

Also at that time, Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] was in to be repowered. She got a 750 hp engine, which came out a French tank.

Before this the former MOTIVATION was in the shop as Chip tried to get the Mack hooked up and running. She had been worked on by someone else, but she was still not working right. The owner called Chip and asked if he could work on it. Chip said he did not know anything about them and after hanging up he thought about it. He also heard that the owner was frustrated and was going to remove the engine and junk it. Chip called the owner back and said bring it down and I will see what I can do. Chip and his son worked on it, got everything set and when they were setting the timing she stopped rolling over. At that point, the owner said remove the engine and strap down a new 750-hp John Deere on the platform he had coming for her.

JC Boat Repair Addison

In another former Uncle Bunk's shop Jeremy Chandler, owner of JC Boat Repair, had a wooden 1977 Lowell 36. She was leaking badly and to give her a little added life they were going to cover her with fiberglass. She was the former EASTERN LADY and they had stripped her hull and were getting ready to cover her and out about three feet with a coating of 5200. They were applying the 5200 with large putty knives and they were going to lay on a layer of mat and then roll it out with a rolling pin. They will then put several layers of glass over this. Jeremy thought it should take about two weeks to

complete this job.

Before this boat he had a Calvin Beal 30 from Beals Island. She got all new washboards, decks, trunk, and shelter.

There have been about fifteen other boats in the shop here or worked on elsewhere. Some of the others include Libby 34 finished off by Libby's Boat Shop for a new platform; an Osmond 40 for a repower; a Calvin 38; a Repco; a Crowley 36

Next is a Young Brothers 38 for a new platform, side deck and house. They will completely gut this one before they start making repairs. Another one that is coming up is the Willis Beal built LITTLE BREV. She has been covered with fiberglass, which is cracked on the keel. Then a RP35 needs a new platform and someone is talking about having them finish off a new Libby 34.

Jeremy said it is pretty crazy, especially after he fell off one of the boats and broke his leg and he is hobbling around on a pair of crutches.

Little River Boat Shop Cutler

The Wesmac 50, being finished off as a lobster boat for a fisherman from Buck's Harbor is nearing completion.

The end of May they were working on the wiring and hydraulics, putting down the rubber floor, installing the windows and some metal fabrication. They are having someone come into interface all the electronics. They thought there was about two or three weeks more time, but they are also fishing so she should be going over early summer.

One thing that was interesting was the webbing gelcoat, which is what the owner asked for. Nick Lemieux said, "You use a spray gun at low pressure and the particular spray gun that I had, you can spray upside down with it too. It is a cup gun that has got a small hose that goes on the side so it pressurizes the bag inside where your material is.



The Wesmac 50 is progressing well at Little River Boat Shop in Cutler. They are in the final stages and she should be over in a few weeks.

You can put the gun any direction you need to go. You just turn the pressure down and use a test board to try it out for the desired pattern that you want."

They just took delivery of a Young Brothers 40 hull from S W Boatworks in Lamaine for Nick's son Ryan. She has been modified with a foot more beam and 4-inch higher sheer. They will begin working on this one when time permits outside this summer. Another alteration will be adding about 6-inch hard-chines, which will be like what they did on Ryan's OBSESSION [Young Brothers 35; 450-hp Volvo]. There may be some other changes as they learned a lot by making the changes to Ryan's OBSESSION. When they are done fishing late fall, she will come into the shop and be completed for next season.

Next in will be Nick's boat PHANTOM [Osmond 50, 1,000 hp] and his father's boat, both coming in for general maintenance, swap the engines around and install Ron Thomas' dripless stuffing boxes. Jeremy Cates' Dixon will be up for general maintenance, an RP31 for fuel tank and floor work, and a couple of other smaller projects. After Ryan's boat is out a Calvin Beal 44 will come in to be finished.

The Boat School Eastport

The Boat School receives redevelopment planning grant

The Maine Community Foundation has recognized the mission of The Friends of the Boat School Marine Trades Development Corporation of Eastport, Maine, by the award of a \$10,000 grant from its Washington County Fund for general support.

Chartered in 2006 as a nonprofit organization with the purpose of promoting marine trades education and development, the Friends of The Boat School goals have been realigned to reflect its current role. Since becoming legal owner of the 16 Deep Cove Road property in 2011, the Friends' primary responsibility is to secure funding to initiate stabilization of the 3 buildings' structural integrity. The redevelopment planning process envisions The Boat School, the Deep Cove Marine Science Station, and the Harborhood Community Center operating as interdependent entities of the Maine Marine Technology Center (MMTC). As an economic engine, the facility will benefit and serve the entire Downeast region as MMTC's unique technological, locational, and human assets again draw prominent marine-related researchers, educators, and learners to Eastport.

Please visit www.theboatschool.org for more information. Inquiries and comments may be directed to info@theboatschool.org. Headquartered in Ellsworth, the Maine Community Foundation works with donors and other partners to provide strong investments, personalized service, local expertise,

and strategic giving to improve the quality of life for all Maine people. To learn more about the foundation, visit www.mainecef.org.

Seal Cove Boatyard Brooksville

This is one of the best boat yards on the coast for quality maintenance. Most of their boats are wooden classics and they and their owners demand constant top-notch maintenance. They do not do major repair work but opt for smaller projects that are not as time demanding. They figured out a number of years ago that major projects are impressive, but you can also get into a project that demands so much time that our other storage boats suffer for it. Owner Bob Vaughan said, "One of the great oxymorons in this business is, 'you got a nice big project.' Big projects have a rhythm to them, first quarter they are interesting, kind of fun, second quarter, well, the adventure is gone out of it and you can see it is a little bit more than you anticipated, you're into the third quarter and you're beginning to realize that you are not going to be able to get your full hourly out of it and by the time the fourth quarter rolls around you can't wait to see it gone. If you do the same amount of work on six boats it works better. You can see the beginning and end of a project much more easily."

They also do not build boats, Bob said, "I haven't built a boat in 30 years, don't care if I ever do again. There are people who make it work, Peter Kass (John's Bay Boat Company) does a good job."

Some of the smaller projects done this winter included a mahogany dash for a powerboat; replaced a couple of bulkheads and planks on a 1956 50-foot sailboat; and next to her was a Cape Dory that has just had her hull and deck Awlgripped and a full suite of electronics added. The paint shop has kept busy all winter and spring.

Bob said that this year his boat DESPERATE LARK [Bar Harbor 31, Herreshoff, 1903] will be going over by the 4th of July, which did not happen last year due to Covid. Back in the early 1990s they rebuilt this boat reframing her from stem to stern, but all the planking was good. They also removed her interior, which was modular. Bob also found it interesting how the deck was constructed. He said, "You look at her and you think boy, that is a sweet looking sheer and just everything looks perfect. Somehow that section of the deck that receives the cabin trunk is dead flat from end to end. So, you just scribe the ends of the cabin trunk drop it down."

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Boat And Ship Yard News



This is a Lowell 36 getting ready to be covered in fiberglass by J. C. Boats of Addison. What they are doing is covering the keel with 5200, which will extend up to the waterline. They will then put a layer of mat on and roll it with a rolling pin. An interesting method.



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A stern view of an EBS-25 being finished at Eaton's Boat Shop on Deer Isle for a customer from Gloucester, Massachusetts. She was completed and her owner came up and took delivery and trailered her home.





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A new entry from Jim Koehling is BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] and took second in Gasoline Class C and Gasoline Free-for-All.



Ross Branch brought out JACQUELINE [F. Lenfesty 38; 130-hp Volvo], the former ROQUE, and won Diesel Class B.

BOOTHBAY HARBOR LOBSTER BOAT RACES 18 June 2022 WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: DNS) *Old II 2*, Martin Page. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin Too*, Jacob Noyes (42.3 mph); 2) *Zippin*’, David Noyes; 3) *Miss Diane III*, Griffin Fogerty; 4) *Rebel Rabbel*, Cage Zipperer; and 5) *Foggy Bottom*, Nate House. **Race 3 –CLASS C Inboards, outboards or outdrive 91 hp and up:** 1) *Delusional*, Ron Pottle (41.5 mph); and 2) *Malago*, Jim Koehling (38 mph).

Race 4 –Fastest Working Lobster Boat – Boothbay: 1) *Blue Eyed Girl*, Andrew Taylor (47.9 mph)

GAS POWERED WORK BOATS 24 FEET AND UP
Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: *No entrants*. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** *No entrants*. **Race 7 - Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee (35 mph); and 2) *Brown Eyed Girl*, Jim Koehling (34 mph). **Race 8 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over:** *No entrants*. **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** *No entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND UP
Race 10 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Lynn Marie*, Riley Johnson (27.6 mph). **Race 11 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Jacqueline*, Ross Branch (10.1 mph). **Race 12 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball (25 mph). **Race 13 - Diesel Class D - 236 to 335 hp, 34 feet over:** *No entrants*. **Race 14 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (36.8 mph); 2) *Miss Kylee*, Ed Shirley (34 mph); and 3) *Guilty Pleasure*, Jake Dugas (26 mph). **Race 15 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Bounty Hunter*, Mitch White (43 mph); 2) *Faith Melle*, Winfred Alley, Jr.; and 3) *Karamel*, Josh Audet. **Race 16 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** *No entrants*. **Race 17 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (37 mph); 2) *First Team*, Travis Otis (29 mph); 3) *Tuna Wishing*, Jason West (26 mph); and 4) *Melynda M.*, Willie Coombs (9.5 mph). **Race 18 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (41 mph); and 2) *Misty*, Chris Smith (38 mph). **Race 19 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (44 mph). **Race 20 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (49.4 mph); and 2) *Regency*, Zach Donnell (34 mph). **Race 21 – Diesel Class L– 901 hp, 28 feet and over:** *No entrants*. **Race 22 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Alan Knowlton (22.3 mph); and 2) *Pull ‘n Pray*, Justin Papkee (20 mph). **Race 23 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (40.8 mph); 2) *Miss Madelyn*, Jason Chipman (39 mph); 3) *Temptation*, Wayne Clemons (28 mph); and 4) *Sand Dollars III*, Scott Dugas. **Race 24 – Diesel Class N – 40 feet and over; 751 hp and over:** 1) *Five Stars*, Chip Johnson (36 mph); 2) *Natalie E.*, Dana Beal (35 mph); 3) *4 Ladies*, Tom Clemons (33 mph); and 4) *Twilight II*, Douglas Blasius. **Race 25. Class O. Non-working boats, any length, any horsepower** *No entrants*.

Race 26 - Wooden Boats (A) Any hp, up to 35 feet 11 inches. *No entrants*. **Race 27 - Wooden Boats (B) Any hp, 36 feet and over).** 1) *Sand Dollars III*, Scott Dugas (24 mph); 2) *Sari Ann*, Vance Bunker (22 mph); 3) *Twilight II*, Douglas Blasius (19 mph); and DNS) *Jacqueline*, Ross Brand.

Race 28 - Gasoline Free for All: 1) *Black Diamond*, Lindsay Durkee (34.5 mph); and 2) *Brown Eyed Girl*, Jim Koehling (33 mph).

Race 29 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor (48.8 mph); 2) *Gold Digger*, Heather Thompson (41 mph); 3) *Kimberly Ann*, Eric Beal (38 mph); 4) *4 Ladies*, Tom Clemons; and 5) *Regency*, Zach Donnell.

Race 30 - Fastest Working Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (47.2 mph); 2) *Gold Digger*, Heather Thompson (44 mph); 3) *Kimberly Ann*, Eric Beal (39 mph); and 4) *4 Ladies*, Tom Clemons (27 mph).

ROCKLAND LOBSTER BOAT RACES 19 June 2022 WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: *No Entrants*. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin’ Too*, Jacob Noyes; 2) *Zippin*’, David Noyes; and 3) ---, Trevor Bates. **Race 3 – CLASS C Inboards, outboards or outdrives, 91 hp and up:** 1) *Delusional*, Ron Pottle (17.3 mph).

GAS POWERED WORK BOATS 24 FEET AND UP
Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon

Johansen (11.7 mph). **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** *No Entrants*. **Race 6 - Gasoline Class C - V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee (21.5 mph). **Race 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over:** *No Entrants*. **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** *No Entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND UP
Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *First Shot*, Abbie Waterman. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** *No Entrants*. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Ray Fagonde (15.6 mph). **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet over:** *No Entrants*. **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer (38.5 mph); 2) *Audrey May*, Randy Durkee; 3) *Kameron & Hope*, Shawn Carlson; and DNS) *Miss Kylee*, Ed Shirley. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Bounty Hunter*, Mitchell White; 2) *Faith Melle*, Winfred Alley; and 3) *Southern Comfort*, Avery Waterman. **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *SPLT Second*, David Osgood (36 mph). **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal; 2) *First Team*, Travis Otis; 3) *Margaret Ann*, Jeremiah MacDonald; and 4) *Melynda M.*, Willie Coombs. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** *No Entrants*. **Race 18 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson. **Race 19 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton; 2) *Shooting Star*, Steven Osgood; and 3) *Regency*, Zach Donnell. **Race 20 – Diesel Class L– 901 hp, 28 feet and over:** 1) *Maria’s Nightmare II*, Jeremy Beal (41 mph). **Race 21 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Breeze*, Richard Hildings; 2) *Sea Urchin*, Alan Knowlton; and 3) *Pull ‘n Pray*, Justin Papkee. **Race 22 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal; and 2) *Miss Madelyn*, Jason Chipman. **Race 23 – Diesel Class N – 40 feet and over; 750 hp and over:** 1) *Natalie E.*, Dana Beal. **Race 24. Class O. Non-working boats, any length, any horsepower:** *No Entrants*.

Race 25 - Gasoline Free for All: 1) *Black Diamond*, Lindsay Durkee; and 2) *Cindy Jen*, Jon Johansen.

Race 26 - Diesel Free for All: 1) *Maria’s Nightmare II*, Jeremy Beal; 2) *La Bella Vita*, Jeff Eaton; 3) *Gold Digger*, Heather Thompson; 4) *First Team*, Travis Otis; and 5) *Southern Comfort*, Avery Waterman.

Race 27 Wooden Boats A (up to 35 feet 11 inches). 1) *Cindy Jen*, Jon Johansen. **Race 28 Wooden Boats B (36 feet and over).** DNS) *Sari Ann*, Vance Bunker.

Race 29 - Fastest Lobster Boat: 1) *La Bella Vita*, Jeff Eaton; 2) *Gold Digger*, Heather Thompson; 3) *Kimberly Ann*, Eric Beal; and 4) *First Team*, Travis Otis.

Weather Main Story at First Two Lobster Boat Races

Continued from Page 1

sel Ridge 28; 600-hp FPT], but by a boat length it was LIL’ LISA MARIE getting the win in Class I. The only entrant in Class J was Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] so she raced up the course with the two entrants in Class K, Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] and Zach Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania]. Getting the win in Class K was BLUE EYED GIRL. In Class M(A) Alan Knowlton’s SEA URCHIN [Young Brothers 45, 425-hp John Deere] was able to slip by Justin Papkee’s PULL ‘N PRAY [Wayne Beal 40; 500-hp Hyundai] for the win. Four boats were on the line and in a very close finish Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] captured first by half a boat length over Jason Chipman’s MISS MADELYN [Osmond 42; 700-hp Scania]. Third went to Wayne Clemon’s

TEMPTATION [Young Brothers 40; 730-hp MAN]. Four boats were on the line for Class N and jumping right into the lead was Chip Johnson’s FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] followed by NATALIE E., 4 LADIES, TWILIGHT II.

There were no entrants in Wooden Boat A, but three were on the line for Wooden Boat B. This was a battle of the John’s Bay Boats, which was won by Scott Dugas’ SAND DOLLARS III [41’ Johns Bay Boat; 700-hp Caterpillar], followed by Vance Bunker’s SARI ANN [42’ Johns Bay Boat; 660-hp Volvo] and TWILIGHT II.

The Gasoline Free-for-All was a repeat of Gasoline Class C race with BLACK DIAMOND getting the win over BROWN EYED FIRL.

In the Diesel Free-for-All it was all BLUE EYED GIRL, with GOLD DIGGER second and KIMBERLY ANN third.

Continued on Page 21

Weather Main Story at First Two Lobster Boat Races



We do not like seeing what happened to Ed Shirley's MISS KYLEE [Holland 32; 430-hp Cummins] when black smoke poured out her stern exhaust and then white smoke appeared.

In the final race of the day, Fastest Lobster Boat it was the same result.

By the time the races were finish, which was about 1300, it turned out to be an enjoyable day: bright sunshine and little wind. However, looking outside you could see that it was still going to be a tough ride to Rockland or home.

There were several missing boats, mostly due to the weather. However, there were some waiting on engines or other items before they could compete. Mark Davis, owner of DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] was in Boothbay and said his engine is almost ready and hopes to have it soon. Shawn Alley's LITTLE GIRL [28' Calvin Beal Jr.; 466 Ford] is also waiting for his engine and the hope was to have it in and running by the Moosabec Reach Races. Over the winter we heard that Bruce Engert's THUNDERBOLT [South Shore 30; 621 Chevrolet] would be

ready and be the boat to beat, but the talk on the dock was they were still working on an electrical issue. Also missing was Mark Freeman's FOOLISH PLEASURE [30' Custom Riley Beal; 650-hp 455 Stroker] and Jeremy Saxton's VOOP [Duffy 30; 502 Chevrolet], but we did not hear why they were missing. In the Diesel Class we missed Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta], but it was said he was still working to get her back together and the weather was an issue. Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] did leave Jonesport for Boothbay, but after taking a beating for an hour he turned and headed back, but still came to Boothbay for the party by his truck. Another I certainly thought would be there was Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], as he made every race last year.



Jason Chipman's MISS MADELYN [Osmond 42; 700-hp Scania] and Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] came up the course stem to stem and crossed the line separated by just half a boat length with KIMBERLY ANN getting the win.

ROCKLAND LOBSTER BOAT RACES

Well, if we thought getting to Boothbay was bad, it was not any better getting to Rockland. The wind was blowing 15 knots out of the northwest and rain was on the way. Those from Downeast who made the trek to Boothbay were already at Rockland, but lots of the missing boats were right from the immediate area. I am sure many took one look at the wind and rain and decided a little more sleep was a much better idea.

When sign ups were done, we had 32 entrants, so this was going to be another quick race as again we combined a number of classes. Unfortunately, Ron Barrett, who does the radar gun, was hampered by the rain, and only got a few speeds.

With a light rain falling and a decent chop coming across the racecourse. First up was the Work Boat Classes and there were no entrants in Class A, so Class B was up

first and since there was just one in Class C they were run together. Again, the winner of Class B was ZIPPIN' TOO and for Class C DELUSIONAL.

There were just two boats entered in the Gasoline Classes: one Class A Jon Johansen's CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet] and BLACK DIAMOND in Class C. They were run down together with each getting the win in their respective class.

In the diesel classes there were no entrants in classes: B, D, I and O. There was just one entrant in Class A Abby Waterman of South Thomaston in FIRST SHOT [James West 28; 210-hp Cummins] and one in Class C LAST DESIGN and they were run together and given first in their respective classes. Three boats were on the line for Class E and the winner in a remarkably close race was Dan Sawyer's HIGH VOLTAGE [AJ-

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

These include: WPA Custom House records for Bath, Maine; Frenchman's Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee's notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: especially ones not published.



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Dedicated to the Preservation of Maritime Writings

Weather Main Story at First Two Lobster Boat Races



In the Diesel Free-for-All we see Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT], Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] and Zach Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania] battling it out. The win went to Andrew Taylor’s BLUE EYED GIRL followed by GOLD DIGGER, KIMBERLY ANN, 4 LADIES and REGENCY.



The first real close race of the day was in Diesel Class E between Dan Sawyer’s HIGH VOLTAGE [AJ-28; 400-hp Yanmar] and Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins], which was won by HIGH VOLTAGE by a mere 15 feet.



Like Boothbay Winfred Alley, Jr.’s FAITH MELLE and Mitch White’s BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins] battled for the win in Diesel Class F.



Winfred Alley, Jr.’s FAITH MELLE [Libby 34; 425-hp Cummins], Mitch White’s BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins] and David Osgood’s SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo] just before crossing the finishing. SPLIT SECOND was the winner of Diesel Class G.



In Diesel Class M(A) Alan Knowlton’s SEA URCHIN, Richard Hildings’ SEA BREEZE and Justin Papkee’s PULL ‘N PRAY, heading for the finish. SEA BREEZE would get the win with SEA URCHIN second and PULL N’ PRAY third.



Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] and Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] heading for the finish in Fastest Lobster Boat Race.

Weather Main Story at First Two Lobster Boat Races

Continued from Page 21

28; 400-hp Yanmar] with AUDREY MAY second and Shawn Carlson’s KAMERON & HOPE [Mitchell Cove 32; 355-hp Cummins] in third.

Class F was a repeated of Boothbay with BOUNTY HUNTER and FAITH MELLE on the line with Avery Waterman’s SOUTHERN COMFORT [Mitchell Cove 35; 405-hp Cummins]. The battle was for the top two spots between BOUNTY HUNTER and FAITH MELLE with the win going to BOUNTY HUNTER by half a boat length. Also running down with them was David Osgood’s SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo], which was the only entrant in Class G. MISS NORMA took the win in Class H followed by FIRST TEAM and Jeremiah MacDonald’s MARGARET ANN [Calvin Beal 36; 550-hp Nanni] getting third. Again, MELYNDA M. came up the course, but was still having an engine issue. GOLD DIGGER was the only entrant in Class J as was MARIA’S NIGHTMARE II in Class L, but there were three on the line for Class K and they were all sent up together. Winning Class K was Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] followed by Steven Osgood’s SHOOTING STAR [Northern Bay 36; 750-hp John Deere] from Vinalhaven. If SHOOTING STAR looks familiar, she is the former MOTIVATION formerly owned

by Tom Clemons. REGENCY took third. Three boats were on the line for Class M(A) and the winner was Richard Hildings’ SEA BREEZE [Osmond 40; 500-hp Cummins] followed by SEA URCHIN and PULL N’PRAY. There were two entrants in Class M(B) and just one in Class N so they were run together. It was another close race in Class M(B) between KIMBERLY ANN and MISS MADELYN with the win going to KIMBERLY ANN, but only by half a boat length. The winner of Class N was NATALIE E.

BLACK DIAMOND got the win in the Gasoline Free-for-All with CINDY JEN second.

CINDY JEN then got the win in Wooden Boat A.

In the Diesel Free-for-All the winner was MARIA’S NIGHTMARE II, followed by LA BELLA VITA and then GOLD DIGGER.

In the final race of the day Fastest Lobster Boat Jeremy Beal decided not to push MARIA’S NIGHTMARE II’s engine and did not come to the line. The win went to LA BELLA VITA followed by GOLD DIGGER and KIMBERLY ANN.

At the end of the race the weather was a little better, still a good breeze out of the northwest, but the rain had stopped. Now it is onto Bass Harbor on 26 June and one can only hope for a little better weather.

MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

released Aquaculture Opportunity Area atlases for Southern California and the Gulf of Mexico. These detailed spatial analyses use more than 200 data layers to identify potential options for AOAs. They will be considered in the development of Programmatic Environmental Impact Statements, along with public input and other information, to complete the final steps in identifying AOAs for these regions.

Among 35 special sessions and more than 160 presentations over 2 days, a few themes loomed large this year: Developing seaweed and scallop aquaculture industries; COVID and climate impacts; Diversity and inclusion; Building the aquaculture workforce; and Social license to farm.

Buzz About Kelp and Sea Scallop

Kelp was clearly having a moment, with a seaweed farmer panel and sessions on seaweed farming, processing and product development, and food safety.

“Maine is a focal point for the domestic seaweed aquaculture industry. The interest in seaweed presentations and events in Portland built off of that,” explained Jaclyn Robidoux, a member of Maine Sea Grant’s marine extension team. “We have over 30 kelp farms on our coast and the conference timing coincided with our kelp harvest season, as well as Seaweed Week, a state-wide food and drink festival featuring seaweed specials in local restaurants, bars, and breweries, as well as seaweed networking hours and product launches.”

Products on hand included Seacharones, an addicting (and vegan) kelp puff snack made by conference sponsor Blue Dot Kitchen.

Sea scallop aquaculture also garnered quite a bit of interest. A pre-conference workshop and two sessions were devoted to farming sea scallops—one on hatcheries and spawning, and one on grow-out techniques.

The Resilience of the Aquaculture Industry

Several sessions addressed challenges related to recovering from COVID market disruptions and facing climate change. COVID recovery presentations focused on market impacts, the rise of direct sales, and building resilience in the industry.

Other sessions emphasized the longer term challenge of climate risks including: Increasing rate of large rainfall events in New England; Increase in intense storm frequency; and Ocean acidification.

Increasing temperatures are also allowing range expansions for pests, predators, algal blooms, and diseases. Presentations and an interactive discussion session focused on sharing climate resilience strategies.

Diversity, Inclusion, and Building the

Aquaculture Workforce

Women represent an estimated 70 percent of the global aquaculture industry. This year’s conference recognized the importance of a diverse and inclusive industry by hosting a women and minorities in aquaculture networking event for the first time.

“I was honored to be involved with an event that’s rarely done at aquaculture conferences,” said Imani Black, founder and CEO of Minorities in Aquaculture, a non-profit providing educational opportunities to bridge the gap between minority women and sustainable seafood. “Through this conference, we were able to grow our partnerships, engagement/outreach, and our overall presence supporting Maine aquaculture, especially our support for Maine’s women oyster farmers.”

Along with diversity, several sessions were devoted to growing the aquaculture workforce. Christian Brayden, a project manager with the Maine Aquaculture Association, said, “Workforce development is critical for the future of Maine’s aquaculture sector, which is why the Maine Aquaculture Association is committed to collaborating with partner organizations to train and prepare the next generation of seafood farmers.”

Telling the Story of Aquaculture

Finally, several sessions highlighted the increasing importance of communications and education in building public trust in aquaculture. Sebastian Belle, Executive Director of the Maine Aquaculture Association, stressed, “As farmers, we haven’t been great at telling our story. We’ve been focused on growing our farms and developing our workforce. But if we don’t tell our story, others will tell it for us.”

A panel about the role of industry partnerships in engaging the public with aquaculture literacy featured chefs, several NOAA aquaculture professionals, and an aquaculture business owner. Another session was devoted to aquaculture’s social license to operate, featuring presentations on proven strategies for building public support.

Lisa Milke, Acting Chief of NOAA Fisheries’ Ecosystems & Aquaculture Division and a member of the conference organizing committee, reflected, “After multiple postponements, we were very happy to be able to gather and share information and ideas.” The next combined conference will be held in January 2024, while the 42nd Milford Aquaculture Seminar will be held in January 2023.

Recommendations for Reducing Wetland Loss in Coastal Watersheds of the United States

NOAA and federal partners release a new guidance document detailing steps needed to save our disappearing coastal wetlands.

NOAA is pleased to announce the release of the Interagency Coastal Wetlands Workgroup’s Recommendations for Reducing Wetland Loss in Coastal Watersheds of the United States.

Too Valuable to Lose

Coastal wetlands are some of the most productive ecosystems on Earth. They are a crucial part of healthy estuaries, which generate approximately half of the commercially harvested seafood in the United States. Additionally, coastal wetlands provide other important benefits that impact our day-to-day lives, such as clean drinking water, flood protection, and recreational opportunities.

Unfortunately, according to one study, watersheds of the lower 48 states lose 80,000 acres of coastal wetlands each year to erosion, subsidence, sea level rise, development, and drainage. That’s approximately seven football fields every hour, and a 25 percent increase over the previous 6-year study period! This loss of habitat has significant economic and social consequences. For example, coastal wetland degradation and loss has reduced the size and diversity of fish populations, affecting the sustainability of commercial and recreational fisheries. In 2019, these fisheries supported 1.8 million jobs and contributed \$255 billion to the economy in sales.

Moving the Needle

To address coastal wetland loss, the Workgroup collected information from experts and conducted studies in coastal watersheds throughout the country. With this input, the Workgroup developed recommendations that fall into five categories of actions to be taken in partnership with states, tribes, and

other stakeholders: Increasing the acreage of wetlands restored in coastal watersheds; Reducing loss of coastal wetlands to development; Reducing loss of coastal wetlands associated with silviculture in the Southeast; Supporting the collection, enhancement, and dissemination of landscape-scale wetland monitoring data; and Conducting targeted outreach and stakeholder engagement.

Tackling the climate crisis is a top priority of the Biden administration. The Workgroup recommendations support climate resilience, adaptation, and mitigation by emphasizing the need for increased protection and restoration of wetlands, which reduce storm surge and sequester carbon.

Next Steps

The Workgroup has already started implementing some priority recommendations. For example, to enhance data for communities with coastal wetlands, NOAA increased its investment in the collaboration between its Coastal Change Analysis Program and the U.S. Fish and Wildlife Service’s National Wetlands Inventory. With the official release of the recommendations, NOAA is now conducting targeted outreach to catalyze action to slow and reverse coastal wetland loss.

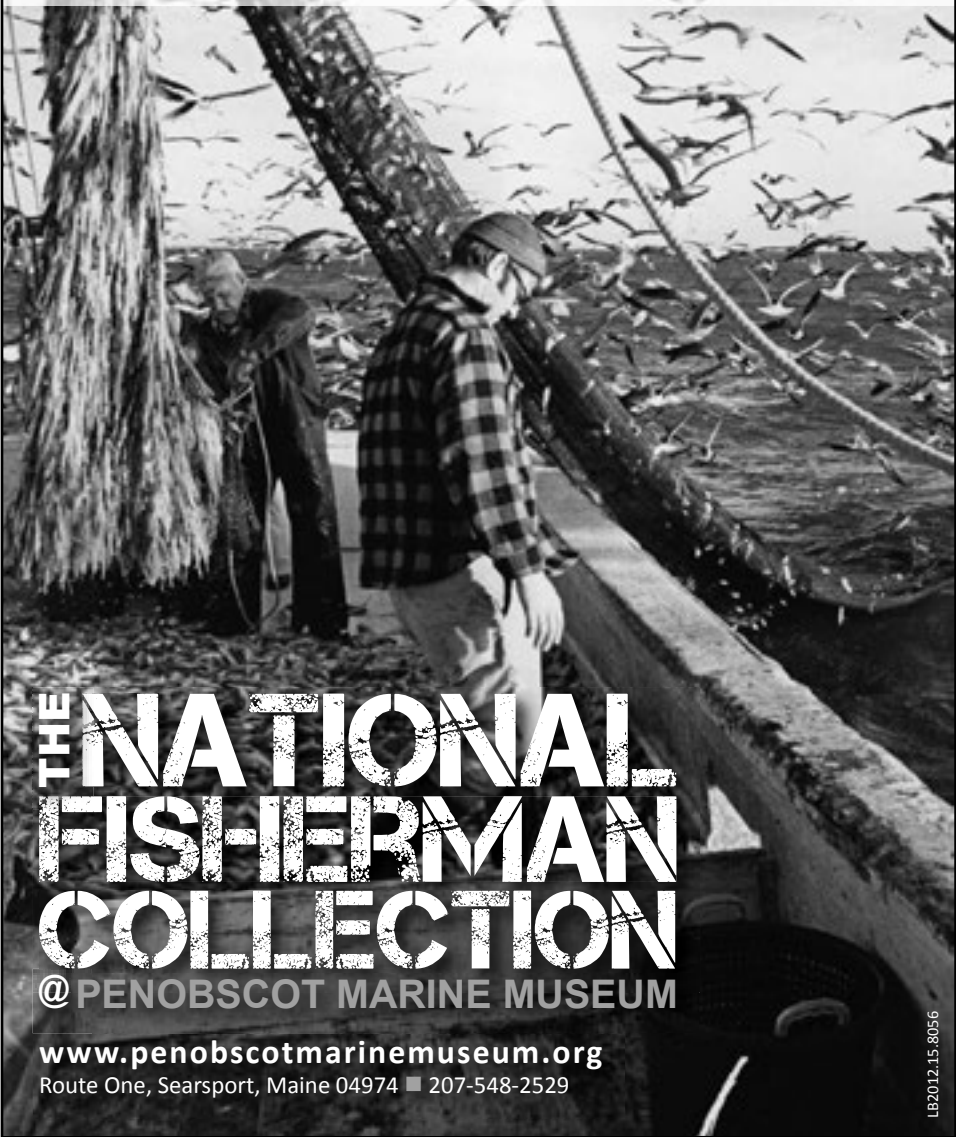
Members of the Interagency Coastal Wetlands Workgroup are: U.S. Environmental Protection Agency; National Oceanic and Atmospheric Administration; U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; U.S. Geological Survey; Natural Resources Conservation Service; and Federal Highway Administration.



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WCVTI Boatbuilding Class of 1972 Alumni Reunion

July 30, 2022

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

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

Special Guests as well. Mark your Calendar!
Contact Al Strout at (386) 212-3430 or find Al Strout on Facebook
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U. S. NAVY NEWS

Capt. Robert McMahon, director of the Navy Casualty Office, said bringing closure to families of those lost at sea is a “solemn duty and obligation” he takes to heart.

“Nothing is more important to me than giving families that knowledge when the unthinkable happens,” he said. “No amount of time lessens the loss, however, if we can bring some certainty to loved ones, even seven decades later, we are keeping faith with those we lost.”

One of those family members, William Baxter, nephew of Gunner’s Mate 3rd Class Wolfe, was notified April 26 of the change in status. Sailors from Naval Medical Readiness and Training Command (NMRTC) Beaufort, South Carolina, arrived at his door with a certificate and flag to recognize Wolfe’s sacrifice.

Baxter, an Okatie, South Carolina, native, said while he did not know his uncle, “it’s nice to finally have some closure to what actually happened to [him]. Thank you all for going above and beyond for me and my family. I wasn’t expecting all of this, but thank you.”

“It was an absolute honor and a privilege to be a part of informing Mr. Baxter and his family of his uncle’s status change, and also being a part of history,” said Hospital Corpsman 2nd Class Naomi Hall, one of the Sailors from NMRTC Beaufort involved in making notifications.

Navy Casualty’s mission is providing timely and first-class casualty assistance to Navy families when a Sailor is seriously ill or injured, is placed in a duty status whereabouts unknown (DUSTWUN), or is declared missing and/or Prisoner of War or dies. Learn more about Navy Casualty at: <https://www.mynavyhr.navy.mil/Support-Services/Casualty/>

Navy commissions USS Oregon (SSN 793) From Submarine Readiness Squadron (SRS) 32

GROTON, Connecticut – The Navy commissioned the fast-attack submarine USS Oregon (SSN 793) in a traditional ceremony held Saturday, May 28, at Naval Submarine Base New London.

“Oregonians are deeply honored that the 20th Virginia-class submarine will bear the name of our state,” said Gov. Kate Brown of Oregon, the ceremony’s keynote speaker.

The Memorial Day Weekend event for

USS Oregon – the second of the Block IV Virginia-class subs – represented the first in-person submarine commissioning ceremony since the commissioning of the USS South Dakota (SSN 790) on Feb. 2, 2019.

“This is the first in-person commissioning ceremony of a submarine in more than three years, and that’s a long time to delay celebrations like this one,” Tommy Ross, performing the duties of Assistant Secretary of the Navy for Research, Development and Acquisition, told the assembled audience Saturday, adding: “As we honor the fallen this Memorial Day Weekend, I’d also like to remember the many service members who made the ultimate sacrifice to keep this great nation free.”

Because of restrictions on large gatherings in response to the COVID-19 pandemic, the 2020 commissioning of USS Vermont (SSN 792) and USS Delaware (SSN 791) were completed administratively, with ceremonies held at later dates in 2021 and 2022 to celebrate the milestones retroactively.

SSN 793 is the third U.S. Navy ship launched to bear the name Oregon, but first in more than a century. The first, named after the Oregon Territory before Oregon became a state, was a brigantine in service from 1841-1845. The second was an Indiana-class battleship commissioned in 1896 and ultimately decommissioned for the final time in 1919.

“As we commission Oregon today, the torch is passed from our storied naval history to the present,” said Ross. “First a brig bearing the name Oregon served as an exploration vessel in the mid-19th century, and later as an Indiana-class battleship, Oregon served in the Spanish-American War and helped destroy (famed Spanish Adm. Pascual Cervera y Topete’s) fleet. Today, Oregon breaks her flag again and returns to sea, reborn as an extraordinarily capable fast-attack submarine.”

USS Oregon is 377 feet long, has a 34-foot beam and is able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots. She has a crew of nearly 140 Navy personnel.

“The passion, grit and enthusiasm of Oregon’s crew has carried the ship to sea and were vital to the completion of construction and testing,” said Cmdr. Lacy Lodmell, commanding officer of USS Oregon. “I have been deeply honored to see you grow into a team that is ready to undertake any mission we are assigned. This is without a doubt the finest crew I have ever had the pleasure to



USS OREGON Commissioning.

serve with.”

The submarine Oregon was previously christened in a traditional ceremony at General Dynamics Corp.’s Electric Boat shipyard in Groton, Connecticut, on Oct. 5, 2019.

Dana L. Richardson, the wife of former Chief of Naval Operations Adm. John Richardson, is the ship sponsor. During Saturday’s commissioning event, Dana Richardson gave the crew the traditional order to “man our ship and bring her to life,” after which Oregon’s Sailors ceremonially ran aboard the submarine.

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

“Oregon and the other Virginia-class submarines will not only sustain, but exploit our edge in undersea warfare,” said Adm. Frank Caldwell, director of the Naval Nuclear Propulsion Program, at the Saturday ceremony. “Soon Oregon will employ her stealth, her flexibility, her superior firepower and her endurance to travel silently throughout the world’s oceans undetected, collecting intelligence, preparing for battle and – if necessary – striking from the deep swiftly without warning to answer the nation’s call.”

Block IV Virginia-class submarines incorporate design changes focused on reduced total ownership cost. By making these smaller-scale design changes to increase the component-level lifecycle of the submarine, the Navy will increase the periodicity between depot maintenance availabilities and increase the number of deployments.

Blocks I-III Virginia-class submarines are planned to undergo four depot maintenance availabilities and conduct 14 deployments. Block IV design changes are intended to reduce planned availabilities by one to three, and increase deployments to 15.

Other speakers at the commissioning ceremony included Kevin Graney, president of General Dynamics Corp.’s Electric Boat shipyard, as well as U.S. Sen. Richard Blumenthal and U.S. Rep. Joe Courtney of Connecticut. The master of ceremonies was Lt. Cmdr. Collin Hedges, executive officer of the USS Oregon.

SECNAV Names SSBN 826 USS District of Columbia From Secretary of the Navy Public Affairs

WASHINGTON – Secretary of the Navy (SECNAV) Carlos Del Toro announced to-

day that the first ship in the Columbia-class ballistic missile submarine (SSBN) will be officially named USS District of Columbia (SSBN 826).

The decision to name SSBN 826 is to alleviate any name conflicts with the already-commissioned USS Columbia (SSN 771). §10 U.S.C. 8662(a) states that not more than one vessel of the Navy may have the same name.

The Columbia program was named in 2016 with the lead ship projected to enter service in 2027, consequently overlapping with the existing USS Columbia (SSN 771). SSBN 826 will be named after the nation’s capital while SSN 771 is named after cities in South Carolina, Missouri, and Illinois named Columbia, following the naval tradition of SSNs being named after U.S. cities.

“The District of Columbia is rich with naval history. The Washington Navy Yard is our oldest shore facility. Marines like Montford Point Marine Herman Darden and Brigadier General Anthony Henderson and Sailors like Yeoman Charlotte Louise Berry Winters and Medal of Honor Recipient First Class Fireman John Rush were born and raised in D.C.,” said Del Toro. “This is why I prefer to call D.C. not just our nation’s capital, but instead, our naval capital. The naming of the USS District of Columbia honors this.”

Keel Laying Ceremony Held for First Columbia-Class Ballistic Missile Submarine

From Naval Sea Systems and Commander, Submarine Forces Public Affairs

QUONSET POINT, RI – General Dynamics Electric Boat conducted a keel laying ceremony for the first Columbia-class ballistic missile submarine, USS District of Columbia (SSBN 826) at Quonset Point, Rhode Island, June 4.

District of Columbia is the first Columbia-class ballistic missile submarine being constructed in the minimum 12-ship class, which will replace the existing 14 Ohio-class nuclear-ballistic submarine force due to begin retiring from service in 2027.

Adm. Daryl Caudle, commander, U.S. Fleet Forces Command, highlighted the significance of ballistic missile submarines as the most survivable leg of the U.S. military’s nuclear triad.

“As every ballistic-missile submarine has since the keel laying of USS George Washington (SSBN 598) here at Electric Boat in November 1958 – the District of Columbia, and all those in its class will continue to serve as the most survivable leg of the nuclear triad – standing constant watch far beneath the waves, as we have done for over 63 years – a stalwart deterrent against those who would seek to do the unspeakable,” said Caudle.

Caudle also spoke on the keel laying of District of Columbia as a historic occasion in ensuring American’s freedom and way of life

MAINE DMR NEWS

Continued from Page 10

Colonel Talbot brings a longstanding family connection to Marine Patrol. His father Alan served as Major and retired in 2013 after a 25-year career.

“I’m proud to carry on the legacy of conservation and community policing that are cornerstones of Maines Marine Patrol and am honored to step into this new leadership role,” said Colonel Talbot. “I look forward working closely with both the fishing community and our dedicated patrol officers as we face unprecedented challenges and opportunities together.”

Retired Colonel Carroll began his career in the Marine Patrol in 1996, rising through the ranks from Officer to Colonel. “Jay has been a strong leader and an exceptional Marine Patrol Officer throughout his career, and I greatly appreciate his service and dedication to Marine Patrol and the industry it serves,” said Keliher.

Preliminary 2022 Elver Landings Report Through 6:00 pm June 7, 2022

NOTE: The 2022 season concluded at noon on June 7, 2022.

Dealers reported buying a total of 9,257.261 pounds out of 9,334.38 available pounds with a reported value of \$19,963,317.00 for average price per pound of \$2,157.

DMR
Pounds Reported - 7,427.56
Overall Quota - 7,566
Remaining Quota - 138.44

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 - -69.03

PENOBSCOT
Pounds Reported - 619.56
Overall Quota - 620
Remaining Quota - 0.44

QUOTA TOTAL*
Pounds Reported - 9,257.261

U. S. NAVY NEWS

for the foreseeable future.

“Laying the keel of the future USS District of Columbia truly is a historic occasion – not only for the countless designers, welders, metal workers, electricians, and master craftsmen whose unmatched expertise, ingenuity, hard work, and dedication will bring this modern marvel to life – but for the future Sailors who will prowl the deep inside her hull, protecting our nation, deterring strategic attacks, and ensuring our freedom and way of life for decades to come,” said Caudle.

Secretary of the Navy Carlos Del Toro, the event’s principal speaker, echoed Caudle’s sentiment on the importance of the Columbia-class being the largest, most capable and most advanced submarine produced by the U.S. as an insurance policy.

“As Admiral Caudle detailed, the Columbia class will be the cornerstone of our strategic deterrence, the ultimate guarantor of our National Security,” said Del Toro. “Our strategic submarines represent approximately 70 percent of America’s deployed nuclear arsenal.”

Del Toro continued to speak on the need to modernize our Submarine Force to ensure the safety and security of the world.

“Potential adversaries know the silent service is on patrol at this very moment, but they don’t know where and that protects us all,” said Del Toro. “The venerable Ohio-class that has guarded us for decades is nearing the end of its service life. For the safety of our Sailors, and the security of our world, we must modernize our fleet, and our nuclear command, control, and communications systems.”

Congresswoman Eleanor Holmes Norton (D-DC), the boat’s sponsor and the delegate to the House of Representatives from the ship’s name, the District of Columbia, attended the ceremony. Her initials were welded onto a plate by Electric Boat welder Maria Betance-Pizarro. “As a third-generation Washingtonian, I am excited and honored to be the sponsor of the future USS Columbia,” said Norton. “I look forward to meeting and establishing relationships with the men and women who will serve aboard her.”

The U.S. Navy, alongside Electric Boat, began the conceptual designs for Columbia in 2007 as a replacement for the Ohio-class ballistic-missile submarines. The Columbia-class will carry 16 missiles each, which in total represents approximately 70 percent of the U.S. nuclear triad.

The Columbia-class remains the Navy’s number one acquisition priority and is scheduled to see its first delivery in 2027. The transition from the Ohio-class ballistic-missile submarines to the new Columbia-class will ensure continuous sea-based strategic deterrence into the 2080s.

At a length of 560 feet and displacing 20,810 tons, the Columbia will be the largest submarine ever built by the U.S. Its reactor will not require refueling during the lifetime of planned service making the ship more cost-effective to operate and maximizing its time in deployment. In addition to its complement of missiles, the submarine will be armed with Mk 48 torpedoes and will feature superior acoustic performance and state-of-the-art sensors to make it the most capable and quiet submarine ever built.

The Submarine Force executes the Department of the Navy’s mission in and from the undersea domain. In addition to lending added capacity to naval forces, the Submarine Force, in particular, is expected to leverage those special advantages that come with undersea concealment to permit operational, deterrent and combat effects that the Navy and the nation could not otherwise achieve.

The Submarine Force and supporting organizations constitute the primary undersea arm of the Navy. Submarines and their crews

remain the tip of the undersea spear.

Navy to Christen Amphibious Transport Dock Ship Richard M. McCool, Jr. 10 June 2022

The Navy christened its newest amphibious transport dock, the future USS Richard M. McCool, Jr. (LPD 29), during a 9 a.m. CDT ceremony Saturday, June 11, at the Huntington Ingalls Industries (HII) Ingalls Division shipyard in Pascagoula, Mississippi.

The principal speaker is Undersecretary of the Navy Erik Raven. Additional speakers include Lt. Gen. David Bellon, commander, United States Marine Corps Reserve and Marine Corps Forces, South; Vice Adm. Randy Crites, deputy chief of naval operations for integration of capabilities and resources; and Ms. Kari Wilkinson, president of Ingalls Shipbuilding. In a time-honored Navy tradition, the ship’s sponsors and granddaughters of its namesake, Shana McCool and Kate Oja, will christen the ship by breaking a bottle of sparkling wine across the bow.

The ship is named in honor of Navy veteran and Medal of Honor recipient, retired Capt. Richard Miles McCool, Jr., who was awarded the Medal of Honor for the heroism he displayed June 10 and 11, 1945, in coordinating damage control and rescue operations after a series of Japanese kamikaze aircraft attacks during the Battle of Okinawa. On June 10, 1945, his leadership efforts greatly assisted in evacuating survivors from a sinking destroyer. After his ship was struck by a kamikaze June 11, 1945, then Lt. McCool, Jr., despite suffering from shrapnel wounds and painful burns, led vigorous damage control efforts to save his ship from destruction and personally rescue Sailors trapped in blazing compartments. McCool passed away on March 5, 2008.

“Tomorrow we christen the future USS Richard M. McCool, Jr., recognizing a Medal of Honor awardee and true American hero for his unwavering devotion to duty and service to our country,” said Secretary of the Navy Carlos Del Toro. “This historic occasion brings us one step closer to ‘manning the rails’ with the men and women who will carry on the proud naval tradition of defending our nation and working towards a more peaceful world.”

The future Richard M. McCool, Jr. is the 13th San Antonio-class ship, designed to support embarking, transporting, and bringing elements of 650 Marines ashore by landing craft or air-cushion vehicles. A flight deck hangar further enhances the ship’s capabilities,

which can support the Osprey tilt-rotor aircraft (MV-22).

San Antonio-class ships can support a variety of amphibious assault, special operations, or expeditionary warfare missions, operating independently or as part of Amphibious Readiness Groups (ARGs), Expeditionary Strike Groups, or joint task forces. These capabilities allow the U.S. Navy to protect America’s security abroad and promote regional stability and preserve future peace.

U.S. Navy Exercises Option for Third Constellation Class Frigate

WASHINGTON — Today the Navy has exercised the second option for the Constellation Class Frigate program, the USS Chesapeake (FFG 64).

The USS Chesapeake is the third ship in the class and has been awarded to shipbuilder Fincantieri Marinette Marine (FMM) after a successful completion of the class Critical Design Review milestone. The program also recently successfully completed the Critical Design Review milestone in May, and is proceeding to Production Readiness Review and start of production for the lead ship, USS Constellation (FFG 62).

On April 30, 2020, FMM was awarded the contract for the design, construction and delivery of the first 10 FFG 62 class ships. The Constellation Class Guided Missile Frigate (FFG 62) will be a highly capable and survivable multi-mission platform designed for operations in blue water and the littoral environments. The frigates are designed to operate independently or as part of Carrier/Expeditionary Strike Group or a Surface Action Group, and are manned and equipped for Navy Composite Warfare and Joint Mar-

itime Operations. The Constellation Class has the multi-mission capability to conduct air warfare, anti-submarine warfare, surface warfare, electronic warfare and information operations. Specifically, FFG ships include an Enterprise Air Surveillance Radar (EASR) radar, Baseline Ten (BL10) AEGIS Combat System, a Mk 41 Vertical Launch System (VLS), communications systems, MK 110 57mm Gun Weapon System (GWS) and added capability in the Electronic Warfare/Information Operations area with design flexibility for future growth. The frigates will also conduct offensive and defensive Anti-Submarine Warfare.

The Secretary of the Navy named the first three ships in the class USS CONSTELLATION (FFG 62), USS CONGRESS (FFG 63) and USS CHESAPEAKE (FFG 64). These names honor the original heavy frigates that our nation started to build in 1794. The FFG 62 Constellation Class Frigate continues our nation’s 200 year tradition of building frigates.

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Miscellaneous.
UNDER THE SEA.
The Adventures of a Diver. How the Sword Fish Try to Spear Him and the Little Fish to Eat Him, Thrilling and Gruesome Experiences.

Mr. Eugene Sullivan, the diver, sat on a coil of rope smoking his pipe, says The Boston Record. Mr. Sullivan's helmet and diving suit were laid out on the pier to dry, and Mr. Sullivan himself was enjoying the placid luxury of the weed after a hearty dinner, while Mr. Sullivan's assistant, the gentleman who pumps air to Mr. Sullivan when Mr. Sullivan is beneath the water, was taking his ease on a tool-box which stands beside the house of the man who tends the draw of the Fitchburg R. R. pile bridge. Mr. Sullivan had been exploring the regions under the bridge in search of teredo worms and limnoria, and any other pile-eating animal that might be skulking around in the vicinity of the recent disaster. The tide was up, and Mr. Sullivan could work no more till it went down again.

Mr. Sullivan talked. He had never seen a mermaid. He was quite positive on this point. Moreover, he doesn't believe any diver ever saw a mermaid or anything that could be construed into a mermaid. He had never seen one of those terrific monsters with a hundred arms that Jules Verne tells about in "20,000 Leagues Under the Sea," and which the American theatre-going public have seen in "Fantasma." In fact he had never beheld any blood-curdling reptiles or gigantic sea monsters. He hadn't even seen a shark.

But Mr. Sullivan had seen a sword fish, which divers dread more than sharks. Everyone knows that they have a sharp sword projecting from their heads. Well, this goes charging through the water with his sword pointed dead ahead, and he goes it blind, turning from his course for nothing short of a ledge or the steel plates of an English ship. When he strikes a ledge he shifts his course enough to slide up over it, but when he strikes anything penetrable, like the bottom of an American merchantman, he goes right through it. Mr. Sullivan thanks his lucky stars that he never encountered but one of these fish, and that he was only a young fish, with a cartilaginous sword. Mr. Sullivan saw him coming and prepared to ward him off with his axe, but the fish relieved Mr. Sullivan of all uneasiness by veering his course before he came within sword's length.

As to the other fish the diver sees, they are legion. They swarm all around him. Hideous sculpins peep into his eye-windows and grin horribly, and snake-like eels glide over his feet and squirm round his legs, and crabs and lobsters claw at his clothing and make themselves familiar in a cordial manner that would make anyone, except a stoical diver, go out of the water. But it's the simple, everyday perch, the little fish the boys catch at the wharves, that bother the divers the most. They seem to think his fingers are bait prepared by an overruling Providence for their special appetite, and accordingly they nibble and gnaw the bare flesh with the same persistency that they employ in devouring angle-worms sent down on fish-hooks. It isn't the fashion among divers to wear gloves when diving in warm water. Gloves would greatly decrease the delicacy of touch with which the diver examines the slimy pile in search of worms. He goes by the sense of touch entirely. He can see nothing when he is under 30 feet of water.

A year or so ago Mr. Sullivan was

clinging to the mast of a schooner sunk off in the ocean somewhere, when the boat that was pumping air to him dragged her anchor and came pounding along on the waves right over the sunken ship, and thumped twice on the mast to which he was clinging. "If I had been sitting on the top of the mast, where I was a second before, I should have been paralyzed," observed the diver. "The first thing I knew they were dragging me through the water, and yanking me up over the side, and hauling me all over the deck trying to get my helmet off. They thought I was dead. You see the boss had lost a man just a day or two before, and was frightened most to death. Well, didn't I cuss them fellers when I got my helmet off!"

Mr. Sullivan worked on one of the Long Island Sound steamers when she was ashore somewhere. He was obliged to work in the night down under the sternpost. He borrowed one of the electric drop lamps from the cabin and hung it upon the rudder. It shone just as brightly down under 20 feet of water as it did in the gilded saloon of the steamer. Fish came up in swarms, like moths around a candle, and smelled of the glass bulb that contained the incandescent, and had a midnight picnic with the diver.

"I went down," says Mr. Sullivan, "for the body of a lovely young woman who had been drowned in 'changing seats.' I walked around on the bottom of the lake for two days before I found her; then suddenly I saw her right before me, with her body on a rock, and her great blue eyes wide open staring at me just as natural as life. She was the prettiest girl I ever saw. I tell you I hated to take her up in the boat above, but I had to, so I grasped her around the waist, and signalled to come up. Well it was awful; her father and mother and her lover and her friends took on, and called her pet names and tried to bring her back to life, and I didn't stay there long to watch them."

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SEA AND PORT.

The Bath Independent has the following interesting article, showing the superiority of the shipping city in the steam yacht department of matters nautical: The SAPPHIRE has not proved the flyer which her designer Edward Burgess hoped and predicted. She has been beaten in several friendly brushes with other steam yachts, and altogether those interested in her are quite disappointed. At her best she is but a 15 knot class. Naturally the fault will be placed on the engine, inasmuch as the only Burgess designed the model, but the engine is all right; in fact Mr. Burgess called for an engine of 290 H. P. and the engine when completed indicated 354 H. P., and no fault can be found with the boilers. The fault in the SAPPHIRE is the shape of her hull. It is nothing but a long drawn-out Burgess sloop and has not the lines necessary to make a speedy steamer. With all respect to Mr. Burgess, we have a man in Bath who can give him points in designing a steam vessel, and the steam yacht SAGAMORE is a living example of this fact. She was built to go but twelve knots per hour when steaming, and easily makes fourteen. Captain J. M. Cushing of the famous steam yacht SUSQUEHANNA recently wrote to friends in this city that the SAGAMORE followed the crack New York steam flyers during their recent five-hour race in New York Bay and kept up with the procession nobly, and he considered her a great credit to her builders. Bath can produce just as fast a wooden steam yacht as can be got together, for she has a designer who has grown gray in the business of designing vessels of every known style, and her facilities for producing first-class

engines and builders are unsurpassed. Give Bath carte blanche on a steam yacht and the result will be an eye opener to Boston producers.

THE PACIFIC FISHERIES.

The development of hitherto unsuspected riches in the ocean fisheries of the Pacific is now proceeding rapidly, and it is most probable that in the near future they will quite seriously compete with the fishermen of Gloucester and Portland. Extensive cod and halibut grounds have long been known to exist in the Northern Pacific, but they have never been defined or accurately described. Recently, however, the growing scarcity of halibut in our waters has caused some enterprising Gloucester fishermen to turn their attention to the fishing grounds of Puget Sound and Alaska. Several Gloucester schooners are now engaged in the north-western fisheries, where the inshore waters teem with halibut, so that it is only a matter of two days fishing to load up the vessel, get into port, unload right into a car alongside the pier and ship in all directions. Already one load of twenty thousand halibut from Washington Territory has been sold in New York at profitable figures, and the Pacific fishermen have great advantages, in readily obtaining their fish and throwing them upon the market, over their Maine and Massachusetts brethren who have to go in search of the fish further and further each year in dangerous seas.

The United States fishery commission steamer albatross has been dispatched to make a thorough and exhaustive exploration of the fishing grounds of the Northern Pacific, and with the information that will be available upon her return it is probable that they will be extensively engaged in. The researches of the steamer are expected to indicate the probable extent of the fishing grounds as well as the various kinds of fish to be found. Cod and halibut are the only fish yet known to be found in great numbers. The product of the Pacific fisheries will be mainly disposed of in the markets of the west, but their encroachments upon the market for Atlantic fish will continually increase if all the probabilities are not belied by the result. In view of the prospect that a valuable part of our fisheries will be overtopped completely by the developing fisheries of the Northwest, the surrender of any part of them to Canada would be a wanton blow at a great and important industry whose decline from natural causes is damaging enough to the interests at stake in it and the population depending on it for support.

24 August
Page 1.

D. E. White, Rockland, whose granite works are near the old Knox & Lincoln station, are furnishing the stone for the new Willoughby block which is now building on Main Street, that city.

* * * * *

Shields & Carroll, Deer Isle, have put in a new 20 H. P. hoisting engine at their granite quarry at Green's Landing, and are advertising for more stone-cutters and quarrymen, in consequence of their increasing business.

* * * * *

Business at Milbridge has been booming during the present summer, says a newspaper correspondent. The shipyards have nearly all been lively and our other industries, including the fisheries, have flourished in a degree quite unsurpassed in previous seasons. The sardine business has never been better than during this season, and the factory is now running night and day. Wyman Brothers have also done an extensive business in canning lobsters this

year. The new dry plate factory is fast nearing completion and operations will begin by the last of the month. The factory employes will number about thirty when running full blast.

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Tuesday afternoon the United States Senate rejected the Bayard-Chamberlain fishery treaty, so called, by a vote of 30 against to 27 in favor. Sixty-three senators were present, and it would have required the affirmative votes of forty-two to ratify the instrument. The situation on the fishing grounds is not necessarily affected by the rejection of the treaty, and nothing but an overt act of oppression on the part of Canada would be likely to cause any trouble this season.

* * * * *

Numerous inquiries are being made as to what has become of a bill passed by Congress nearly two months ago, providing for an International Marine Conference, to revise and amend the regulations and practice concerning vessels at sea. The lamentable disaster of the GEISER emphasizes these pertinent questions. It is asserted with plausibility that a revision of the present obsolete code of signaling, such as the convergence is expected to establish, would either have rendered the collision of the GEISER and PHINGVALLA impossible, or would have clearly established the crime of manslaughter against the officers of one or other of the steamers. The law calling for this conference was passed unanimously by Congress, with the approval of the leading mercantile bodies in the country. It went into effect on the 9th of last July. The time of calling the conference and the place of meeting were, by an amendment to the original bill, which had been prepared by the New York Maritime Association, left discretionary with the President. The law authorizes him to appoint seven delegates to represent the United States, and requests him to invite the Government of each maritime nation to send delegates to the conference. The law designates that two of the delegates shall be officers of the United States Navy, one an official of the Life-Saving Service, two masters from the merchant marine, and two citizens familiar with shipping and admiralty practice. To secure greater safety for life and property at sea is certainly a most praiseworthy undertaking, and it would not seem unbecoming for the President to act more promptly in the proposed International Marine Conference.

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EXPLORED THE UNITED STATES NAVY.

Bill Nye's Inspection of a Warship, and His Report Thereon.

It has become such a general practice to speak disrespectfully of the United States navy that a few days ago I decided to visit the Brooklyn Navy Yard for the purpose of ascertaining, if possible, how much cause there might be for this light and airy manner of treating the navy, and, if necessary, to take immediate steps toward purifying the system. I found that the matter was grossly misrepresented, and that our navy, so far as I was able to discover, is self-sustaining. It has been thoroughly refitted and refurnished throughout, and is as pleasant a navy as one would see in a day's journey.

I had the pleasure of boarding the man-of-war RICHMOND under a flag of truce, and the ATLANTA under a suspension of the rules. I remained some time on board each of these war ships, and any man who speaks lightly of the United States navy in my presence hereafter will receive a stinging

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rebuke.

The Brooklyn Navy Yard was inaugurated by the purchase of 40 acres of aground in 1801. It has a pleasant water front, which is at all times dotted here and there with new war vessels undergoing repairs. Since the original purchase others have been made, and the land side of the yard inclosed by means of a large brick wall, so that in case there should be a local disturbance in Brooklyn the rioters could not break through and bite the navy.

The RICHMOND is a large but buoyant vessel painted black. It has a front stairway hanging over the balcony, and the latchstring to the front door was hanging cheerily out as we drew alongside. During an engagement, however, on the approach of the enemy, the front stairs are hauled up and the latch-sting pulled in, while the commanding officer makes the statement, "April Fool" through the speaking-trumpet to the chagrined sad infuriated foe. The guns of the RICHMOND are muzzle loaders, i.e., the load or charge of ammunition is put into the outer or other end of the gun instead of the inner extremity or the base of the gun, as is the case with the breech-loader. The breech-loader is a great improvement on the old style gun, making warfare a constant source of delirious joy now, whereas in former times in case of a naval combat during a severe storm, the man who went outside the ship to load the gun, while it was raining, frequently contracted pneumonia. Modern guns are made with breeches, which may be easily removed during a fight and replaced when visitors come on board. A sort of grim humor pervades the above remark.

I must here say that I would rather e captured by our naval officers than any other naval officers I have seen. The older officers were calm and self-possessed during my visit on board both the RICHMOND and ATLANTA, and the young fellows are as handsome as a steel engraving. While gazing on them as they proudly trod the quarter deck or any other deck that needed it, I was proud of my sex, and I could not help thinking that had I been an unprotected, but beautiful girl, hostile to the United States, I could have picked out five or six young men there to either of whom I would be glad to talk over the details of an armistice. It was wash-day on board the ship, and I could not help noticing how the tyrant man asserts himself when he become sole boss of the household. The rule on board a man-of-war is that the first man who on wash-day shall suggest a "picked up dinner" shall be loaded into a double-barreled howitzer and shot into the bosom of Venus.

The ATLANTA is a fair representative of the modern war vessel and would be the most effective craft in the world if she could use her guns. She has all the modern improvements, hot and cold water, electric lights, handy to depots and a good view of the ocean, but when she shoots off her guns

they pull out her circles, abrade her deck, concuss her rotunds, contuse the main brace and injure people who have always been friendly to the government. Her guns are now being removed and new circles put in, so that in future she will be enabled to give less pain to her friends and squirt more gloom into the ranks of the enemy.

Politics has very little to do with the conduct of a navy yard. No one would talk politics with me. I could not arouse any interest there at all in the election. Every one seemed delighted with the present administration, however. The navy yard always feels that way. In the choky or brig at the guard-house, I saw a sailor locked up who was drunk. "How did you get here, my man?" I asked. "Through thinfloonce of prominent Democrats, you damphool. Howje spouse?" he unto me straight-way did reply. The sailor is sometimes infested with a style of arid humor which asserts itself in the most unlooked for fashion. I laughed heartily at his odd yet coarse repartee, and went away.

The guard house contains a choice collection of manacles, handcuffs, lily irons and other rare gems. The lily irons are not now in use. They consist of two iron bands for the wrists, connected by means of a flat iron, which can be opened up to let the wrists into place; then they are both locked at one time by means of a wrenchlike the one used by a piano tuner. With a pair of lily irons on the wrists and another pair on the ankles a man locked in the brig and caught out 2000 miles at sea in a big gale, with the rudder knocked off the ship and a large litter of kittens in the steam cylinder, would feel almost helpless.

I had almost forgotten to mention the drug store on board ship. Each man-of-war has a small pharmacy on the second floor. It is open all knight, and prescriptions are carefully compounded. Pure drugs, paints, oils, varnishes and putty are to be had there at all times. The ship's dispensary is not a large room, but two ordinary men and a truss would not feel crowded there. The druggists treated me well on board both ships, and offered me my choice of antisep-tics and anodynes, or anything else I might take a fancy to. I shall do my trading in that line hereafter on board ship.

The ATLANTA has many very modern improvements, and is said to be a wonder-ful sailer. She also has a log. I saw it. It does not look exactly what I had, as an old lumberman, imagined that it would. It is a boo, with writing in it, about the size of the tax roll for 1888. In the cupola of the ship, where the wheel is located, there is also a big brass compass about as large as the third stomach of a cow. In this there is a little index or dingus, which always points toward the north. That is all it has to do. On each side of the compass is a large cannon ball so magnetized or polarized or influenced as to overcome the attraction of the needle for some desirable portion of the ship. There

is also an index-connected with the shaft whereby the man at the wheel can ascertain the position of the shaft, and also ascertain at night whether the ship is advancing or retreating - a thing that he should inform himself at the earliest possible moment. The culinary arrangements on board these ships would make many a hotel blush, and I have paid \$4 a day for a worse room than the choky at the guard-house.

In the navy yard at Brooklyn is the bog iron hull or running-gears of an old ship of some kind which the Republicans were in the habit of hammering on for a few weeks prior to election every four years. Four years ago, through an oversight, the workmen were not called off or informed of Blaine's defeat for several days after the election. The Democrats have an entirely different hull in another part of the yard on which they are hammering. The keel blocks of a new cruiser, 375 feet long, are just laid in the big ship house at the Brooklyn Navy Yard. She will be a very airy and cheerful boat I judge, if the keel blocks are anything to go by.

In closing this account I desire to state that I hope I have avoided the inordinate use of marine terms, as I desire to make myself perfectly clear to the ordinary landsman, even at the expense of beauty and style of description. I would rather be thoroughly understood than to confuse the reader while exerting myself to show my knowledge of terms. I also desire to express my thanks to the United States navy for its kindness and consideration during my visit. I could have been easily blown into space half a dozen times without any opportunity to blow back through the papers, had the navy so desired, and yet nothing but terms of endearment passed between the navy and myself.

Lieutenant Arthur P. Nazro, Chief Engi-neer Henry B. Nones, Passed Assistant Engi-neer E. A. Magee, Captain F. H. Harrington of the United States Marine Corps, Gus. C.

Roeder, Apothecary Henry Wimmick and the dog Zib of the RICHMOND, Master Shipwright McGee, Captain Miller, Captain of the yard, and Mr. Milligan, apothecary of the ATLANTA, deserve honorable mention for coolness and heroic endurance while I was there.

-Bill Nye.



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
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