

Maine Coastal News

Volume 35 Issue 8 August 2022 FREE

New Diesel Record Set at Moosabec - 68.3 MPH



Jeremy Beal's MARIA S NIGHTMARE II setting the Diesel speed record at Moosabec Reach - 68.3 mph.

**BASS HARBOR
26 June**

Early in the week the weather forecast for the Bass Harbor races was looking good. The forecast did not change through the week and on race day we had a perfect summer day, bright sunshine, and a light cool SW breeze. Early in the morning of race day (26 June) Penobscot Bay was flat calm as was the waters around and outside of Bass Harbor.

Bass Harbor is one of the quintessential working harbors along the Maine coast. Filled with lobster boats, a few docks loaded with traps, a couple of lobster buyers, two boat yards and a restaurant.

There was a steady line of boats coming into the harbor right up till 0930. A large contingent came from Downeast: Beals, Jonesport and Milbridge, and some from the west'ard: Deer Isle, Islesboro, Searsport, Stonington and Vinalhaven. However, most of the competitors came from Mount Desert Island. When sign up closed we had 43 boats ready to race.

It was not that long ago that the Work Boat Classes drew almost 25 to 35 percent of the racers. However, over the last several years these numbers have dropped substantially depending on the venue. The further Downeast we go we still see a good turnout of what is known as the "mosquito fleet." A number of fishermen, most those under 20,

opt for an 18-to-24-footer with a center console and a pot hauler, some even had a fore deck, trunk, and house, and mostly always powered with an outboard, but inboard/outboards or inboards were also used.

There was only one boat in the Work Boat Classes, Nathaniel Robertson's DAD-DY DIDN'T BUY IT [Passamaquoddy 24; 175-hp Mariner], which won Work Boat Class C (Inboards, outboards or outdrives 91-hp and over).

One could say the same for the gasoline powered boats. However, it is easier to understand these diminishing numbers as few fishermen opt for a gasoline over a diesel engine. Many of the boats that enter the gasoline class are classic lobster boats, now used for pleasure, or true race boats with big powerful deafening engines. On this day there were just two entrants in the five gasoline classes, one (Roy Hadlock's EMPTY POCKETS [Crowley 28; 350 Chevrolet]) in Class B (V8, Up to 375 cid, 24 feet and over) and one (Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet]) on Class C (V8, 376 to 525 cid, 24 feet and over). The classes were combined and it was BLACK DIAMOND leading the way to the finish.

In the diesel classes there were no entrants in just Class A. There were several with only one entrant and those were combined with another class to speed up

the day. The first race was Class B (up to 235 hp, 32 feet and over) and it was going to be a close one between the two racers on the line: Brian Gordius' SUN DANCER [Stanley 36, 210-hp Caterpillar] and Wayne Rich's RICH RETURNS [38' Robert Rich; 210-hp Cummins]. As they headed for the finish they were bow to bow and it was so close that when they crossed the finish line it was deemed a tie. Four boats were on the line for Class C and the winner was Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] with second going to Ryan Mitchell's HANNAH PEARL [BHM 28; 265-hp John Deere]. There was just one entrant in Class D (Diesel Class D- 236-335 hp, 34 feet and over), Shawn Stanley's MISS MARGO [Mitchell Cove 35; 300-hp John Deere], and he ran down the course with Class C. Four boats were on the line for Class E (336 to 435 hp, 24-33 feet) and this was going to be a close race between Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] and Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar] and they did not disappoint. As they sped for the finish line they were bow to bow, but right before they crossed AUDREY MAY slipped by with a boat length to spare and got the win with a speed of 36 mph. Third went to Dan Eaton's DESTINY [Crowley 28; 420-hp Yanmar]. Class F (336-435 hp, 34 feet and over) has been exciting races

(Boothbay and Rockland) between Mitch White's BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins] and Winfred Alley, Jr.'s FAITH MELLE [Libby 34; 425-hp Cummins], with BOUNTY HUNTER getting both wins by mere few feet. The big question was did FAITH MELLE find a little more speed? Yes, she did, crossing the finish with a half boat length lead. Class G (436 to 550 hp, 28-35 feet) had just one entrant (David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo]) so he ran down with the four boats in Class H (436 to 550 hp, 36 feet and over). Dean Beal's MISS NORMA [Wayne Beal 36; 500-hp Cummins] jumped right into the lead followed by Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT] and Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] in third. After a total refurbishing Josef Guptill's INDIAN OUTLAW [Northern Bay 38; 500-hp Cummins], made her first appearance and placed fourth. Two boats were on the line for Class I (551 to 700 hp, 28-35 feet) and the win went to Travis Lunt's STEPPIN' OUT [Mitchell Cove 35; 580-hp Volvo] followed by Colby Oakes' TRIPLE X [Mitchell Cove 35, 650-hp Scania]. Heather Thompson and GOLD DIGGER [Wayne Beal 36; 675-hp Scania] continued her domination of Diesel Class J (551 to 700 hp, 36 feet and over) with

Continued on Page 22

C o n t e n t s

Publisher's Note	4	<u>Commercial Fishing News</u>	Boat Yard News	14+
Calendar of Events	4	Hall of Fame	Lobster Boat Racig Results	20
Kirsten Race Update	5+	Maine DMR News	<u>Maritime History</u>	
Passed Over the Bar	7	Directors Report, DELA	Industrial Journal - 1890	26+
U. S. Navy News	9	Misc. Commercial Fishing News	Classified Ads	28

175 HP



200 HP





150 HP

300 HP



Diesel Outboards from 150 - 300hp available in stock!

WHY OXE?

SAVE ON FUEL
EXTEND RANGE
SMOOTH SHIFTING
LONGER MAINTENANCE INTERVALS
LOTS OF TORQUE!



SCAN TO
LEARN
MORE

CONTACT - KERRY THOMPSON - 908- 391 - 8378

OUR DEALER NETWORK IS GROWING! CONTACT US TO INQUIRE ABOUT BECOMING A DEALER!



CELEBRATING A CENTURY 1922-2022



Complete engine packages for new builds and repowers



VOLVO PENTA

Portland, ME

Wakefield, MA

Cranston, RI

Drew Weaver (978) 821-9826 dweaver@powerprodsys.com

Joel Rumelhart (207) 632-6868 jrumelhart@nedda.com

Smithwick & Mariners Insurance

Marine Insurance Specialists



1-800-370-1883 (207) 781-5553
www.smithwick-ins.com
366 US Route 1, Falmouth, Maine 04105

EXPERIENCE BILLINGS...

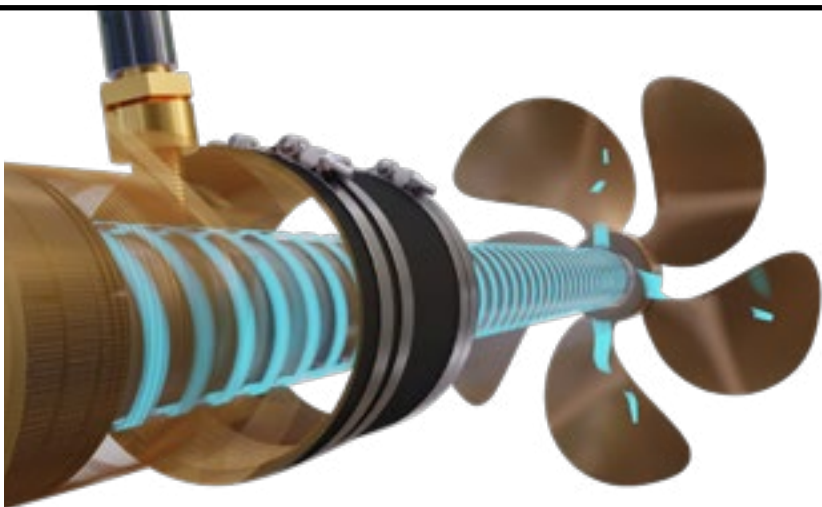
The full-service yard that does it all with expert craftsmen and technicians



- Complete machine shop facility • Authorized sales and service with factory trained technicians (Detroit Diesel, Volvo Penta, Caterpillar, Cummins, Yanmar, Ford, Westerbeke, Lister, Twin Disc, ZF, Borg Warner) • Complete Welding and fabricating shop • Expert painting, Awlgrip and varnish • Full woodworking facility • Fiberglass • Fully stocked marine store • Heated undercover railway and paint booth • 35 & 82 ton Travelifts.

Billings Diesel & Marine Service

P.O. Box 67, Stonington, Maine 04681
(207) 367-2328 • (207) 367-6559 nights & holidays
office@billingsmarine.com • www.billingsmarine.com • We monitor channel 16



HEAVY DUTY MARINE HARDWARE FOR DOWNEAST STYLE BOATS

- Aqualoy™ 22 Propeller Shafts
- Self-aligning Shaft Seals
- Rudder Ports (Gland Style)
- Rudder Stuffing Boxes
- Traditional Stuffing Boxes
- Stern Bearing Housings
- Intermediate Shaft Bearings
- Split and Tapered Couplings
- Custom Shaft Tubes
- Bronze Tiller Arms
- Bronze Deck Plates
- Piranha Dual Line Cutters
- Zinc Mounting Plates
- Rudder Step/Skeg Bearings



(207) 422-6532
www.retmarine.com

CERTIFIED MARINE TRANSPORT

RELOCATING YOUR YACHT?
(508) 478-0200

CALL FOR A QUOTE! CALL FOR A QUOTE! CALL FOR A QUOTE! CALL FOR A QUOTE! CALL FOR A QUOTE!

Maine's Propeller & Fabrication Experts are Now Your Source for Marine Hardware!

Nautilus Marine Hardware 2317 US HWY 1, SULLIVAN, ME

14 miles east of Ellsworth opposite Chester's Pike

Commercial Fishing & Boatbuilding Supplies Including:

- STAINLESS FASTENERS • USED PROPELLERS
- MARINE HARDWARE FROM OUR FAB SHOP
- OIL GEAR • GLOVES
- ROPE & BUOYS • BILGE PUMPS

State Certified Station for:
Propane Filling
Dive Tank Filling
Game Tagging



NAUTILUS

MARINE HARDWARE

(207) 422-0119

ROYAL RIVER BOAT

A full service boatyard



FIBERGLASS
Core Repairs
Awlgrip Coatings
Gelcoat Refinishing
Keel Repairs
Blister Repairs

WOOD
All Major Repairs
Cabinetry/Joinery
Paint Stripping
Re-Fastening
Restoration

- 55 Ton & New 75 Ton Travel Lifts
- Marina
- Sail Loft
- Awlgrip & Fiberglass
- Engine & Electrical
- Outboard & Stern Drives
- BOAT HAUL-OUT & STORAGE
- MECHANICAL SERVICES
- ValvTect GAS & DIESEL
- AUXILIARY SYSTEMS
- FUEL-GAS-DIESEL
- DOCK SERVICES
- SUPPLIES



We are located two miles from Exit 17 off Interstate 95
307 Bayview St., Yarmouth, Maine 04096

Phone: 207-846-9577

www.royalriverboat.com

Fax: 207-846-6571

Email:forinfo@royalriverboat.com

Maine Coastal News

P.O. Box 710

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

(207) 223-8846

E-mail - igmatats@aol.com

Website: www.mainescoast.com



Follow us on Facebook:
Find under - Jon Johansen

Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history.

Distribution of Maine Coastal News is from Eastport to Marblehead, MA and is free on the newsstand. It also can be obtained by subscription. A year subscription, 12 issues, is \$20.00. A single copy is \$2.00, which covers the postage. Foreign rates for subscriptions are \$40.00 per year.

The Maine Coastal News office is located at 966 North Main Street, Winterport, Maine.

Comments or additional information write: Maine Coastal News, P.O. Box 710, Winterport, Maine 04496.

Publisher

Jon B. Johansen

Editor-in-Chief

Rachel Elward

Advertising Sales

Randy Nichols

Advertising Deadlines: The deadline for the September issue is August 12.

The deadline for the October issue is September 9.

Publisher's Note

I cannot believe that we are already in the middle of July. The days are getting shorter and before we know it the temperatures will begin to fall and stay there. Sorry, I cannot wait. But before that happens, I would like to enjoy a little more of the summer. The last two weekends CINDY JEN went to and from the Stonington and Friendship Lobster Boat Races. The first couple of years I owned her was challenging as her engine would just stop periodically. We began replacing several things and it got better, but still was not perfect. Last year we changed the carburetor and we have not had a problem since. She is a great boat to run as she just slides so easy through the water and easy to maneuver in tight places. She is also quite easy to maintain as she is quite simple: engine, basic electronics, and wiring. Down below there is just the engine and an I-berth (just for I, or half of a V). One issue is speed, top 16-17 mph, and cruise 12-13 mph, but only burns 5 gallons an hour. On the way back from Friendship I was overtaken by Jeff Eaton's LA BELLA VITA and Matt Shepard's ALEXSA ROSE, which in 15 minutes were out of sight. So, a little more speed would be nice. Also, it would be nice to be able to sleep on board instead of getting up in the middle of the night so I am where I am supposed to be on time. No matter what, I really like this boat and would not part with her. I would like to have more time taking her around the bay, stopping here and there, getting interviews, and shooting photographs. Just need to make the time.

Are collectors a dying breed? The antique business is extremely slow and the prices for antiques has dropped through the floor. The younger generation seems to have little or no interest in their family's items, but I wonder if they, or a future generation, will come to regret this decision? I recently had a conversation with my financial advisor

and he thinks that collectors collect to turn around and sell what they find to make money. There may be some that do that, but I am thinking most collect and it is extremely difficult for them to part with any aspect of their collection. I try to collect to preserve items (old photographs and ephemera) for future generations. Too many times items go to a collector and if they are not passed on correctly, they end up in the dumpster since the family usually does not understand their value either monetarily or historically.

I enjoy watching "American Pickers" as they get into some interesting private collections, which are impressive. Some of these are well organized and others are not. I try to be organized, but that gets challenging the more items I bring home. What would solve most of my problems, since most of the collection is books, is shelving, which is coming soon. I also need to file the several mounds of paperwork into the file cabinets. That still leaves paintings and models, but these do not take up much room. So long as I do not expand what I collect, like go to automobiles or even a fire engine, I should be good.

I think the biggest problem for a collector is knowing when it is time to give up the collection. Many today do not care what the will says, they are going to do what they want. People like this should spend a little time behind bars as that is not what they person wanted done with their items when they were gone. The relatives do not care because to them it is mostly about the money or getting more than their siblings. The best way to make sure that your items end up with the one you want to have it is to give it before you are gone. I am fortunate as Ann and Rachel both understand the significance of the little bit I have collected and know what should be done.

MCN's Calendar of Waterfront Events

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings

Searsport

Info: <https://penobscotmarinemuseum.org/>

Maine Maritime Museum

Cotton Town: Maine's Economic Connections to Slavery

Arthur Beaumont: Art of the Sea

Sustaining Maine's Waters

Shipwrecks & Salvage

Bath

mainemaritimemuseum.org

Cape Ann Museum

Window on the Marsh

Fitz Henry Lane Gallery

Gloucester, MA

Info: capeannmuseum.org

New Bedford Whaling Museum

Loomings: Christopher Volpe

Turn the Tide, Courtney Mattison

The Azorean Spirit: The art of Domingos Rebelo

Enlightening Encounters: The Two Nations of Manjiro Nakahama

New Bedford, MA

Info: (508) 997-0046

Mystic Seaport Museum

Sentinels of the Sea

Whaleboat

Voyaging in the Wake of the Whalers

Sea as Muse

19th Century Navigation

Mystic, CT

Info: mysticseaport.org

2022

JULY

23-4 48th Annual Boothbay Harbor Regatta & Shipyard Cup Classics Challenge

Boothbay Harbor Yacht Club

Boothbay Harbor

Info: gmora.org

24 Harpswell Lobster Boat Races Harpswell

Info: Amanda Peacock (207) 756-

3104

Kristina York (207) 449-7571

29-30 Camden Classics Cup Camden Yacht Club

Camden

Info: gmora.org

AUGUST

3-4 Castine Classic Yacht Celebration

Castine Yacht Club

Castine

Info: dpbicks@gmail.com

4-7 Monhegan Weekend Portland Yacht Club

Falmouth

Info: gmora.org

5 Camden to Brooklin Feeder Race Camden Yacht Club

Camden

Info: classicyachts.org

6 Eggmoggin Reach Regatta WoodenBoat

Brooklin

Info: classicyachts.org

13 Winter Harbor Lobster Boat Races Town Dock

Winter Harbor

Info: Chris Byers, (207) 963-7139

13 SailMaine Festival & Regatta Portland

Info: gmora.org

13 Annual Classics Race 2 Boothbay Harbor Yacht Club

Boothbay Harbor

Info: gmora.org

14 Merritt Brackett Lobster Boat Races State Park Restaurant

Pemaquid

Info: Brent Fogg (207) 350-7163/563-6720

Sheila McLain (207) 677-2100

20 Long Island Lobster Boat Races Ferry Dock

Long Island

Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576

21 Portland Lobster Boat Races Portland

Info: Katie Werner (207) 807-1832

28 Camden Solo Challenge Camden Yacht Club

Camden

Info: gmora.org

SEPTEMBER

10 Around Islesboro Race

15-18 Newport International Boat Show Newport, RI

OCTOBER

15 Annual Meeting & Awards Banquet Robinson's Wharf

Southport Island

Info: Jon Johansen (207) 223-8846

16 Closing Day Penobscot Marine Museum

Searsport

Info: <https://penobscotmarinemuseum.org/>

2023

MARCH

2-4 Maine Fishermen's Forum Samoset Resort

Rockport

Check out the
Maine
Coastal News

WEBSITE!

mainescoast.com

Update: Kirsten Neuschafer's GGR 2022

JULY 2022 NEWSLETTER

A warm hello to everyone who has been following, and again, my apologies that it has taken a while to send out this newsletter, as well as a certain amount of “radio silence” while underway (and perhaps even while ashore?). As always, there is so much happening, and so much to do, with the start-line of the Golden Globe Race drawing rapidly nearer, and many deadlines to meet and preparations to finalize.

Read on to hear more about where I have been for the last --- number of days, but before I get to the present, let me tell you about the months leading up to it: As you might know, I spent just over 3 months back home in Cape Town, after a very successful and first, longer passage and ocean-crossing on MINNEHAHA – the sail from PEI, Canada back home to South Africa.

The time in Cape Town was not only so important in order to catch up with friends, but so needed to further work on MINNEHAHA – among other things, fix the leaking portholes and do various installations and tweaks. A very big thank-you goes here to Manuel Mendes from East Quay Boat Yard, who was there to meet me in his little motorboat “Ngomkumbi”, at the entrance to the Cape Town harbour, for a warm, heart-felt welcome back home. Manuel’s support was paramount throughout my and MINNEHAHA’s time in South Africa.

Firstly, Manuel had us on his dock for the entire period, except for 3 weeks, while I went home to the Eastern Cape – and he did not charge a cent for mooring, but beyond that, he organized and donated all sorts of materials from nuts and bolts, paint, poles, fittings, blocks, compasses, RDF etc. – and between him and Fabian Stormvogel, they did all sorts of specialized little jobs that were needed – and again, this was all done without charge, as a very generous contribution and form of support towards this race! It’s not surprising, that Manuel was there again on “Ngomkumbi” to see me off out of Cape Town, by accompanying me back to the breakwater, this time with Fabian, my mother, Annette and friend Yousef. Manuel’s support, however, did not end once I sailed out of Cape Town – he continues to stay in touch with me – and he has been a great support in organizing anything from a distance via Iridium SMS – not to mention being the Portuguese connection! Thank you so much, Manuel, Fabian and the whole team at East Quay Boat Yard! Your friendship journeys along with me aboard MINNEHAHA!

Another job that needed to be worked on urgently while I was in Cape Town, was the SSB radio. The one that we had installed on PEI turned out to be deaf. This is where a big thank you goes to James Scott, who came

to the rescue with an ICOM SSB, which he sourced, ran tests on first to make sure it was in perfect working order, and which we then installed and tested thoroughly, also making contact with Cape Town Radio while still in port. He also tested the weatherfax, helped with the installation of the Iridium antenna and new antenna for the AIS alarm, he tested and did minor repairs to an RDF which Manuel donated – and was always ready to take a phone call and give his advice and input on all and any questions pertaining to comms and electrics – and anything else boat related – down to advising one rather to go and have a beer than get excessively frustrated and rush into a job without giving it enough thought. James’s help also extends far beyond Cape Town: once underway, we had arranged a sched with James, and spoke to him as far as St. Helena, and he still continues to offer his remote assistance! So, James – a very big thank you! James also established the comms between me on MINNEHAHA and my fellow South African competitor, Jeremy Bagshaw on his Olleanna.

Now a word to my fellow competitor, Jeremy: I met him for the first time while working on MINNEHAHA in Cape Town – and he must be the best kind of co-competitor one could wish for. Jeremy freely shared all sorts of useful contacts for sourcing things and any other information that could be useful. We did our survival at sea course together in St. Helena Bay on the West Coast, and we had a little chat via SSB every second night all the way up to the Azores. I can really say, that it’s not only an honour, but also a lot of fun to be in this together with Jeremy – and I view him primarily as an ally – and one that I am very grateful for. It’s good to be able to compare notes and talk to someone who is doing the same thing parallel to you – it’s helpful and it’s good for the morale – and with Jeremy, I just know that if push comes to shove, he’ll have my back, and I certainly would have his! Go Jeremy! As much as we all want to win – I really wish you the very best for this race, and it’s a comfort to know you’ll be out there too!

Cape Town was also the place to sort out the final inventory of sails for the race. A big thank you to Geoff Meek from the North Sails loft in Cape Town. It was fun discussing and working on the project with Geoff and with the ongoing help from John Danly, who has been helping and advising with sails from the word go. Geoff came up with some cool ideas, and the result is, some really cool sails, that I am very happy with! North Sails, Cape Town, also gave a considerable discount, but so too did Contender Sailcloth!

Thank you so much for supplying such a generous quantity of material and for the support you have shown! It is an honour to



have top quality material from Contender Sailcloth, partnered with top quality design and workmanship from North Sails, Cape Town! Both Geoff and Manuel came out for a sail on MINNEHAHA to test the new sails, and we were all very impressed!


There was a lot of stocking up of stuff that needed to happen in Cape Town. Mainly a lot of the compulsory safety equipment. This inventory includes 2 Iridium 9555 sat phones, and an Iridium antenna. Here I would like to say a very big thank you to Jeremy and Aida from Northern Axxess, who have been supporting me ever since I first made contact with them quite some time ago. Imagine this: WITHOUT my even having asked, they offered to sponsor the second, brand new Iridium 9555 unit, as well as the

antenna, the antenna cable and the adaptor. They have also been sponsoring my subscription to UUPLUS mail, which allows me to download grib-files (obviously only up until the start of the race). And, so, they shipped me their generous care package all the way from Seattle to South Africa – and thanks to that, I have had the safety feature of Iridium 9555 and comms, as well as ticking the box for requirements for the race. Good on you and thank you, Northern Axxess!

Now more on note of safety equipment: another requirement is to have 2 harnesses on board. One needs to be self-inflating with an arrangement for attaching a PLB, which obviously also means that one requires a PLB.

Continued on Page 6.



Your next great
ADVENTURE
at sea starts at



**FRONT STREET
SHIPYARD**

Pen Bay, the Caribbean, the Cape: Where are you heading next? Come first to Front Street Shipyard in Belfast. Whether you're sailing your 30-foot sloop around Maine's islands or navigating your 130-foot trawler around the Caribbean islands, we'll get your vessel ready for your future adventures. We've recently expanded with a new 22,500-sq ft facility.

The Nordhavn TRIXIE in Eleuthera following a refit at Front Street Shipyard.



The NEW ENGLAND REFIT CAPITAL | frontstreetshipyard.com

CHASE, LEAVITT & CO.

The Chart Room

Flags · Books · Chart Kit · Paper Charts · Navigation Tools

Life Raft Service Station

Abandon Ship & Floatation Gear · Distress Signals · Overboard Rescue

Inflatable Boats

Sales: Achilles, Caribe, & Highfield
Large Supply of Spare Parts
Repair Professionals

84 Cove St., Portland (207) 772-6383
218 Bucksport Rd., Ellsworth (207) 667-9390

www.chaseleavitt.com

Update: Kirsten Neuschafer's GGR 2022

Continued from Page 5

Here a very big thank you goes to MRT in the UK, who made contact with me a while back, and also offered to sponsor this gear for the race – so they have now very generously supplied not one, but TWO self-inflating safety harnesses, with replacement CO2 cartridges as well as the PLB. Grand! Huge benefit for taking to the high seas, potential life-saving donations, and more ticks on the long list of boxes that need to be ticked in order to be able to do an event like this. Big thank you, MRT and Marcus, who put it all into place!

Additional equipment, like handheld VHF, flares, life-sling recovery equipment, life-rings, whistles, survival rations etc. were purchased from Seaport Supply at a discounted rate. Thank you, Deon, for the helpful and friendly service and the discounts... Every bit helps!

Now not to forget, that I had been away from South Africa for more than 2 years, mainly due to travel restrictions caused by the pandemic, so getting home was a very special, necessary and important thing for me to do – and I was overwhelmed to see my family again! My sister, Pascale, was standing at the swing bridge of the V&A Waterfront waving to me, the evening that I sailed into Cape Town, and my mother, Annette arrived the very next day (and she would have been there that first evening with my sister, if it had not been for the fact that her car broke down on the way from Port Elizabeth). Anyhow, it was a grand reunion. My mother then spent almost a whole month on board with me, helping me primarily to fix the portholes, but doing all and any kind of job I would ask her – and then on top of that, she would make sure there was always a wholesome meal on board after a hard days work. This was a really special time for me with my mother, as my crew! We had a lot of fun in between the work, and it was a great

way to catch up and spend time with her. She cannot even imagine what a great support she was to me – in every practical but also moral sense – and I am really grateful to her for all of her time, energy and effort she gave me. We then drove together from Cape Town back to Port Elizabeth, had a fun little road trip, for me then finally to get home to see my father, Sigi, and my dogs again. The value of family and home-time cannot be underestimated! I spent about 3 weeks in PE, having a (much needed) break from MINNEHAHA (and I am sure she was happy to have a bit of solitude after all the hammering and chizzling and rushing about on her). Fortunately, the V&A Waterfront Marina very generously let MINNEHAHA occupy one of their extremely well-sheltered berths, in their stunning marina, during the time that I was away. So, I knew that Minnehaha was safe. Thank you, V&A – Louis and Josh - your support and willingness to help is much appreciated!

My father, Sigi, then came back with me from Port Elizabeth to Cape Town, so I got to do another fun little road trip with him, and he then spent about 3 weeks with me aboard MINNEHAHA, sanding and varnishing and taking care of odd little jobs on boards, of which there are always endless amounts. More quality time spent with my father, while still making progress with the tasks at hand.

In general, home-coming was very special, and I was made to feel welcome and supported even before I got to South Africa: the Royal Cape Yacht Club extended an invitation which my team passed on to me while I was still out at sea - showing a great amount of support, for which I am very grateful. They offered free mooring at their club, as well as issuing me with temporary membership and access to the club, to use any of their facilities. They arranged a fun press event, with great wines sponsored by... All in all a lot of effort went into the event, and the RCYC continued to offer their support throughout my stay in

Cape Town, later arranging yet another event for both Jeremy and me, and with Don McIntyre virtually present via Zoom.

Now on the topic of yacht clubs: a huge thank you goes out to the Gordon’s Bay Yacht Club. I was contacted by their commodore, Jana Loubser, asking whether they could arrange a fund-raising event for me, which they then duly did. It was an absolutely unforgettable evening! A very generous person sponsored all the food for the evening, this food having been turned into delicious, traditional, South African “potjie” – hmmm yum! Tickets which included the said potjie as dinner, were sold to members as well as the general public, the proceeds of which went towards the fund-raising. The Gordon’s Bay Rotary Club was also present and supporting the event, and in general, there was a great turn-out of really keen and enthusiastic people, all there to show their support. There was live music and great ambience to go with the good food – and on top of it, a wine auction! Bottles of fine, mainly South African, vintage wine were donated by members and then sold at phenomenal prices, all towards helping me to the start-line. Certain individual members even upped the amount raised, by throwing in some generous donations. To everyone who helped make that fund-raiser such a memorable event and such a great success: I am still overwhelmed by the kindness and the generosity!

Certain individual members even upped the amount raised, by throwing in some generous donations. To everyone who helped make that fund-raiser such a memorable event and such a great success: I am still overwhelmed by the kindness and the generosity!

I have stuck a sticker of the burgee of Gordon’s Bay Yacht Club on MINNEHAHA’s mast on the section below deck – and not a day aboard goes by, that I do not see it and think back of the support that was shown me that evening! Thank you to all involved and all who were there to show their support!

The False Bay Yacht Club is another club that extended a welcome to me even before I arrived. FBYC also contacted my team ahead of time to offer me free mooring at their beautiful club in Simon’s Town. For logistical reasons I stayed in Cape Town, but the gesture was very touching, and I subsequently went over one evening to the club, to talk a bit about the preparations for the race. This evening too was a lot of fun and I have 2 good bottles of wine on board, stowed for a special occasion, a gift from FBYC. So, thank you too for the support. It’s so encouraging to know that my fellow South African sailors from whichever club they might be from, are backing me!

While I was in Cape Town, I also has a good chat to Paul Trammell, who contacted me for a podcast. This was the second podcast Paul had invited me to do with him – and again, it to be fun chatting to him about all things concerning boating and sailing. Now this particular podcast, which Paul then made public, served a secondary, off-shoot benefit: Capetonian boatbuilder Jeff Stephenson happened to have listened to this podcast, and heard me speaking to Paul about the difficulties I have with not being able to sit at my (chair-less) nav table, and it not being an athwartships-oriented nav table either. Now, Jeff got thinking, and sent me an email, very kindly offering to build me a “portable” nav table. It was a great idea, and he got working on it, so that by the time I was ready to leave Cape Town, I had this super-cool nav table – one complete with the desk surface that can be opened, with stowage compartment for plotting sheets and almanacs etc., with a soft, cushion-like section below it, that takes on the shape of any surface you put it on (like your lap), and that you can therefore also orientate at any which angle

you like. It’s simply brilliant, and I love it! I can pick it up and sit on whichever side is more comfortable, depending on the tack, and happily do my sight reduction calculations and plotting. It has made celestial navigation so much more comfortable, and it’s also just an incredibly kind gesture by someone who I had not met before! It’s these type of contacts with people that really, really cheer me on – really original, unique and sincere gestures of support, that make me keep going, even when the going gets tough. Jeff also came to see MINNEHAHA and decided that I should have a nice bean-bag on board – a comfortable, big cushion that I can use below deck to make life more comfortable for reading and writing and lounging – but also above deck on a nice day out in the cockpit. On a long and arduous voyage, the addition of comforts like these means more than one can imagine! Thank you, Jeff! Too cool!

On a note of media, I’d like to say a very big thank you to Ian Henderson, Thinkteam... Ian spent a lot of time and effort on and around MINNEHAHA while we were in Cape Town, taking footage. The result of this is something that shows Ian to be a very creative film-maker, story-teller and cinematographer. The result of this will become public very soon! Keep watching to see!

I would also like to say a word of thank you to Eben Human, for taking such interest in the campaign, taking some great photos, publishing a really well-written article in “Die Burger”, and just generally being such a support! Eben has reported on many sports and particularly sailing events, and it’s really encouraging when a journalist of his caliber shows such an interest!

As our time in Cape Town drew to a close, it was also time to give MINNEHAHA’s hull a little scrub. Here I’d like to thank Momelezi and Malusi from Offshore Yacht Services, who came on really short notice to do the job. Fortunately there wasn’t really much growth, but from the months of standing in port, the hull had a good coat of slime on it – and besides, it’s always good to do a little hull inspection!

Then a lovely surprise one day in my inbox: a song written by Heather Nova. Heather heard about my participation in the GGR, by my much appreciated team-member and advisor, Alan Burland. Heather then decided to write an original song for me to take with on the race.

Heather spent some of her childhood living/sailing on “Moon”, a 42” gaff ketch built by her parents. The only powered item on the boat was a tape deck that ran off a wind generator on top of the mizzen mast and many days were spent at sea, listening to singers/songwriters of the 1970s. Heather was impressed that the Golden Globe Race maintains the ethos and technology of the first race.


So, as you can see, I have been so incredibly privileged and lucky with all sorts of support that has come my way and throughout this project - and now original music!

There have simply been so many people who have helped in Cape Town. Another such person is my dear friend, Sue Beattie, who gave me a whole box of books – not just any books – but good reads! Now, some might think that’s a bit of an indulgent luxury -but, in fact, I tend to devour books while at sea, and I see them as a necessity! As much as the body needs to be fed, so too does the mind! And especially when you have no one but yourself to talk to! Thank you, Sue!

My mother also came back to Cape Town, together with our dear family friend Yousef Pourrahim. They came to help me in the final couple of weeks leading up to

Continued on Page 7.

**Become a Member
of the
Maine Lobster Boat Racing Association!**



**Remember you need to be a member to
eligible for year-end awards!**

**Send \$50 per person/boat
which includes dinner at the
Annual Meeting and Banquet at
Robinson's Wharf, Southport Island
at 5 PM on 16 October**

**Send check to:
MLBRA
P. O. Box 710
Winterport, Maine 04496**

PASSED OVER THE BAR: MERCHANT & ROSS

Milton R Merchant

It is with great sadness that we announce the death of Milton R Merchant of Jonesport, Maine, who passed away on June 23, 2022, at the age of 61, leaving to mourn family and friends. Family and friends.

Milton was the son of Ellery and Joyce Merchant. Milton loved God first and family second. Milton's children and grandchildren were his pride and joy. Milton was their biggest fan. He loved attending their activities and cheering them on. Milton also took pleasure in all sorts of hunting. He especially enjoyed rabbit hunting with his dogs. Milton was very generous and competitive by nature. One of his favorite competitions was the Moosabec Lobster Boat races, where he won numerous trophies as witness to his success.

He was predeceased by: his parent Ellery Merchant. He is survived by: his

mother Joyce Merchant; his significant other Tonia; his sons, David (Kaitlin) and Mathew (Courtney); his grandsons, Uriah, Emery, Isaac, Saul, Osmin and Silas; and his siblings, Ted, Ed, Wilton, Waylon and Wilma. He is also survived by other numerous nieces, nephews, in-laws, and friends.

A funeral service was held at the Jonesport United Pentecostal Church in Jonesport on 27 June.

Richard "Poochie" W. Ross
CHEBEAUGE ISLAND – Richard "Poochie" W. Ross, 93 years old, passed away July 3, 2022, after a brief illness, with family by his side, at Mercy Hospital, under hospice care.

He was a life-long Chebeague resident who fished the waters of Casco Bay for nearly 70 years. Poochie attended the Chebeague Island schools as well as Butler Elementary

in Portland for a few years where his family lived during WWII.

He began herring fishing as a young man, alongside his father and two brothers. He always considered that profession to be his true passion. When that industry ended in the early 1970s and canneries closed up and down the Maine coast, he made lobstering his main career, supplementing with clamming, scalloping and musseling when necessary.

He loved being on the water and preferred to fish alone as opposed to hiring a sternman. He had a sixth sense for finding prime hiding locations of whatever he was harvesting. For many years, his only "helper" was a very lucky and devoted seagull who was so tame, he could feed him by hand and became a friend, both on land and at sea.

His love of all creatures made him a natural friend to many: raccoons, squirrels, turkeys, rabbits and most anything with fur or feathers.

As a teen, Poochie loved to play baseball and was noted as a good pitcher and an amazing fast runner and base stealer. His speed around the bases earned him a noted win when, later in life, he was pitted against another runner of legend from Long Island...A good natured rivalry that his family heralded for decades!

In 1955, Poochie married his soulmate, Priscilla "Pip" Stilphen and their union was the gold standard that many tried to achieve. They had a true love affair that lasted more than 65 years and that love endured, even after her death in 2016.

Together they raised two daughters, Beverly and Barbara. As a family, they enjoyed outside activities such as badminton, croquet and fishing and loved to spend time at the Ross family hunting camp in Waite.



Poochie raised rabbits and pheasants during his time as a member of the Chebeague Gun Club which presented a conflict of interest between his enjoyment of hunting and his love for all creatures.

He will be forever remembered as a kind and gentle man who humbly gave and shared anything he felt he could to enrich someone else's life or just to bring a smile and his love of God was his true north. He was the ultimate provider for his family and he extended that care to other's who needed a little extra help. He was loved and will be greatly missed by all who knew him.

He was predeceased by his parents James and Etta Ross; his brothers Emery and James "Brother" Ross, his sister, Alice Bowman; and the love of his life, Priscilla.

He is survived by his daughters and their spouses, Beverly and Pat Murray and Barbara and Joseph Ballard; grandchildren Patrick (Lana) Murray, April (Kyle) Scholten, Jonathan Caldwell, Kelley MacLennan, Kara Williams; great-grandchildren Jake, Ben, Jack and Lucy; as well as many nieces and nephews...all who were very dear to him.

An island funeral will be announced at a future date with a private family interment planned.

Update: Kirsten GGR 2022

Continued from Page 6

departure and also to drive my car back to PE. Yousef, thank you for taking your holidays to come and work like a slave on MINNEHAHA, with boundless energy, willingness and diligence, down to being willing to run over to the waterfront at even just the slightest hint of anyone (who possibly?) wishing for some ice-cream. And dearest Mother – as always, the love and effort you have put into me and my projects throughout my life, are paramount in what I have been able to do! It was strange leaving Cape Town, and suddenly being alone out at sea again – I kept on thinking my two ground-support crew were still aboard. But alas, I was alone – and there was no one making me coffee anymore, and no more ice-cream to be had either...

Now also a very big thank you to my managers (of which I have not only one, but TWO – haha! – this is because I am lucky (and not because I am so difficult to manage).

As we have not yet announced it: Jerome Drnovsek, a long-standing friend of mine, as well as team member, has now accepted the managerial tasks, together with Alicia Biggart, who has been part of this campaign from the moment it was born, and who played a pivotal role in my even signing up for this whole mission! I have been in touch with my 2 managers while out at sea, as well as team member Arleigh Hudson, while they have been managing all sorts in the background, and running all sorts of errands for me. I am extremely lucky to have a great team behind me – all of whom are friends and volunteers, and it cannot be overstated how supportive they have been and all the background effort they have gone to!

Now, again, last, but not least, I'd like to thank Eddie Arsenaault too for his ongoing support! Eddie is my number one support person I turn to for all sorts of boat technicalities, because he is the only other person who knows MINNEHAHA as well as I do. Besides that, he is one of the most dependably solid and resourceful people around. While at sea, I would frequently Iridium SMS Eddie,

ask him his opinion and advice, as well as ask him to source things for me. He'd then contact the right people, source and/or fabricate the right parts, package them and have them on their way in no time to be waiting in the next port! Thanks, mate! I owe you big-time!

OK, so now where am I if I am writing this newsletter and getting it ready to send? Obviously somewhere ashore where I have internet access! But there haven't been any updates to that effect, so...

Well, I am ashore, and have been for a number of days. I have been maintaining "radio silence", mainly so that I can just get on with the important jobs at hand so close to the start-line. But truth be told, I have been on Sao Miguel in Ponta Delgada, the beautiful Azores, where I arrived exactly 48 days after leaving Cape Town.

I had a really good sail up here, and one that I really enjoyed! Leaving Cape Town in early May, means leaving into relatively light winds (as opposed to leaving earlier when it is still more summery in the Southern hemisphere and one can bargain on a good blast of the Cape Doctor Southeasterlies to spur one on into the fair Trades). The first few days follow the coast a little more closely than an earlier departure would have required, and the water of the cold, North-flowing Benguela has a somewhat greenish tint. Firstly, the magnificent Table Mountain gets smaller in one's wake, until upon a the first night, all that can still be seen is the loom of the city, but the mountain seems to have been swallowed up. Lights can still be seen off the rather desolate, desertic West Coast – perhaps oil rigs or diamond diving vessels? In proximity to the coast, Cape Fur Seals readily come and check out the boat in their curiosity – animals that always make me happy upon seeing them – and albatross grace the airs. Patches of kelp float around, bearing witness to the last strong winds that would have dislodged the kelp and eventually sent it offshore... And then one day you wake up, and the air is warmer, because the seawater is warmer, and the sea

Continued on Page 8



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>



Come to Jonesport for

- Expert Repair - Wood & Fiberglass
- Haul out/Storage
- Moorings • DIY Space
- Showers/Laundry • Cove-side Cottage



(207) 497-2701
info@jonesportshipyard.com
285 Main St., PO Box 214, Jonesport, ME 04649

Superb Service Best Rates




Jonesport Shipyard provides meticulous, experienced maintenance and repair. Storage is convenient, affordable and secure. Join our Shipyard family.

JonesportShipyard.com

SEAL COVE BOATYARD, INC.

STORAGE • MAINTENANCE • RESTORATION



If it has to do with the care of boats, we do it here and we do it better than most.

124 Horseshoe Cove Road • Harborside, ME 04642
Tel: (207) 326-4422 • Fax: (207) 326-4411
Email: sealcoveboatyard@gmail.com • www.sealcoveboatyard.com



Update: Kirsten Neuschafer's GGR 2022

Continued from Page 7

is a deep blue, and there are no more Cape fur seals around. Tropic birds have replaced the albatross, and the horizon is lined with those sheep-like cumulus clouds typical of the trade-winds...

Light, down-wind sailing was exactly what MINNEHAHA and I needed. For one, it's pretty comfortable, and after mainly almost beating all the way from Canada to South Africa on the previous run, a little more comfortable sailing was rather pleasant, but more importantly: MINNEHAHA and I needed to get familiar with how best to keep speed going downwind and in light airs. So, I had plenty of opportunity to play around with spinnakers and code 0's, and especially practicing the hoists and the drops without the use of a sock or modern furling gear or any such. So, it was good, it was fun, it was informative – (and it was pretty comfortable). The light airs really kept me on my feet. Many a balmy evening spent in the cockpit, looking at the gennaker pull MINNEHAHA along, and watch the sun set, whilst listening to a little tune – sometimes some dolphins surfing in the bow wave... ahhhhh, the moments that make everything worthwhile!

We had running conditions right up until about 7 degrees North, when we got becalmed. Was time to have a little swim in the warm water, a little snorkel and dive around the boat, and prepare for what thereafter would become another long beat. After 3 days of relative calm, but also intermittently very squally conditions, as is typical for the doldrums, the Northeaster set in good and solid, and after that it was a long beat. Passing the Cape Verdes and the Canaries covered us in a good, layer of Sahara dust too – so much so, that you would have thought that

MINNEHAHA and I had been doing some serious off-roading. I was glad then that I wasn't using my new sails, but rather using my old sails as delivery sails, because they went from being white to reddish brown! Thinking of the significance of this dust and experiencing it first-hand is a privilege in itself: imagine being over 500 nautical miles away from any land, out in the middle of the ocean, and yet getting covered in this fine dust? The sun sets into the sea, like a true African sunset, over parched, dry land – an incredibly special atmosphere, in both the literal and figurative sense! Now this dust is not just something that covers your boat and your sails and make you go on some OTT mission to get you boat clean again – no – this dust is very significant: it carries all sorts of nutrients in it, and gets blown right across the Atlantic, largely to rain out over the Amazon! The soil of the Amazon is pretty nutrient poor, as it has been leached out by the forest over thousands of years – so this nutrient rich dust is crucial to the rainforests of South America! It's a beautiful example of the interlinked systems of our planet: a desert supplies a rain-forest with nutrients, which in turn supplies the whole world with a significant percentage of its oxygen. And so, to sail through this aeolian fertilizer is rather eye-opening and grand, albeit a dusty affair!

So, MINNEHAHA and I remained on a beat right up until the Azores, except for 2 days when we were relatively becalmed in the Azores high, and after the becalming were back on a beat again. The first land we saw was the tall volcano of Pico, shortly after which we had frequent dolphin visits to the bow wave right up until Sao Miguel. We arrived outside the harbour just after midnight, so dropped anchor to await daylight, and then motored into port and slipped alongside one

of the floating berths in the marina. Always grand to be back on land after extended time at sea – nothing like some good, Portuguese food and drink, and the chance to interact with the super-friendly Azoreans, as well as talk to, and meet the folk off the other sailboats in the marina – mostly cruising folk with interesting stories! So, a couple of days after arrival, the very accommodating marina of Ponta Delgada, made the travel lift and a little space on the hard available for me to do some below-the-waterline work: final chance to put on a couple more coats of antifouling, check anodes etc., and attend to any other jobs that are easier done on the hard (and there is never any shortage of jobs on a boat!!!). So, here we are, with me busily doing as much as I can, before we imminently continue our journey towards France!

We're very close now to the start-line!!! Both geographically, as well as in what remains of time! Less than 2 months to go. MINNEHAHA and I are well prepared. We have had all sorts of conditions to practice in, and opportunities to tweak, fix and improve. We're feeling ready and up to the challenge – and we've had more support than we could ever have wished for, or even imagined up until this point!

However, we're not quite there yet – and you're never there until you're there. This is the last, hard and important push up until the start-line! In a project that has been ongoing now since the end of 2019, and a workload that was immense, a budget that turned out to be very demanding and challenges that sometimes seemed unsurmountable, it feels good to be this far, and the start-line feels like it is within reach! Realistically, we still need to raise about \$15,000 to make the start-line, to be able to pay outstanding fees and debts that simply need to be paid in order to start. This is no small amount, but I believe it is achievable.

So, upwards and onwards! And as always, my sincerest gratitude to everyone who has helped, in any which capacity, no matter how big or how small the gesture – for all the good wishes and to everyone who has been following. You are all part of the journey and of what has made this already incredible adventure possible!

Kirsten

GOLDEN GLOBE RACE UPDATE
18 starters for the third edition of the Golden Globe
Three North American entrants sailing against the clock crossing the Atlantic
Tapio Lehtinen ships his yacht to Spain and Graham Dalton tries to re-enter GGR
Three overseas entries about to make landfall in France and the UK in the next week
Gijón and Les Sables d'Olonne preparing for the Prologue and the Race village
Guy deBoer, left Florida late June and his "Spirit" is currently making good progress in the North Atlantic with another 2000 miles to Gijón in time for the prologue and completing his survival course.

27-year-old Elliott Smith left Boston USA on his Gale Force 34 on July 10th a month behind schedule. He will miss the entire Prologue, sailing direct to Les Sables d'Olonne instead. He must then undertake the compulsory eight-day World Sailing Survival Course and STCW Medical Care course prior to the start on Sept 4th. This looks unlikely, as he has the whole Atlantic to cross.

Canadian Gaurav Shinde had motored his Baba 35 from Toronto to New York, ready for his transatlantic crossing, but dislocated his shoulder while putting the mast up. Already running late, he is now using his two-week recovery time to do his STCW Medical Care course. Scheduled to

depart July 20, he will not make the Gijón Prologue after his 3000-mile qualifier on an untested boat fresh out of refit. Will he make the start?

In addition to the GGR compulsory survival and medical courses, there are mandatory safety briefings in both Gijón and Les Sables d'Olonne. Missing any of these will activate time and financial penalties which is highly likely.

To save time Finnish entrant Tapio Lehtinen "Captain Barnacle" is shipping his yacht Asteria to Bilbao, Spain. During the 2018 GGR he was plagued by Barnacles that meant he was the last finisher after 322 days at sea. For 2022 he has new antifouling and is out to win! Meanwhile, New Zealander Graham Dalton, who recently retired from the GGR is now hoping to rejoin the event. This will not be considered until he completes his 2000 mile qualifying voyage and all other safety requirements before entering Gijón on 6th August.

Canadian Edward Walentynowicz is completing his return crossing from Nova Scotia departing on June 20th on his Rustler 36 Noah's Jest. He left Les Sables d'Olonne a year ago, sailing home to complete his refit and is expected back in Vendée this week.

South African Jeremy Bagshaw ends his 6000-mile journey from South Africa after a short stop in Horta to sort engine issues. He expects to make landfall in Falmouth this week, just in time to attend the rugby test match between Wales and South Africa!

Kirsten Neuschäfer, is well into her trip from Cape Town to Europe, started mid-May. Including her 7000 nm trip from Prince Edward's Island to South Africa after refit, she now has sailed an impressive total of 13000 miles solo on MINNEHAHA. She is well prepared.

Gijón is gearing up to welcome the sailors and their team managers, who will meet for the first time during the Prologue from 6 to 14 August for safety briefings and a final chance to relax in the Asturian port city.

The SITraN Challenge, a 280-mile course, will lead them from Gijón to the port of Sables d'Olonne, which will welcome the public in a bigger 7,000 m2 village from 20 August to 4 September, departure date of the 18 skippers around the world. The number of entrants is now 18 out of the original 30 paying entries, the same number as in the second edition four years ago.


The GGR is a race of attrition rather than performance, a journey to the finish that in many ways has already begun, and this year is no exception!

2022 GGR entrants to date

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

THE BRIGHT RED COLOR GETS YOUR HEART PUMPING. THE GENERATOR RUNS EVERYTHING ELSE.

11.0 Egtl Diesel Generator



WESTERBEKE DIESEL AND GASOLINE GENSETS.
COMPACT. LIGHTWEIGHT. QUIET. LOW-RPM. EXCELLENT WARRANTY & SUPPORT.

HANSEN

32 Tioga Way · Marblehead, MA 01945
(781) 631-3282 (800) 343-0480
www.hansenmarine.com

U. S. NAVY NEWS

U.S. Navy Exercises Option for Third Constellation Class Frigate 16 June 2022

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 Maritime 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.

Navy to Christen Guided-Missile Destroyer John Basilone 17 June 2022

The Navy will christen the future USS John Basilone (DDG 122) during a 10:30 a.m. EDT ceremony on Saturday, June 18, at General Dynamics Bath Iron Works in Bath, ME.

Sgt. Maj. of the Marine Corps Troy Black will deliver the christening ceremony

principal address. U.S. Sen. Susan Collins of Maine; Vice Adm. Francis Morley, principal military deputy to the assistant secretary of the Navy for research, development, and acquisition; Vice Adm. Scott Conn, deputy chief of naval operations for warfighting requirements and capabilities; Don Basilone, brother of the ship’s namesake; and Charles Krugh, president of General Dynamics Bath Iron Works will also provide remarks. The ship’s sponsors are Ryan Manion and Amy Looney Heffernan, president and vice president of the Travis Manion Foundation. Ms. Heffernan is unable to attend the event. In a time-honored Navy tradition, Ms. Manion will christen the ship by breaking a bottle of sparkling wine across the bow.

The ship’s namesake, Gunnery Sgt. John Basilone, received the Medal of Honor for heroism displayed in the Battle of Guadalcanal during World War II, where he led his heavy machine gun sections in defense of a critical position and inflicted heavy casualties on the enemy. Basilone later returned to action at the Battle of Iwo Jima in February of 1944, where he single-handedly destroyed an enemy blockhouse and led a Marine tank under fire safely through a minefield. He was killed in action later that day and was posthumously awarded the Navy Cross for his unwavering devotion and valiant spirit of self-sacrifice.

“The future USS John Basilone will serve as a constant reminder of the immense impact that actions taken by any one Sailor or Marine can truly have,” said Secretary of the Navy Carlos Del Toro. “Gunnery Sgt. Basilone is a national hero and this ship and crew will honor his legacy for decades to come.”

This is the second ship to honor Basilone. The first, USS Basilone (DD 824), was a Gearing-class destroyer in service from 1945 to 1977.

Arleigh Burke-class destroyers are the backbone of the U.S. Navy’s surface fleet, providing protection to America around the globe. These highly capable, multi-mission ships conduct various operations, from peacetime presence to national security, providing a wide range of warfighting capabilities in multi-threat air, surface, and subsurface domains. These elements of seapower enable the Navy to defend American prosperity and prevent future conflict abroad.

Navy to Christen Expeditionary Sea Base USS John L. Canley 24 June 2022

The Navy will christen its newest expeditionary sea base, the future USS John L. Canley (ESB 6), during a 9:00 a.m. PDT

ceremony Saturday, June 25, at General Dynamics National Steel and Shipbuilding Company (GD-NASSCO) shipyard in San Diego.

The principal speaker is Lt. Gen. Michael Langley, commanding general, Fleet Marine Force, Atlantic, and commander, Marine Forces Command and Marine Forces Northern Command. Additional speakers include Deputy Assistant Secretary of the Navy for Installations, Energy, and Facilities Robert Thompson; Vice Adm. Ross Myers, commander, U.S. Fleet Cyber Command/ commander, U.S. 10th Fleet; Mr. Thomas Kiss, director of ship management, Military Sealift Command; Sgt. Maj. David Wilson, command sergeant major, First Marine Division; and Mr. David Carver, president of GD-NASSCO.

In a time-honored Navy tradition, the ship’s sponsor, Ms. Patricia Sargent, daughter of Sgt. Maj. Canley, will christen the ship by breaking a bottle of sparkling wine across the bow.

The ship is named for Medal of Honor recipient, retired Sgt. Maj. John L. Canley. Canley, who served in the Marine Corps for 28 years, was awarded the nation’s highest honor 50 years after his actions while serving as Company Gunnery Sergeant, Company A, First Battalion, First Marine Division in the Republic of Vietnam during

the Battle of Hue City. Initially awarded the Navy Cross for his actions, his award was upgraded to the Medal of Honor in 2018. Canley passed away on May 11, 2022.

“Tomorrow we christen the future USS John L. Canley, recognizing a pioneer in the Marine Corps and a devoted patriot, who earned our nation’s highest honor for his gallant actions in the Battle of Hue City,” said Secretary of the Navy Carlos Del Toro. “Sgt. Maj. Canley is an example to the men and women who will proudly serve aboard this ship and he will be remembered every day ESB 6 operates.”

ESBs are highly flexible platforms used across a broad range of military operations, supporting multiple operational phases and directly contributing to American prosperity and security abroad. Acting as a mobile sea base, they are a part of the critical access infrastructure that supports the deployment of forces and supplies to provide prepositioned equipment and sustainment with adaptable distribution capability.



- FPT Engines in stock year round 350 hp to 1,000 hp
- Can get parts & service Man & Cummins
- Computer talk to all computers

Josh & Virginia Gay
921 US Rt. 1, Steuben, ME 04680
207-546-7139
kennedymarinedowneast@gmail.com

RELIABILITY IS A FAMILY TRADITION. MEET THE NEXT GENERATION.

INTRODUCING THE **NEWEST** MEMBERS OF THE IN-LINE FOUR FAMILY.

Meet the all new advanced-technology In-Line Fours—the F200, F175, F150 and F115. This powerful family offers up 16-valve, DOHC in-line designs and electronic fuel injection. Yamaha’s next-generation design even gives the F200 and F115 class-leading DOHC power-to-weight ratios, for incredible acceleration, midrange punch and outstanding fuel economy. And know, each of these new models shares the same Yamaha DNA that built our time-tested reputation for reliability and satisfaction with boaters just like you.

Discover the next generation of In-Line Four performance at YamahaOutboards.com/InLineFour.



BOWDEN
Since 1982

marine
service

Bar Harbor, ME
(207) 288-5247
www.bowdenmarine.com

Your Main(e) Re-power Specialists

Follow Yamaha Outboards on Facebook®, Twitter® and Instagram®



REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG-approved personal flotation device and protective gear. Any reference to trademarks belonging to other companies and/or their products is for identification purposes only and is not intended to be an endorsement. © 2015 Yamaha Motor Corporation, U.S.A. All rights reserved. 1-800-88-YAMAHA

Reliability Starts Here.™



**Moose Island
MARINE
853-6058**

Commercial and Recreational Boat Supplies

Boat Storage

**INDOOR · OUTDOOR · POWER · SAIL
16 to 45 ft. Haul out to 40 tons**

Boat Winterization

INBOARD · OUTBOARD · STERNDRIVE

Boat Repair · Restoration

WOOD · FIBERGLASS

Boat Repowering

Save on winter jobs.

Shrink Wrap

**MARITIME
Skiff**

**VOLVO
PENTA**

**TOHATSU
outboards**

Hours: M-F 8:00-5:00 Online store: www.mooseislandmarine.com

Hall of Fame

By Sheila Dassatt

In Stonington, since 1989, there is a group of women called the Island Fishermen’s Wives. This group came together due to a great need to help one another in a time of grief and need. That particular year, two fishermen were lost overboard while lobstering, within just a few weeks of each other. For a small fishing community such as Stonington, this affected everyone. This is how the Island Fishermen’s Wives came into being, through great compassion for helping where it really matters.

One of the ways that they were able to raise funds for helping Island causes, was to establish Stonington Fishermen’s Day. At this event, the Hall of Fame was also established, which honored three local fishermen with a tribute story and a plaque for the family. I believe this started in the 90’s, with the first tribute to the Hall of Fame.

I am writing about this because with all that our fishery is going through these days, folks need to know how important our heritage is and how this is a lasting legacy for these men and their families. I had the privilege of being asked to read a tribute for the Hall of Fame honoring a fisherman that has already passed. It was a true honor to be able to do this for the family, as they asked me to join them in their membership. This was also a true honor and “yes,” I am

a fisherman’s wife.

One of the fishermen that was honored yesterday was brought to Stonington from a Belfast nursing ome, along with his wife, who is also a resident of the nursing home. This was a real treat for his family to get together, hear a great and a little humorous story about him and share some good memories. I loved the part that said that he left a lot of bottom paint on the ledges around the “kelps of Isle Au Haut!” They said in the story that the paint is probably still there. That was a lot of fun to be part of.

This same gentleman also gave some great advice in his day, to never take anything too seriously, even in peril, high and dry on a ledge during a howling storm. “Don’t worry, he’d say to his crew, “tide’ll wash us off eventually.” I love it! Reminds me of something my Dad would say. I guess it would be OK to say, this gentleman is Merton Eaton of Stonington. He and his family had a really great day, and it was all made possible by the goodness of the hearts of these wives.

Another of the three that was honored is David Heanssler of Deer Isle. As another piece of tradition, David actively worked when he was in high school with fisheries projects. He would take students out on Saturdays and train them how to become a sternman. Most of them would eventually

grow and become Captain of their own fishing vessel. This is very important to our next generation, and we need to continue teaching such as David has.

One very important thing that I want to point out is how these men all passed on their knowledge and tradition that we are all proud of. This next gentleman, which I was so pleased to read, was Ronald Wheaton, Sr. of Stonington. He passed on his passion of lobstering and knowledge of fishing to many younger fishermen. He would give traps to help other fishermen just starting out and would lend a helping hand and even money too. When a fisherman passed away, Ronnie would help haul their boat and traps to make it easier on their family.

All of these men carried a great love for their families and came from a long line of fishing families themselves, their legacies.

If you would like to see this Hall of Fame, it is proudly displayed by the year on the wall of the Deer Isle Historical Society. It is called the Walk of the Hall of Fame

and it is something for each member and their families to be proud of. I also have a family member that was honored on the Hall of Fame, Cary Holland, which we were all equally proud of along with Cary. He used to provide the lobsters for the kids trap hauling contest on Fisherman’s Day. This was something that he wanted to be able to keep going in the event that he passed away. He did pass away, and perhaps some day, we will be able to continue this legacy for Cary as well.

What I am trying to pass along with this story, is how important our fishing families are to all of us, especially in such troubled times. The Historical Society is a great place to visit if you really want to get that same feeling of pride and tradition of working on the ocean. These are some great memories in this place, they even had a model of my Dad’s boat, Red Baron. I could feel that warmth all over when I saw that! “Thanks for the memories.”

Maine Dept. of Marine Resources

DMR Announces over \$200,000 in grants to Coastal Communities

AUGUSTA - The Department of Marine Resources has awarded \$202,500 in Shore and Harbor Planning grants to Bar Harbor, Chebeague Island, Long Island, Thomaston, and the Greater Portland Council of Governments. These awards, funded by DMR’s Maine Coastal Program and NOAA, will be used for harbor management plans, documenting and increasing public access to the shore, designing and updating water access facilities, and waterfront resiliency planning.

Chebeague Island’s Stone Wharf is the primary access point for islanders and the Town is raising it to accommodate higher sea levels and storm surges. This will guarantee that the wharf remains useable in all conditions, increasing safety and maintaining the island community.

Ponce’s Landing on Long Island is critical for the commercial fishing industry and it needs safety and structural upgrades to keep it useable in the future.

The Town of Thomaston owns a parcel of land on the upper St. George, which was purchased with assistance from the Land for Maines Future Program. The Shore and

Harbor Planning Grant will fund the design of a hand-carry boat launch for kayaks and other paddle craft.

The Town of Bar Harbor is creating a master plan for the former Ferry Terminal property near downtown, including a boat launch and public marina for recreational and commercial use.


Lastly, the Greater Portland Council of Governments is collaborating with the non-profit Manomet and the towns of Georgetown, Brunswick, Harpswell, and Yarmouth to help the commercial shellfish industry maintain overland access to intertidal mudflats. The project will identify opportunities to preserve or create access locations and will evaluate the vulnerability of these sites to sea level rise, storm surge, and flooding.

“Maintaining public and working waterfront infrastructure, increasing access, and addressing the impacts of flooding and sea-level rise on the waterfront are common challenges for Maines coastal communities,” said Maine Department of Marine Resources Commissioner Patrick Keliher. “These projects show the creative ways that towns and their collaborators are addressing these issues and finding solutions that will work for the future.”

“This round of grants was very competitive,” said Melissa Britsch, Senior Coastal Planner at DMR. “For the first time, we asked applicants to document how their proposals would increase coastal waterfront climate resilience and address the recommendations described in Maines Climate Plan” (Maine Wont Wait: A Four-Year Plan for Climate Action).

For additional information about the Shore and Harbor Planning Grant, please visit the Maine Coastal Program website: <https://www.maine.gov/dmr/mcp/grants/shore-and-harbor-planning-grants.html>. The Shore and Harbor Planning Grant has been operating since 2006 and has distributed over \$2 million to coastal communities. The next round of funding is anticipated in early 2023.

For more information, contact Melissa Britsch at 207-215-6171



Downeast Lobstermen's Association

By the fishermen - For the fishermen

"We encourage your support and membership!"

Working together, we can speak as one to maintain our fisheries, working families and working waterfronts.

**PO Box 702
Stonington, ME 04681
207-338-1406 207-322-1924 207-322-1928
www.downeastlobstermen.org**

NEED A ROWBOAT OR KAYAK?



Eric has a great collection of rowboats and kayaks for sale at reasonable prices!

ERIC DOW BOAT SHOP

Builder of Traditional Small Craft. Repair and Restoration.

P.O. Box 7, Brooklin, Maine (207) 359-2277



A FULL SERVICE YARD

**Gasoline • Diesel • Marine Store
Laundry • Showers
Telephone • Ice**

**OUTBOARD SALES & SERVICE
ELECTRONICS INSTALLATIONS
FLOAT & MOORING SERVICE**

**LOCATED IN CRADLE COVE WITH
GREAT ANCHORAGE**

**INSIDE STORAGE SPACE
AVAILABLE
CALL FOR DETAILS**

**700 Acre Island, P.O. Box 25
Lincolnville, ME 04849
207-734-2246 • VHF 09**

Commercial Fishing News

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

From the Director -

We're into July now, and fortunately, we are still lobstering. With all that has been going on in the courts, it has certainly been a challenge. The one thing that I will mention, please don't give up the battle! This is just my personal opinion, but this whole thing with the whale rules and the wind mills is trying to wear us down, and in some cases, it is! Remember way back when you're considered innocent until proven guilty? Now, we are all considered guilty and we are doing our best to prove ourselves innocent. The hard part is knowing that the science is saying that Maine has not had a whale entanglement for years. So what is really up with trying to put us all out of business?

This is our way of life here in Maine and our families, especially children need to be supported and fed just as much as anyone.

Don't they stand a fighting chance for their future?

WGME, Channel 13 in Portland contacted me to make a statement about how we all feel about the ropes that have had to be made whale safe. This aired on June 29th and is also on the Downeast Lobstermen's Facebook site if you would like to take a look at it. This particular piece is saying that a new study from NOAA Fisheries is showing confirmed large whale entanglements are on the decline. Is it because of the changes that we've had to make? Or is it because they are just not here? They will go where the food is, and to our understanding, they are not really feeding off the Gulf of Maine.

The Court of Appeals has upheld the decision to continue the ban of lobstering in a nearly 1,000-square mile area off the Maine coast to protect the right whales. This

is stretching from Mount Desert Island down to eastern Casco Bay. This 967-square mile Area is closed to traditional lobster fishing from October through January.

The Offshore Wind Advisory Committee had a meeting on July 14, 2020 to share their socioeconomic effects of OSW in the Gulf of Maine. They discussed the implications for further research. The OSW Advisory Committee is also meeting on Wednesday, July 20 at 9:00 am to 2:00 pm to begin reviewing the draft recommendations submitted from all the working groups.

The Maine Department of Marine Resources will use 8.3 million in federal funding to reimburse commercial fishermen, processors, dealers and the aquaculture sector the cost of 2022 licenses, as well as trap tag fees for license holders. Governor Mills is taking this action to deliver relief for Maine commercial fishermen and ocean farmers. Many have asked the question, "Why?" This has never happened before. Governor Mills stated, "This puts money back in the pockets of Maine's fishermen, aqua culturists, and dealers to help them offset growing business expensess, hopefully providing a small measure of relief for them." Commissioner, Pat Keliher stated, "Cost increases continue to challenge this important Maine industry. This relief comes at a critical time." License holders will receive a paper check in the mail at the address provided to the DMR in the license application.

At this point in time, the expenses are up and the price of lobsters is down. This

is much different than last year. Prices have dropped by half and wholesalers demand is down sharply due to inflation and a weakened economy. With consumers paying high prices for fuel and groceries, lobsters are considered a luxury item. For the lobstermen, everything is more this year, fuel, oil, repairs, ropes and traps. The federal regulators cut back the quota for herring, which is making this preferred bait a scarcity. So prices for herring and other choices of bait is going up as well.

The RED Board is meeting once again, on July 25th, which DELA is a continued member of this board. The goal is for proposals for lobster research projects and more. RED stands for Research, Education and Development. All of these factors are taken into consideration when creating RFP's for creative planning for the funding. We are doing everything that we can to make sure that we survive these tough times.

We haven't forgotten about the shirts that we used to have years ago that have a fisherman tied up in red tape with the logo "Endangered species." Maine Camp Outfitters had to re-create the logo and it has taken a little time to do this, but keep the faith, we're working on it! We had an unbelievable response to the picture that we posted on our DELA Facebook site!

Don't forget the 75th Maine Lobster Festival in Rockland this year at Harbor Park, it's free admission!

Hang in there and take care, Sheila

Maine Dept. of Marine Resources

Continued from Page 10.

While relative risk of a shark attack is very small, risks should always be minimized whenever possible in any activity on the water. The chances of having an interaction with a shark can be reduced if you follow this advice: If you choose to swim, surf, or paddle, be aware of your surroundings; Stay close to shore; Swim, paddle, and surf in groups; Avoid areas where there are seals or schooling fish; Avoid murky, or low visibility water; Avoid shiny jewelry when in or on the water; Limit splashing; Avoid swimming at dawn/dusk when lighting is low; Adhere to all signage at beaches and follow lifeguard instructions; and Additional advice is available at <https://www.floridamuseum.ufl.edu/shark-attacks/reduce-risk/swimmers/>

If you see what you think is a white shark and would like species confirmation, a

form is now available on the DMR website, that provides a convenient way to submit photos and a description of what you see to the Maine DMR science bureau. Once information has been received, a DMR scientist will review the information and any images you upload and will respond via email.

Data gathered through this form will also be shared with the Atlantic White Shark Conservancy to be uploaded to their Sharktivity app. The app provides users with a recap of shark activity detected by acoustic receivers, in addition to shark sightings. Information and app downloads can be found at <https://www.atlanticwhiteshark.org/sharktivity-app>



JOHANSON BOATWORKS
Full Service Yacht Yard



Rockland, Maine • 207-596-7060
info@jboatworks.com • jboatworks.com

Marine Insurance
An employee-owned company serving Maine people and their boats since 1866.



Allen
Insurance | Financial
NAVIGATING LIFE'S RISKS & REWARDS
Offices in Rockland, Camden, Belfast, Southwest Harbor and Waterville.

AllenIF.com/marine (800) 439-4311
OWNER, VESSEL, FLEET OR CREW



P. O. Box 702
Stonington, Maine 04681 — dassatt711@yahoo.com

2022 - "Working together"

NAME: _____

ADDRESS: _____

TOWN/CITY: _____ ZIP: _____

PHONE NUMBER: _____ E-MAIL ADDRESS _____

Type of membership:

() Lobsterman/stern man (\$100) yearly License no. _____

() Lobsterman – age 70 & over (\$50)

() Student (\$56) yearly

() Business associate (\$113) yearly

() Avid supporter (\$132) yearly

() Friend of DELA (\$100)

() I wish to support DELA's legal fund _____

() I wish to support DELA's Scholarship Fund _____

We also take Master Card and Visa

Card _____ Expiration date ____/____ Security code ____

Card holder's name (print) _____

Card Holder's signature _____

*Downeast Lobstermen's Association is a qualified tax exempt organization under section 501 (c) (6) of the Internal Revenue Code

Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

2022 NOAA Northeast Sea Scallop Survey Results

June 27, 2022

The NOAA Fisheries Integrated Sea Scallop and HabCam Research Survey is in the books for 2022. Scientists and crew completed their work aboard the University of Delaware’s R/V Hugh R. Sharp on June 13, 2022.

The Atlantic sea scallop population is surveyed every summer by NOAA Fisheries and partnering research groups. This year those partners are the Coonamessett Farm Foundation, the Virginia Institute of Marine Science and the University of Massachusetts-Dartmouth School of Marine Science and Technology. Each partner surveys an assigned area using similar methods and a standardized survey design. Here, we are reporting results for the survey areas allocated to the NOAA Fisheries-based effort, led by the Northeast Fisheries Science Center.

Resulting data are used for fishery stock assessments, fishery management, and biological studies. Sea scallops are one of the most valuable commercial fishery species in the nation.

Leg 1 of the survey was conducted May 14 to 23 off the Mid-Atlantic and southern Georges Bank. Researchers deployed the stereo camera and sensor system known as HabCam V4.

Leg 2 was conducted from May 25 to June 3, and Leg 3 operated from June 5 to June 13. On these legs, we deployed both HabCam V4 and a scallop dredge. The dredge is a standardized 8-foot wide New Bedford sea scallop dredge that collects sea scallops for biological analyses.

HabCam Survey Transect Completion by Cruise Leg

Overall, the survey completed 98 percent of the planned transects. Rough seas led to some lost time and required the Great South Channel HabCam transect to be modified slightly for Leg 3. Each leg of the cruise covered different areas: Leg 1 completed 1,124 nautical miles of HabCam survey transects—100 percent of the planned work—off the Mid-Atlantic and south of Closed Area I on Georges Bank; Leg 2 covered 300 nautical miles of survey transects—100 percent of the planned work—on the northern flank of Georges Bank and in Closed Area II; and Leg 3 completed 300 nautical miles of survey track out of 341 nm scheduled—88 percent of the planned work—in the difficult and challenging Great South Channel and Closed Area I

Dredge Survey Completion by Region

Overall, the NOAA Fisheries survey completed 87 percent of planned stations, 120 of 138. All of those planned dredge stations were located in the southern New England and Georges Bank areas. The Mid-Atlantic dredge survey is conducted by the Virginia Institute of Marine Science.

NOAA Announces 2019 and 2020 Confirmed Large Whale Entanglement Numbers

Seventy five large whale entanglement cases in 2019 and 53 cases in 2020 were confirmed nationally, fewer than in 2018

June 28, 2022

NOAA Fisheries has released two National Reports on Large Whale Entanglements Confirmed in the United States, for 2019 and 2020. In 2019, there were 75 confirmed entanglements nationally, which was a decrease from 2018 but remains near the historical average. In 2020, there were 53 entanglements confirmed nationally, and no entanglements were confirmed in two regions of the country.

Many large whale populations are increasing in the United States. However, entanglements in fishing gear or marine debris represent a growing threat to the continued welfare and recovery of these species. Severe entanglements can kill or seriously injure large whales. Entanglements involving threatened or endangered species can have significant negative impacts to the population as a whole.

To address this issue, NOAA Fisheries’ Marine Mammal Health and Stranding Response Program works with partners in the U.S. Large Whale Entanglement Response Network. We track and document as many of these entanglement incidents as possible. Entanglements represent a human-made threat to large whale populations.

Scientists and managers use entanglement data to determine the effect of entanglement on individuals and populations. They look at different aspects of each entanglement case, including rates and severity, configuration of the entanglement on the animal, type of gear or debris, and injuries and impact to the animal. They use this information to evaluate existing management measures and implement new management measures, as warranted, to reduce the threat of entanglement to large whales.

2019 Entanglements

There were 75 confirmed cases nationally. This was near the 12-year average (73.6 + 22.8), but the number of confirmed

entanglements was fewer than confirmed large whale entanglements in 2018. Some of the entanglements involved North Atlantic right whales on the East Coast; the threat of entanglements is impeding recovery of this endangered species approaching extinction. The U.S. Large Whale Entanglement Response Network was able to respond to 17 of the 67 cases that involved live whales that were entangled. They successfully removed entangling gear from 13 whales, increasing their chances of survival.

2020 Entanglements

There were 53 confirmed cases nationally in 2020. This was below the 13-year average (73.8 + 22.0). The number of confirmed entanglements was more than 25 percent lower in 2020 when compared to 2019. It is unknown exactly what factors may be responsible for the decrease. It may be reflective of fewer entanglements or due to restrictions on mariners during the COVID-19 pandemic. There was both reduced fishing effort and also fewer ocean goers to observe and report cases. NOAA Fisheries will continue to analyze data from 2020 and will continue to document future large whale entanglements in U.S. waters to better understand if the decrease in confirmed entanglements is temporary (and possibly attributable to the COVID-19 pandemic) or a long-term decrease.

Working with Partners

NOAA Fisheries is extremely proud to work with our partners in the U.S. Large Whale Entanglement Response Network. The Network is composed of highly skilled experts and trained response teams along all coasts. We maintain regional entanglement reporting hotlines that allows reports of entangled whales to quickly be relayed to the appropriate responders.

How You Can Help

Members of the public should not attempt to disentangle whales themselves and call authorized professional responders instead. Disentangling large whales is a dangerous activity that requires years of training, specialized knowledge and skills. There are also customized tools and equipment needed to ensure the safety of the animals and the response team. Authorized U.S. Large Whale Entanglement Response Network responders can typically remove more of the entangling gear than members of the public. This leads to better outcomes for the individual whale and improves in-

formation gained towards reducing future entanglement threats and impacts. If you encounter an entangled large whale, please call your regional hotline or contact the U.S. Coast Guard on VHF CH-16.

Regional Entanglement Hotlines: Maine through Virginia: (866) 755-6622; North Carolina through Texas: (877) 942-5343; California, Oregon, and Washington: (877) SOS-WHALE (877-767-9425); Alaska: (877) 925-7773; Hawaii: (888) 256-9840

Recent Increase in Seal Deaths in Maine Linked to Avian Flu

NOAA Fisheries working with partners to determine the causes of death, and assess impacts

July 03, 2022

July 11, 2022

On July 11, 2022, the National Veterinary Services Laboratory of USDA confirmed a positive H5N1 HPAI result from a gray seal. The finding is being reported to the World Organization for Animal Health.

July 3, 2022

Beginning in June 2022, Marine Mammals of Maine (MMoME)—a NOAA Fisheries authorized marine mammal stranding network partner—has responded to an elevated number of stranded seals. Most of the seals were found dead. On July 1, the U.S. Department of Agriculture’s Animal and Plant Health Inspection Service’s National Veterinary Services Laboratories confirmed that samples from four stranded seals in Maine have tested positive for Highly Pathogenic Avian Influenza H5N1. All of these animals had recently died or required euthanasia. USDA has notified the Centers for Disease Control and Prevention as well as state animal and public health officials. The finding is being reported to the World Organization for Animal Health. HPAI is a “zoonotic disease” that has the potential to spread between animals and people (and their pets).

The current rate of dead seal strandings in this area is approximately three times the normal rate for this time of the year. During elevated stranding events such as this, the Marine Mammal Stranding Network collaborates with NOAA Fisheries to further investigate. They consider environmental conditions, common factors contributing to past stranding events, and any potential human impacts. They also obtain informa-

Boattalk

The call-in radio show for people contemplating things naval

on WERU-fm Blue Hill 89.9 streaming and podcasting at weru.org and on the WERU app.

live every second Tuesday of each month 4-5pm

Local boating news, interesting guests, and your input too. Call-in live and join the conversation or just roll with the flow on the nautical radio show without piers. Non-commercial community supported radio. Thanks for your support.




Luke's Boatyard

Storage/Repair * Feathering Propellers * Storm Anchors

Full Service Boat Yard

15 Luke's Gulch, East Boothbay, Maine 04544
(207) 633-4971 www.PELuke.com

Otis Enterprises Marine



World-Class Finish - DownEast Dependability

www.otisenterprisesmarine.com

MISCELLANEOUS COMMERCIAL FISHING NEWS

tion on the causes of illness and death in the seals. The network will continue to collect and analyze as new cases are documented. Response, recovery and sampling protocols for seals are in place and being led by MMoME.

Seal mortality events have occurred in southern Maine previously. The most recent Unusual Mortality Event in seals occurred in 2018 due to phocine distemper virus. These events can last for several months to several years. They are challenging when the event involves infectious diseases with the potential for spread across wildlife species and domestic animals or to humans. Learn more about unusual mortality events.

NOAA Fisheries has established a coordinated response structure with MMoME, Atlantic Marine Conservation Society, and state and federal partners to manage this event. The response team is meeting daily to share information, support response logistics, and develop accurate public communications. This webpage will be updated as new information becomes available.

If you see a sick, injured, or dead seal in Maine, please call the Maine Marine Animal Reporting Hotline at (800) 532-9551. To report seal strandings south of Maine, please call the NOAA Fisheries Stranding Hotline: (866) 755-6622.

According to the CDC, the health risk posed by avian flu to the general public is low; however, precautions are recommended. Please do not touch live or dead seals, don't allow pets to approach the seal, and observe the animal from a safe distance of 150 feet (safe for you and the animal).

New Research Addresses Need for Bottom Trawl Survey Gear Standardization
Fishermen and researchers collaborate on a new study that evaluates the use of a restrictor rope on bottom trawl surveys and its impacts on catch

July 13, 2022

For many years, federal and state bottom trawl surveys have worked hard to develop survey gear that performs consistently to ensure accurate and reliable data. The rapid expansion of offshore wind energy development in the northeast region will impact bottom trawl surveys. Existing surveys will need to adapt to operate in and around offshore wind farm areas. Researchers will also need to develop new surveys to fill data gaps created when pre-existing survey locations can't be accessed. A standardized gear configuration will need to be used so data collected during existing and new surveys can be used, compared.

The Northeast Trawl Advisory Panel is a joint advisory panel composed of Mid-At-

lantic and New England Fishery Management Council members, fishing industry, academic, and government and non-government fisheries experts. It identified the use of a restrictor rope as a possible way to standardize all the bottom trawls surveys in our region. Currently, scientific surveys in our region don't use restrictor ropes.

What Is a Restrictor Rope?

Many factors can affect how a trawl net fishes in the water, including water depth, tides and currents, boat speed, and warp length (the amount of tow cable let out). These can influence how far the heavy doors on a trawl spread, which can change the shape of the net opening. For example, when the doors spread wide, the net opening can be flattened like a pancake. When they're not spread as wide, the opening takes on a more oval shape.

A restrictor rope helps keep the distance between trawl doors consistent while trawling in different conditions, depths, warp lengths, and gear configurations.

"Restrictor ropes have the possibility of reducing one of the most variable parts of trawl gear geometry—door spread," said Dr. Mike Pol, Panel member and research director at Responsible Offshore Science Alliance. "Preventing the doors from spreading helps avoid overspreading the net, and can help maintain a constant net shape and reduce variation in catchability. Variation in area swept is also reduced, helping make indices from trawl surveys more accurate."

Scientists use area swept values to calculate and standardize catch. This means the catch in one location can be compared to catches in other locations.

Collaborating with Industry and Colleagues

Last month, scientists from our Science Center worked with the captain and crew of the F/V Darana R and scientists at the Virginia Institute of Marine Science to begin the restrictor rope study recommended by the Panel. The F/V Darana R is a commercial fishing vessel used to conduct the bi-annual Northeast Area Monitoring and Assessment Program bottom trawl survey led by the Institute. The Program facilitates the collection of fishery-independent information in the Northeast and standardizes survey procedures to improve data quality and accessibility.

"Partnering with the Program for the restrictor rope research is ideal, as they have long-standing expertise with trawl survey gear as well as a skilled crew to execute the work," said Dr. Anna Mercer, chief of our Cooperative Research Branch and Panel member.

Dustin Gregg, the Institute's chief of

trawl survey operations, is optimistic about the study. "Survey data quality is inexorably linked to the performance of the sampling gear. Given the interest in adopting this gear package for a variety of new research endeavors, it's my hope that this study will allow the restrictor modification to help achieve cross-platform data uniformity in the future."

What the Study Team Did

The first set of study experiments started on May 30, 2022, in Rhode Island and on Block Island Sound off the coast of Rhode Island. Over the course of 8 days, the team conducted a total of 80 bottom trawl tows—40 with the restrictor rope and 40 without. During the restrictor rope tows, each end of a 7/16-inch high strength/low stretch single

braid polyester Tenex rope was attached to the bottom trawl doors using Viking hooks. The team collected a variety of data, including: Catch: Fish species, counts, lengths, total weight by species; Hydrographic: Water temperature, salinity, dissolved oxygen; Atmospheric: Air temperature, wind speed and direction, barometric pressure, sea state, general weather; and Tow: GPS location, direction, tow speed, tow depth, net geometry, warp length.

A large tow dominated by butterfish with a mix of other targeted species including several herring species, skates, flounder, squid, and smooth dogfish.

Some of the species they caught during

Continued on Page 25



FARM CREDIT EAST



Our mission is to grow your success.

FARMCREDITEAST.COM
800.831.4230

Loans and Leases
Tax Services
Payroll Services
Business Consulting
Record-keeping
Country Home Loans
FarmStart for New Businesses
Real Estate and Equipment Appraisals



www.bamforthmarine.com

email: salesandservice@bamforthmarine.com

Gary Favreau - Scott Favreau

EVINRUDE
E-TEC

MARITIME

SUZUKI
MARINE

LOADRITE

163 Orion St.

Brunswick, ME 04011

Phone 207-729-3303

Fax 207-729-0027



★ Full Service Boatyard ★ Indoor/Outdoor Storage
★ Custom Finish Work ★ Carpentry & Machine Shop

MEMBER
ABYC
Setting Standards for Safer Boating

www.fkby.com

(207) 833-6885



DYSART'S
GREAT HARBOR MARINA

Full service marina in the heart of the Acadia National Park



West Marine · Maine Point Embroidery · WiFi · Hinckley Yacht Service
Little Notch Bakery & Cafe · Diesel · Ethanol Free Gas · Mail and Fedex ·
Yacht Provisioning · Alongside Floating Docks · Inside/Outside Boat
Storage · Shoreside Accommodations · Upper Deck Seafood Restaurant

Tel: (207) 244 0117 · www.dysartsmarina.com · VHF Channel 9
No. 11 Apple Lane · PO Box 1503 · Southwest Harbor · Maine · 04679


Boat And Ship Yard News



The new STARLIGHT EXPRESS, a Wayne Beal 36 with hard chines, powered with a 1,400-hp MAN, is expected to be in the water the end of the month.




The You-You Bugatti nearing completion at Artisan Boat Works in Rockport.



HEWES & COMPANY

PO Box 599 • 419 Ellsworth Road • Blue Hill Maine
www.hewesco.com gardner@hewesco.com

CNC machined bulkheads and moulds
Cabinetry, varnish, & Corian
for the marine industry



**Artisan Boat Works
Rockport**

In the main shop they have an Idem scow, which is a 1899 Clinton Crane design. There is a fleet of 10 or 12 of these that have raced on a small lake up in the Adirondacks since 1900. They have a big gaff rig, cotton sails and are 32 feet on deck. When this one came in, they flipped her over and have completely rebuilt the hull. They replaced the whole center line structure, most of the frames, all the bottom planking, splined the

topside seams and then gave her a super high racing finish. She will be coming back this winter for a new deck. They are still working on the spars, attaching new bronze hardware coming from J. M. Reineck & Son from Hull, Massachusetts and varnishing. This is the third one of these scows they have done. Owner of the yard Alec Brainerd said, “A lot of what we end up doing on these restorations is actually just getting rid of previous repairs and trying to get the boat back to what it is supposed to be. The repairs



NORTH ATLANTIC INFLATABLES

NorthAtlanticInflatables.com 207-844-1742

We've Moved! Visit us at: 29 Bath Rd, Brunswick

Proud dealer of...



TOHATSU

Feel the Wind™



Boats • Fenders • Motors • Package Deals



Photo Anne Blanchard

Photo Anne Blanchard



HALLETT CANVAS & SAILS

From winning races to cruising or power boating use Hallett Canvas & Sails to get you there. **Made in the USA.**

Still time to winterize your canvas and sails

- Wash, Check & Repair (In house)
- Clean & Waterproof (Canvas)
- Repair & Store Only
- Wash & Store Only

HALLETT CANVAS & SAILS
215 Foreside Rd, Falmouth, Maine
(207) 781-7070 (800) 639-9907
www.hallettcanvasandsails.com
www.h2ube.com

C&C Machine

- Complete Engine Rebuilding, Engine Balance, Crank Welding/Grinding, Pressure Testing, Cast Iron/Alum Crack Repair
- Custom Machining Fabrication of Steel, Aluminum, Stainless
- Steel, Aluminum, and Stainless Inventory & Gas Welding Depot

667-6910
Over 20 years in Business
328 Bucksport Rd., Suite 1, Ellsworth
Monday - Friday

Boat And Ship Yard News



This is an Idem scow, which was in for some structural work to her hull at Artisan Boat Works in Rockport. She will return next winter for a new deck.

that have happened over the years are kind of what keeps them floating, but also what makes the restoration challenging because you have got to get all of that out in order to get the shape back where you want it. It is a pretty cool construction and is done as well as any of those early one-design boats. They were lightly built and I would say built as well as any, but they are racer so longevity wasn't really a priority."

The Bugatti You-You is still in the shop with the wood aspect nearly completed. "Presently, the engine is down at a specialist in Philadelphia being restored," said Alec. "It is a single cylinder custom Bugatti engine and was designed for the boat. Imagine what all goes into that, every part that you need, needs to be custom built."

This boat goes on the yacht ATLANTIDE, which is presently at the Royal Huisman yard in the Netherlands undergoing a

major restoration. She is scheduled to return to Newport, RI next summer and Alec is working with the yard regarding the on-deck cradle for the You-You.

At the end of June the yard was pretty empty as they do their best to clean out the sheds so that just the boats they will be working on during the summer are in them. They store about 80 boats and most of these are over for the season. Some of the boats that are still in the sheds are: GRAMPUS, the North Haven launch they rebuilt this past winter; a Herreshoff 12½; a Buzzard's Bay 18; a 1950s S & S sloop that was built by Trumpy in for a systems upgrade; a B. B. Crowninshield designed Camden Class gaff-rigged racing sloop, built by Hodgdon Brothers of East Boothbay in 1915, the only original one left, which needs a pretty

Continued on Page 18



Doug Dodge's newest boat, UNCLE HAROLD, named for his great uncle Harold Gower.

Prep for Perfection.™



FROGTAPE® PERFORMANCE MASKING TAPES

Engineered for challenging marine, automotive, transportation and other applications where industrial coatings are applied.

The only thing they won't mask is your craftsmanship.



DOES NOT contain PaintBlock® Technology

Visit [FrogTape.com/Performance](https://www.frogtape.com/performance)

©Shurtape Technologies, LLC 2022/ASW00305

Shurtape
TECHNOLOGIES



"You see how smooth our hull is? It's gorgeous and that is the paint. That's Epifanes." — CHRIS BOUZAI



"That's Epifanes Poly-urethane just rolled and not tipped. It's by far the most user-friendly product that's out there. Easier to work with, it just lays down so nicely, and it's immediately self-leveling. You're looking at a wooden boat two years after we painted it — hand painted it. And it's gorgeous. That's Epifanes."



EPIFANES
Yacht Coatings

1-800-269-0961 | www.epifanes.com

FOLLOW US

MARINE FINANCING

New Boat Construction • Used Boat Loans
Traps & Gear Loans • Refinancing & Repowering



MAINE
FINANCIAL GROUP

A Katahdin Trust Company Affiliate

CONTACT: Jim Amabile • 1.800.974.9995

144 US Route One • Scarborough, Maine 04074

MEMBER FDIC EQUAL HOUSING LENDER

Maine's Boatbuilders & Repairers

HOLLAND'S BOAT SHOP, INC.



Mill Lane, Belfast, Maine 04915 • (207) 338-3155

CUSTOM WOODEN BOATBUILDING & REPAIR
SINCE 1973



**Richard Stanley**
CUSTOM BOATS

PO Box 275
13 Little Island Way
Bass Harbor, ME 04653

207.244.3795
www.RichardStanleyBoats.com
richard@richardstanleyboats.com





- 24'x24'x85' Professional Spray Booth
- 50 & 75 Ton Travelift
- Mobile Crane Service
- Complete Fabrication/Fiberglass Repair Facility
- Slips - Mooring - Fuel
- Certified Diesel/Outboard Sales & Service
- Local and Long Distance Boat Transport

120 Tillson Ave Rockland, Maine
(207) 594-0400 www.journeysendmarina.com
info@journeysendmarina.com



The Stanley 38

**John Williams**
Boat Company
Boat Building • Service • Brokerage

No corporate culture. No dealer incentives. No focus groups. Just Boats.
207.244.7854 / info@jwboatco.com / www.jwboatco.com
PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, Maine 04660

**Home of the Calvin Beal
and Young Brothers Boats**



CALVIN BEAL
30 - 34 - 36 - 38 -
42 - 44 - 46

**SW Boatworks™**
MADE IN MAINE
207-667-7427
www.swboatworks.com
swboatworks@gmail.com

YOUNG BROTHERS
30 - 33 - 35 - 38 -
40 - 42 - 45 - 46

Want to know more about the boats built in Maine?
Go to our website!

**MAINE**
BUILT BOATS
www.mainebuiltboats.com


Wayne Beal Boat Shop



Models include: 32 - 34 - 36 - 40 - 42 - 46

1756 Indian River Road, Jonesport, ME 04649
(207) 598-6214

Maine's Boatbuilders & Repairers




Samoset Boatworks

Building boats in the Maine tradition


Matt Sledge


Custom Finisher

(207) 633-8350 106 Industrial Park Rd., Boothbay, Maine matt@samosetboatworks.com



Bruce A. Farrin & Sons






Atlantic Boatworks 37

At Farrin's, pride in our workmanship has been continuously applied in over 50 years of building boats.

Our craftsmanship in construction will give your custom project the quality that has made Maine famous in the boat building industry.



Wayne Beal 40

Walpole, Maine 04573 • 207-563-5510
FarrinsBoatshop.com

The only boatyard you'll ever need



- Emergency Haulout Services
- Full Service Rig Shop
- Repowering power & sail
- Service All IB & OB Engines
- 300-ton Travelift • 150-ton Travelift
- Fiberglass & Paint Shop
- Woodworking • Systems & Design
- Storage-Inside & Out (power & sail)
- Producer of Maine Boatbuilders Show and Maine Small Craft Celebration
- NEW online parts shopping shopportlandyacht.com

ENJOY your sailing, we'll do the rest


PORTLAND SHIP YARD



PORTLAND YACHT SERVICES

100 West Commercial St. • Portland, ME 04102 • 207-774-1067 • www.portlandyacht.com

H & H MARINE INC.



H&H Marine Inc. builds quality working craft from 25 to 47 feet. Custom layouts are available. Come visit us at our shop, and see first hand the quality we build with "Downeast Pride"!

P.O. Box 932, Steuben, Maine 04680 (207) 546-7477 www.hhmarineinc.com

Zero Emission
Quiet
Odor free
Efficient
Reliable
Economical
and now,...fast



Electric Propulsion has arrived

Serving New England's All-Electric Market from Rumery's Boat Yard on the Saco River

MAINE ELECTRIC BOAT Co. partners with Vision Marine Technologies, expertly building electric boats for 25 years. Three of their models are available to test drive at Rumery's Boat Yard. Boats start at \$25k. Some models reach 40 mph.



PURCHASE | RENTALS | CONVERSIONS & INSTALLATIONS




Modern Classics • Electric Conversions • Restoration & Storage
Rumery's Boat Yard • Biddeford, ME • 207-283-0607 • www.MaineElectricBoat.com

MAINE YACHT CENTER

A Perfect Place to Refuel, Refit, and Relax



Located in Casco Bay, minutes from downtown Portland.



Dockage, Service & Storage

100 Kensington Street • Portland, Maine
207.842.9000 • www.maine yacht.com

Boat And Ship Yard News



The oyster schooner A. J. MEERWALD hauled from the parking lot beside Front Street Shipyard to the main yard so she could be picked up with a travelift and launched after a major rebuild of her deck and houses.

Continued from Page 15
significant rebuild; the first fiberglass Alerion 26 that Halsey Herreshoff built back in the early 70s, was completely restored last winter; JESTER, an Aage Neilsen designed yawl that French & Webb restored maybe 15 years ago, which has been in storage for a number of years has been sold to a couple from New Hampshire and needs a complete going through before launching; ALARA, a New York 30, is owned by a German and was on an every other year program before COVID hit, she was going to be launch this year, but the owner broke his leg just weeks before she was to be launched; and a Camden HAJ, of which maybe four are left, is ready to be launched.

For those who are handy and are looking for a nice wooden cruiser Artisan has just acquired a Rich boat, which was built

on Mount Desert Island. The hull is in really good shape, with a new stem, some new planks, and could go in the water tomorrow. The super structure and interior just needs to be finished. Call Artisan if interested.

Artisan has a good solid crew, but will be looking for a couple of carpenters in early September. Alec added, “The work we do is pretty interesting and I think a lot of people appreciate the vibe of a small shop that is a little less corporate than some of the bigger places and a bit more flexible and more personable.”

Brion Rieff Boats Brooklin

There is always something interesting going on at this yard. They are putting the finishes on a three-year project building a 34-foot sailboat. She was designed by Brion and the owner and has some classic features.



A Mitchell Cove 32 being finished off as a sportfisherman for a local customer at Gamage’s Shipyard in South Bristol.

The interior is done, but just needs varnish and systems completed. She has a V-berth, head to port, a nav-station to starboard and two seats that blend into a quarter berth port and starboard. Surprisingly there is no galley. They also need to get the rig varnished and painted. They are hoping to put her over the end of summer.

Just behind her is a William Garden designed 28-foot power boat, built on the West Coast in the 1990s. They have laminated in several new frames and redesigned the interior.

They have just completed a project at Atlantic Boat, where they replaced the lifelines with laminated wooden handrails on a big twin-screw cruiser.

Also in the shop they are building a Nutshell pram for a local owner.

Out in the yard they are working on an 8-metre, which has had her keel dropped and

they are altering it so that she conforms to the 8-metre rule. They have removed about 2,500-pounds of lead and need to remove another 1,000 pounds so she is within the rule. They have also installed an electric power plant. They hope to have her in the water soon so they can see just how fast she is with the modifications and whether they need to make any other changes.

In the back shop is Brion’s boat, which is having her bottom redone. She is cold moulded and he has removed the bottom paint on one side and is getting ready to do the other side. She will not be going over until the other projects in the yard are finished. He is hoping at least by October.

Looking for a S-boat? There are three at the yard, but they need to be rebuilt.

58th Annual Winter Harbor Lobster Boat Races AUGUST 13th, 2022

Mark your calendar for the Winter Harbor Lobster Festival on the 13th!



We will be excited to see all of you and your boats!
More information and details to follow.

See you all on August 13th!

Boat And Ship Yard News



The keel has been removed from this 8-Metre at Brion Rieff's boat shop in Brooklin and will be modified to fit the measurement rule.

Gamage's Shipyard South Bristol

The big push before the 4th of July weekend was getting everyone over that want to be in the water and that was going well. John Vinal, one of the owners of the yard, said that those interested in storage needs to call as soon as possible as they are filling up quickly for the up coming season.

The big project in the main shop was finishing off a Mitchell Cove 32 hull as a sportfisherman for a local customer. They have modified the deck and house, installed the power, an Yanmar 8LV and they are hoping for a late summer launch.

Also in the main shop is a Wayne Beal cruiser that received new system upgrades, reconfigured the galley, and replaced some of the carpeting.

In between they are taking care of the areas fishing boats as needed, since this is their livelihood. Fortunately, so far these have been minor repairs.

One of the cruise boats for the local islands was in for her regular maintenance, but they also had to make repairs to her stern post and rudder port. Fortunately, this was not a big project.

They have had a couple of inquiries on the Holland 32 hull they have. They also got a call from another local builder asking about it.

SEA FLOWER, which is a cold moulded sailboat built in Denmark, suffered major flooding. This means a complete re-wire and replace the heating and refrigeration systems.

Interestingly, they have had a number of boats shipped up from southern yards to have work done. Some of the people summer or vacation in the area and plan to return every summer.

Holland Boat Shop Belfast

In the main shop they have a 32, a 38 and two 14s under construction.

The 32 is being finished out as a day-yacht with a V-berth and head. She is powered with a 550-hp Cummins, which should push her along at over 40 knots. She

is scheduled to go over the end of summer.

The 38 is being finished out a full-fledged yacht, powered with a 550-hp Cummins, for a customer from San Diego. The interior is not fully decided upon yet, but V-berth, head with maybe a shower and a full galley is the general thought at this time. The engine may fit under the platform if they add a little height to the deck and house top. This is going to be a day boat, but just in case the owner wants some comfort if they have to stay on board once in awhile. The back of the shelter will be open. The owner is originally from New Hampshire and that is why he is going with a lobster boat style yacht. He may opt to have her taken to Lake Winnepesaukee initially and then shipped to San Diego.

One of the 14s is interesting as she will be powered with an electric outboard. There are many freshwater places south of us that this has become a very popular idea and it will be interesting to see just how this works out.

As for the 20, they have three sold and Glenn has just hired someone to help in fairing the hull and get ready to take a mould off the plug.

They have three more 32s on order along with a number of 14s. Glenn said that right now he is booked out until sometime next year so long as there are no cancellations.

The Landing School Arundel

The Landing School is pleased to an-

Continued on Page 27



The first Hood 35 LM series launched at Lyman-Morse in Thomaston.

PENOBSCOT MARINE MUSEUM

WIN THIS CAR!



1968 Ford Mustang GT Coupe
Donate now and use promo code
MCN20 for 20% more tickets.

scan to enter



NEED TO MOVE YOUR BOAT?

CALL YORK'S BOAT TRANSPORTATION



YORK'S MARINE

**11 Gordon Drive
Rockland, Maine 04841**

**(207) 596-7400
www.yorkmarineinc.com**



**Fishing access
along the
Kennebunk River**

We supply the bait, tackle & boat
you supply the time to relax!

Saco Bay Tackle supplies on site.
For Rent: Power boats, canoes, and kayaks

Call 207-967-3411
or stop by 67 Ocean Avenue

LOBSTER BOAT RACING RESULTS: BASS HARBOR, MOOSABEC, STONINGTON, FRIENDSHIP



Mitch White’s BOUNTY HUNTER and Winfred Alley Jr.’s FAITH MELLE heading for the finish line. The win went to FAITH MELLE by a third of a boat length.

BASS HARBOR LOBSTER BOAT RACES

26 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 31-90-hp. No Entrants.** **RACE 3 - Class C: Inboards, outboards or outdrives 91hp and over:** 1) *Daddy Didn’t Buy It*, Nathaniel Robertson (38 mph).

GAS POWERED WORK BOATS 24 FEET AND UNDER

RACE 4- Gasoline Class A: 4 & 6 cylinder 24 feet and over: No entrants. **RACE 5-Gasoline Class B: V8, Up to 375 cid, 24 feet and over:** 1) *Empty Pockets*, Roy Hadlock (21 mph). **RACE 6-Gasoline Class C: V8, 376 to 525 cid, 24 feet and over:** 1) *Black Diamond*, Lindsay Durkee (34 mph). **RACE 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over: No Entrants.** **RACE 8-Gasoline Class E: Over 525 cid, 28 feet and over, Turbos/superchargers: No entrants.**

DIESEL POWERED WORK BOATS 24 FEET AND UP

RACE 9- Diesel Class A- up to 235 hp, 24-31 feet. No Entrants. **RACE 10- Diesel Class B- up to 235 hp, 32 feet and over:** 1) *Rich Returns*, Wayne Rich (13 mph) and 1) *Sun Dancer*, Brian Gordius. **RACE 11- Diesel Class C- 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (26 mph); 2) *Hannah Pearl*, Ryan Mitchell; 3) *Michael Alan*, Pat Hanley; and 4) *Miss Kari Lynn*, Everett Beers. **RACE 12- Diesel Class D- 236-335 hp, 34 feet and over:** 1) *Miss Margo*, Shawn Stanley. **RACE 13- Diesel Class E- 336 to 435 hp, 24-33 feet:** 1) *Audrey May*, Randy Durkee (36 mph); 2) *High Voltage*, Dan Sawyer; 3) *Destiny*, Danny Eaton; and 4) *Holemjén*, Alan Gordius. **RACE 14- Diesel Class F- 336-435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley; 2) *Bounty Hunter*, Mitch White; and 3) *Rich Endeavor*, Colyn Rich. **RACE 15- Diesel Class G- 436 to 550 hp, 28-35 feet:** 1) *Split Second*, David Osgood. **RACE 16- Diesel Class H- 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal; 2) *Melynda M.*, Willie Coombs; 3) *First Team*, Travis Otis; and 4) *Indian Outlaw*, Josef Guptill. **RACE 17- Diesel Class I- 551 to 700 hp, 28-35 feet:** 1) *Steppin’ Up*, Travis Lunt (32 mph); and 2) *Triple X*, Colby Oakes. **RACE 18- Diesel Class J- 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (38 mph); and 2) *Sleepless Nights*, Eric Robbins. **RACE 19- Diesel Class K- 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton (46 mph); and 2) *Janice Elaine*, David Myrick. **RACE 20- Diesel Class L- 901 hp and over, 28 feet and over:** 1) *Maria’s Nightmare II*, Jeremy Beal (62 mph). **RACE 21- Diesel Class M(A) - 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (26 mph); 2) *Drew & Henry*, Chris Goodwin; 3) *Alivia Ann*, Aaron Beal; and 4) *Shady Lady*, Boomer Carroll. **RACE 22- Diesel Class M(B) - 40 feet and over, 501 to 750 hp:** 1) *Miss Madelyn*, Jason Chipman (34 mph); 2) *Kimberly Ann*, Eric Beal; 3) *AMP*, Romain Jordan; 4) *Sophie Mack*, Patrick W. Hanley; and 5) *Mister E.*, Nick Hadlock. **RACE 23- Diesel Class N - 40 feet and over, 751hp and over:** 1) *Bounty Hunter IV*, Bob Jones (39 mph); 2) *Natalie E.*, Dana Beal; 3) *Night Moves II*, Aaron Beal; and 4) *Turn the Paige*, Parker Murphy. **RACE 24. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (62 mph).

RACE 25- Mitchell Cove Boats: 1) *Steppin’ Up*, Travis Lunt (32 mph); and 2) *Triple X*, Colby Oakes.

RACE 26- Wooden boat, up to 35 feet 11 inches: No entrants. **RACE 27- Wooden boat, 36 feet and over:** 1) *Rich Returns*, Wayne Rich (13.7 mph).

RACE 28- Gasoline Free for All: 1) *Black Diamond*, Lindsay Durkee (33 mph); and 2) *Empty Pockets*, Roy Hadlock.

RACE 29 - Diesel Free for All: 1) *Janice Elaine*, David Myrick (46 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Gold Digger*, Heather Thompson; 4) *Bounty Hunter IV*, Bob Jones; 5) *Kimberly Ann*, Eric Beal; and 6) *Holemjén*, Alan Gordius.

RACE 30- Fastest Lobster Boat: 1) *Janice Elaine*, David Myrick (46 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Gold Digger*, Heather Thompson; and 4) *Bounty Hunter IV*, Bob Jones.

RACE 31- Bass Harbor’s Fastest Lobster boat: 1) *Steppin’ Up*, Travis Lunt (40 mph); 2) *Sophie Mack*, Patrick W. Hanley; 3) *Rich Returns*, Wayne Rich; and 4) *Holemjén*, Alan Gordius.

MOOSABEC REACH LOBSTER BOAT RACES

2 July 2022

RECREATIONAL BOAT

1) *OB-II*, Alton Smith (62.4 mph); and DNS) ---, Mark Faulkner

WORK BOATS UNDER 24 FEET.

Race 1. Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) *Shit Digger*, Teggan MacLaughlin (16.6 mph). **Race 2. Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Alpex*, Ralph Davis (37.1 mph); 2) *The*



A real good battle took place in Diesel Class E between Danny Eaton’s DESTINY [Crowley 28; 420-hp Yanmar] and Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins], which was won by AUDREY MAY.

Boy, Ned Merchant (32.8 mph); 3) *Boss Hog*, Aiden Rittenhouse; **No position given:** ---, Richard Alley; *19 KRW*, Devon Beal; *The Blurr*, Keegan Beal; *Big Money*, William Gray; *Big Enough*, Dennis McComack; and *Bay King*, Silas White. **Race 3. Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *White Lightning*, Caleb Norton (34.2 mph); 2) *Maddison Ann*, Nick Graham (32 mph); 3) *Daddy Didn’t Buy It*, Nathaniel Robertson; 5) *McKenzie Star*, McKenzi Mills; **No position given:** ---, Damon Beal; *Hat Trick*, Allen Crowley; *Noble Lady II*, Craig Crowley; and *Hurricane Reagan*, Jim Robinson.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4. Class A, Four and Six Cylinder, 24 feet and over: No entrants. **Race 5. Class B, V8, Up to 375 cid, 24 feet and over:** 1) *Lexiann Marie*, Desire Crowley (23.6 mph). **Race 6. Class C, V8, 376 to 525cid, 28 feet and over: No entrants.** **Race 7. - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Downeast Nightmare*, Mark Davis (44.3 mph); and DNF) *Foolish Pleasure*, Mark Freeman. **Race 8. - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos: No entrants.**

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9. Class A, Up to 235 hp, 24 to 31 feet: 1) *Bare Bottom*, Jacob Kirby (26.8 mph); 2) *Misty Mae I*, Anson Kelley; 3) *Jumpin’s*, Jeremy Tyler; 4) *Justin n’Case*, Charlie Smith, Jr.; and 5) *Emberlyn Claire*, Joseph McDonald. **Race 10. Class B, Up to 235 hp, 32 feet and over:** 1) *Betsy Ann*, Curtis Robinson, Jr.; 2) *Myrtle Belle*, Chad Libby; 3) *Tammie & Nicole*, Dwight Carver; and 4) *Papa’s Boy*, Kenneth Frisbee, Jr. **Race 11. Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (26.9 mph); and 2) *Tatiana*, Josh Kelley. **Race 12. Class D, 236 to 335 hp, 34 feet and over:** 1) *Wrecking Crew*, Ivan Libby (25.2 mph); and 2) *Ellen Louise*, Conner Rossi. **Race 13. Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (35.1 mph); 2) *High Voltage*, Dan Sawyer; and 3) *Headstrong*, Tucker Rocks. **Race 14. Class F, 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley (34.3 mph); 2) *Bounty Hunter*, Mitch White; 3) *Sunshine Chalet*, Brian Strout; 4) *Aftermath*, Dwight Chandler, Jr.; and 5) *Reef Creeper*, Dean Faulkingham. **Race 15. Class G, 436 to 550 hp, 28 to 35 feet:**

1) *Right Stuff*, Dana Beal. **Race 16. Class H, 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (32.4 mph); 2) *Melynda M.*, Willie Coombs; 3) *Indian Outlaw II*, Josef Guptill; 4) *Melissa Maria*, Matthew Drisko; 5) *Just Dew It*, Tony Graham; and 6) *Kimberly Lynn*, Kyle Look. **Race 17. Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Obsession*, Ryan Lemieux (29.8 mph); 2) *Margaret E.*, Avery Scott; 3) *Crustacean Hunter*, Keenan Feeney; and 4) *Another Dirls*, Steve Carver. **Race 18. Class J, 551 to 700 hp, 36 feet over:** 1) *Gold Digger*, Heather Thompson; and 2) *Easy Money*, Nathan Thompson. **Race 19. Class K, 701 to 900 hp, 28 feet and over:** 1) *Janice Elaine*, David Myrick (34.3 mph); and 2) *Mystery Machine*, Ira Guptill. **Race 20. Class L, 901 hp and over, 28 feet and over:** 1) *Maria’s Nightmare II*, Jeremy Beal. **Race 21. Class M(A), 40 feet and over, up to 500hp:** 1) *Miss Tonia*, Milton Merchant (26.3 mph); 2) *Feelin’ Nauti*, Patrick Kelley; 3) *Bukie & Tukie*, Mitchell Beal; 4) *Noble Lady*, Craig Crowley; 5) *Just Because*, Brain Smith; 6) *Seacoast Rambler*, Wade Faulkingham; 7) *Nancy Anne*, Sonny Beal; 8) *Alivia Ann*, Cooper Beal; 9) *Priscilla D.*, Colin Alley; and 10) *Butterfly Kisses*, Mark Carver. **Race 22. Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Terrie J.*, Todd Pinkham (30.1 mph); 2) *Miss Madelyn*, Jason Chipman; 3) *Kimberly Ann*, Eric Beal; 4) *Sandy Rose*, Charles Smith; 5) *Joy Frances*, Logan Alley; and 6) *Nikki Elizabeth*, Zach Geel. **Race 23. Class N, 40 feet and over, 750 hp and over:** 1) *Natalie E.*, Dana Beal (29 mph); 2) *Size Matters*, Dixon Smith; 3) *Night Moves II*, Aaron Beal; 4) *Bre Lea*, Joseph Libby; 5) *Carlee Marie*, Alex Thompson; 6) *Phantom*, Nick Lemieux; 7) *Weather Oar Knot*, Shane Farris; and 8) *Autumn Gale*, Jeff Libby. **Race 24. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 25. Wooden Boat Race A (Any hp, up to 35 feet 11 inches): 1) *Tatiana*, Josh Kelley (18 mph). **Race 26. Wooden Boat Race B (Any hp, 36 feet and over): No Entrants.**

Race 27. Gasoline Free-for-All: 1) *Downeast Nightmare*, Mark Davis (48.6 mph); and 2) *Foolish Pleasure*, Mark Freeman.

Race 28. Diesel Free-for-All: 1) *Maria’s Nightmare II*, Jeremy Beal (55.6 mph); 2) *Janice Elaine*, David Myrick; 3) *Gold Digger*, Heather Thompson; 4) *Mystery Machine*, Ira Guptill; and 5) *Margaret E.*, Avery Scott.

Race 29. World’s Fastest Working Lobster Boat: 1) *Janice Elaine*, David Myrick (48.3 mph); 2) *Mystery Machine*, Ira Guptill; and 3) *Gold Digger*, Heather Thompson.

Race 30. World’s Fastest Recreational Lobster Boat: 1) *Maria’s Nightmare II*, Jeremy Beal (68.3 mph); 2) *Downeast Nightmare*, Mark Davis (61.4 mph); 3) *Natalie E.*, Dana Beal; 4) *Last Design*, Roy Fagonde; and 5) USCG boat.

STONINGTON LOBSTER BOAT RACES

10 July 2022

WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator

LOBSTER BOAT RACING RESULTS: BASS HARBOR, MOOSABEC, STONINGTON, FRIENDSHIP



First in Diesel Class M(B) at Stonington went to Jason Chipman’s MISS MADELYN [Osmond 42; 700-hp Scania].



In Diesel Class H Philip Genthner’s MELINDA KAY [South Shore 38; 500-hp Hyundai] being led up the course by Travis Otis’ FIRST TEAM [Northern Bay 36; 410-hp Sisu 645].

16 years and younger: 1) *Essie Grace*, Haven Ciomei; 2) ---, Julie Anna Jones; and 3) ---, Carson Parker. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *The Boy*, Ned Merchant; 2) *Joe Who*, Joe Grego; 3) *Miss Jade*, Jared Murphy; and 4) ---, Robbie Turner. **Race 3 – CLASS C Inboards, outboards or outdrives, 90-hp and over:** 1) *Only Advice*, Edgar Robbins; 2) *Red Rider*, Noah Williams; and 3) ---, Alex Larrabee. **Race 4 – Johns Bay Boat Co. Race:** 1) *Khristy Michelle*, John R. Williams
GAS POWERED WORK BOATS 24 FEET AND UP
Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** *No entrants*. **Race 7 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Lindsay Durkee. **Race 8 – Gasoline Class D – V-8, 376 and over, 28 feet and over:** *No entrants*. **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** *No entrants*
Race 10 - Wooden Boat Race (Any hp, up to 35’11”): 1) *Cindy Jen*, Jon Johansen. **Race 11 - Wooden Boat Race (Any hp, 36’ and over):** *No entrants*.
DIESEL POWERED WORK BOATS 24 FEET AND UP
Race 12 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *First Shot*, Abby Waterman; and 2) *Black Thundah II*, Brandon Murphy. **Race 13 - Diesel Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** *No entrants*. **Race 14 - Diesel Class C, 236 to 335 hp, 24 to 33 feet:** *No entrants*. **Race 15 - Diesel Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Outnumber*, Dan Carter. **Race 16 - Diesel Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audey May*, Randy Durkee; 2) *Destiny*, Danny Eaton; 3) *Thomas Wayne*, Mark Fowler;

4) *Jett Set*, Jett Lindelof; and 5) *Rip Tide*, Caleb Wiesing. **Race 17 - Diesel Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *Faith Melle*, Winfield Alley; 2) *Bounty Hunter*, Mitch White; 3) *Calypso*, Royce Fifield; 4) *Southern Comfort*, Avery Waterman; 5) *Rich Endeavour*, Colyn Rich; 6) *Wicked*, Justin Boyce; and 7) *Lady Joelle*, James E. Hardy, Jr. **Race 18 - Diesel Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Naught Enough*, Thomas Ciomei. **Race 19 - Diesel Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Melynda M.*, Willie Coombs; 2) *Margaret Ann*, Jeremiah MacDonald; 3) *Miss Norma*, Dean Beal; 4) *First Team*, Travis Otis; and DNS) *Yippi-Ki-Yay*, Bryant Ciomei. **Race 20 - Diesel Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith; and 2) *Margaret E.*, Avery Scott. **Race 21 - Diesel Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Gold Digger*, Heather Thompson; and 2) *Molly Ryan*, David Haskell. **Race 22 - Diesel Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *Blue Eyed Girl*, Andrew Taylor; and 2) *La Bella Vita*, Jeff Eaton. **Race 23 - Diesel Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** *No entrants*. **Race 24 - Diesel Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope; 2) *Sea Urchin*, Allan Knowlton; and 3) *Priorities*, Shawn Haskell. **Race 25 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Miss Madelyn*, Jason Chipman; 2) *Alexsa Rose*, Matt Sheppard; 3) *Mainely Texas*, Darrell Williams; and 4) *Catch 22*, Johnson Boyce. **Race 26 - Diesel Class N, 40 feet and over, 750 hp and over:** 1) *Natalie E.*, Dana Beal; 2) *Bounty Hunter IV*, Robert Jones, Jr.; 3) *Sunday Money*, Murray Thompson; 4) *Hooligan*, Deven Haskell; 5) *Decadence*, Ryan Haskell; and DNS) *Michaela Khleo*, Chris Byers. **Race 27. Class O. Non-working boats, any length, any horsepower:** *No entrants*. **Race 28 – Gasoline Free for All:** 1) *Black Diamond*, Lindsay Durkee; and 2) *Cindy*

International Maritime Library

New Version 4 Now Online @ internationalmaritimelibrary.org

Presently we have a listing of over 125,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Several other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.
Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentiniel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.
Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals.
To make this happen we need support, please help us do more!

I want to join

<input type="checkbox"/> Admiral of the Fleet	\$1,000.00	<input type="checkbox"/> Captain	\$100.00
<input type="checkbox"/> Admiral	\$500.00	<input type="checkbox"/> Lieutenant	\$50.00
<input type="checkbox"/> Commodore	\$250.00	<input type="checkbox"/> Midshipman	\$25.00

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Send to:
The International Maritime Library, P.O. Box 710, Winterport, Maine 04496

Dedicated to the Preservation of Maritime Writings

LOBSTER BOAT RACING RESULTS: BASS HARBOR, MOOSABEC, STONINGTON, FRIENDSHIP



Tom Clemon’s 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar] and Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] coming up the course. 4 LADIES would place 2nd in Diesel Class N and ALEXSA ROSE would win Diesel Class M(B).

Jen, Jon Johansen.

Race 29 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton; and 3) *Gold Digger*, Heather Thompson.

Race 30 - Andrew Gove Memorial Cup – Fastest Working Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton; and 3) *Gold Digger*, Heather Thompson.

Race 31 - Fastest Lobster Boat Afloat: 1) *Blue Eyed Girl*, Andrew Taylor; 2) *La Bella Vita*, Jeff Eaton; and 3) *Gold Digger*, Heather Thompson.

FRIENDSHIP LOBSTER BOAT RACES 17 July 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: 1) *Jenily*, Jennifer and Emily Noyes (34 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin 'Too*, Jacob Noyes (41.37 mph); 2) *Zippin*, David Noyes; 3) *Miss Diane III*, Griffin Fogerty; and 4) ---, Austin Wilshire (26 mph). **Race 3 – CLASS C, Inboards, outboards or outdrives, 91 hp and up:** 1) *Delusional*, Ron Pottle (42.8 mph); 2) ---, Myron Wotton (31.6 mph); 3) ---, Isaac Lash; and 4) *Animal*, Trent Williams.

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 (14.6 mph). **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No entrants.** **Race 6 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Lindsay Durkee (31 mph). **Race 7 - Gasoline Class D - V-8, 376 and over, 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*, Abby Waterman (25.1 mph). **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Melody Marie IV*, Robert Acorn (17 mph). **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 34 feet: No entrants.** **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Salty Cod*, Frank Guptill IV (20.2 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (39.1 mph). **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over: No entrants.** **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Split Second*, David Osgood (37 mph). **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *First Team*, Travis Otis (22.9 mph); and 2) *Melinda Kay*, Philip Genthner (17.9 mph). **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil' Lisa Marie*, Gary Genthner (41.7 mph); and 2) *Misty*, Chris Smith (40.2 mph). **Race 18 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Hey Baby*, Carl Gross. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (49.5 mph); 2) *La Bella Vita*, Jeff Eaton; and 3) *Reel Catch*, Ernie Wallace. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over: No entrants.** **Race 21 - Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Alan Knowlton (22.3 mph); and 2) *Knotty Lady*, Dustin Delano (19 mph). **Race 22 - Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard. **Race 23 - Diesel Class N – 40 feet and over; 751 hp and over:** 1) *Isaac & Colby*, Keith Simmons (34 mph); 2) *4 Ladies*, Tom Clemons (32 mph); 3) *Taylor Nicole*, Frank Guptill; and 4) *Top Chop*, Rob Maloney. **Race 24. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 25 – Wooden Boats, up to 35’ 11”: 1) *Cindy Jen*, Jon Johansen (14.4 mph). **Race 26 – Wooden Boats, 36 feet and over: No entrants.**

Race 27 - Gasoline Free for All: 1) *Black Diamond*, Lindsay Durkee (24.8 mph); and 2) *Cindy Jen*, Jon Johansen.

Race 28 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor (49.6 mph); 2) *La Bella Vita*, Jeff Eaton (46 mph); 3) *Alexsa Rose*, Matt Shepard; 4) *4 Ladies*, Tom Clemons; 5) *First Team*, Travis Otis; and 6) *First Shot*, Abby Waterman.

Race 31 - Fastest Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (45.4 mph); 2) *Alexsa Rose*, Matt Shepard (31 mph); 3) *4 Ladies*, Tom Clemons (30 mph); 4) *Hey Baby*, Carl Gross; and DNF) *La Bella Vita*, Jeff Eaton.

Race 26 – Fastest Friendship Lobster Boat: 1) *Isaiah & Colby*, Keith Simmons (34.3 mph); 2) *Taylor Nicole*, Frank Guptill (32 mph); 3) *Reel Catch*, Ernie Wallace; and 4) *Low Budget II*, Michael Allen.



The big winner at Stonington and Friendship was Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] with 1st Diesel Class K; 1st Diesel Free-for-All; and 1st Fastest Lobster Boat.

NEW DIESEL RECORD SET Continued from Page 1.

second going to Eric Robbins’ SLEEPLESS NIGHTS [Calvin Beal 36; 675-hp Scania]. Class K (701 to 900 hp, 28 feet and over) promised to be another close race between David Myrick’s JANICE ELAINE [Northern Bay 38; 815-hp FPT] and Jeff Eaton’s LABELLA VITA [Northern Bay 38; 815-hp FPT] and it was. They came up the course side by side and just before crossing the finish line LA BELLA VITA slipped out in front by a boat length for the win. Probably the most anticipated race of the day was next when Cameron Crawford’s WILD WILD WEST [West 28; 1,050-hp Isotta] Class O (Non-working boats, any length, any horsepower) agreed to ran up the course with Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] in Class L (901 hp and over, 28 feet and over). When the flag dropped smoke poured from WILD WILD WEST’s stack and it looked as though MARIA’S NIGHTMARE II was in the lead, but also that WILD WILD WEST was closing in. They thundered for the finish and it kept getting closer and when they crossed the finish line they were bow to bow, but since they were in separate classes, they each got their respective wins. Then came the announcement that the speed was 62 mph and each were awarded the speed and the record. In Class M(A) (40 feet and over, up to 500 hp) Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins] took the win with Chris Goodwin’s DREW & HENRY [Osmond 40; 500-hp John Deere] second. Class M(B) (40 feet and over, 501 to 750 hp.) is always a close race between Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Jason Chipman’s MISS MADELYN [Osmond 42; 700-hp Scania] and when they came off the line one thought they would be side by side, but KIMBERLY ANN slowed just after the start nearly coming to a stop before she got going again. MISS MADELYN easily took the win, but the battle was for second and amazingly KIMBERLY ANN was able to run down Romain Jordan’s AMP [Osmond 43, 750-FPT] for second. The first two races of the year Class N (40 feet and over, 751-hp and over) has been won by Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT], but Robert Jones, Jr’s. BOUNTY HUNTER IV [Calvin Beal 44; 1,400-hp MAN] slipped by and won by a boat length with a speed of 39 mph. Third went to Aaron Beal’s NIGHT MOVES II [RP 40; 800-hp Scania].

Next up was the Mitchell Cove Boat Race, which saw STEPPIN’ UP and TRIPLE X on the line again and with the same result.

There were no entrants in Wooden Boat A and just one in Wooden Boat B, RICH

RETURNS, which ran down the course by herself for the win.

In the Gasoline Free-for-All BLACK DIAMOND and EMPTY POCKETS was on the line and it was all BLACK DIAMOND with EMPTY POCKETS getting second.

Six boats were on the line for the Diesel Free-for-All and MARIA’S NIGHTMARE II and WILD WILD WEST opted not to race again due to some minor issues on each boat. So, it was a re-match between JANICE ELAINE and LA BELLA VITA. As they came up the course it was close and as they got closer to the finish line JANICE ELAINE slide into the lead for the win. Third went to GOLD DIGGER.

In the Fastest Lobster Boat Race four boats were on the line and again it was a close one between JANICE ELAINE and LA BELLA VITA again, but with the same results as in the Diesel Free-for-All.

The final race of the day was Bass Harbor’s Fastest Lobster Boat, which was won by STEPPIN’ UP, followed by Patrick Hanley’s SOPHIE MACK [Young Brothers 40; 610-hp Volvo] and RICH RETURNS.

It was an excellent day for racing, some close races and a new diesel record was set. With less than a week to go before the Moosabec Reach races (2 July) one can be assured that some boats will make changes to gain a little more speed. With two boats holding the diesel record will they both be at Moosabec and do they have more for each other? I am betting they do, which will make for a very interesting day.

MOOSABEC LOBSTER BOAT RACES 2 July

Everyone was watching the weather forecast, which was not looking good for the Moosabec races on Saturday, 2 July. As the weekend approached the forecast remained the same, showers through Friday night to Saturday morning with clearing before noon. During the night I heard several down pours, and was hoping it was going to clear earlier than forecasted. When I headed for Jonesport there was some very light rain and it looked like it might clear. However, when I arrived in Jonesport it got darker and the rain heavier. The rain was not the biggest worry, that is fog and when I got to Moosabec Reach you could see both ends, we were good to go.

Sign-ups were steady and the last one did not arrive until after 1000 hrs. Signing up for the first time this year was Mark Davis’ DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] and Mark Freeman’s FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker]. Mark Davis was able to get his engine back

New Diesel Record Set at Moosabec - 68.3 MPH

from the builder and get her running. Mark Freeman is still running last year's engine and will only do a handful of races this year. He is hoping next year to have a new and bigger engine. On Friday night FOOLISH PLEASURE's engine had an issue, but they hoped they had it fixed. Some may not have noticed the torpedo stern TATIANA [Willis Beal 36; 240-hp MAN], steered by Josh Kelley of Roque Island. She was the last big boat built by Willis Beal of Beals Island and the last wooden torpedo stern boat built in Maine. She was built for Julian Fischer of Port Clyde and was launched in 1991. Willis did follow this boat up with the plugs for the RP 31 and RP 35.

Who was missing: Shawn Alley and LITTLE GIRL [28' Calvin Beal Jr.; 466 Ford, Blower], which is still waiting for his engine to return from the engine builder; and Doug Dodge's UNCLE HAROLD [Doug Dodge 28'; 350 ci Chevrolet]. Doug and several helpers were able to get the boat out of the shop Thursday evening and on Friday they began sea trials. He was clocked at 42 mph, but lost the water pump and that ended his chances to race on Saturday. Many were hoping to see Cameron Crawford's WILD WILD WEST, and a re-match between Jeremy Beal's MARIA'S NIGHTMARE II as to who has the fastest diesel boat. Glenn Crawford said during the week that he was not going to make it as he needed to check her cooling system as she had overheated at the Bass Harbor races and he was not going to have time to do that.

When sign-ups were done we had 82 entrants and after a downpour it began clearing, we were ready for racing.

The first event of the day, a recreational boat race, was won by Alton Smith in OB-II at a speed of 62.4 mph.

To date we have not had many entrants in the Work Boat Classes, but this day we had one in Class A; nine in Class B; and 8 in Class C. Teggan MacLaughlin in SHIT DIGGER [14' aluminum; 25-hp Yamaha] won Class A. Class B has been dominated by Ralph Davis in ALPEX [16', 90 hp Johnson] for years and today was no different with second going to Ned Merchant's THE BOY [16'; 90-hp Mercury]. The winner of Class C was Caleb Norton's WHITE LIGHTNIN' [Mako 20; 200-hp Evinrude] followed over by Nick Graham's MADDISON ANN [Libby 18; 115-hp Yamaha].

There were no entrants in Gasoline Classes A, C and E and there was just one in Class B and two in Class D so they were all sent down together. When the flag dropped the big engines of DOWNEAST NIGHTMARE and FOOLISH PLEASURE in Class D could be heard all over the Reach. DOWNEAST NIGHTMARE jumped out

into the lead and about third of the way to the finish line FOOLISH PLEASURE pulled off the course with an engine issue. The winner of Class B was D. Crowley's LEX-IANN MARIE [General Marine 25; 350 Chevrolet] and of Class D DOWNEAST NIGHTMARE with a speed of 44.3 mph.

The only Diesel Class with no entrants was Class O. Five boats were on the line for Class A and Jacob Kirby's BARE BOTTOM [BHM 25, 220-hp John Deere] crossed the finish line with a two boat length lead over Anson Kelley's MISTY MAE I [Wayne Beal 28; 230-hp John Deere]. Early on it looked like it was going to be a close race in Class B, but about halfway Curtis Robinson, Jr.'s BETSY ANN [Calvin Beal 34, 220-ho John Deere] slipped out in front and won. Second went to Chad Libby's MYRTLE BELLE [Libby 34, 205-hp John Deere]. There were just two entrants in each Class C and D so they were run up together. Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] easily won Class C with TATIANA second and Ivan Libby's WRECKING CREW [Libby 38; 305-hp Caterpillar] took the top spot in Class D with second going to Conner Rossi's ELLEN LOUISE [RP 35; 300-hp John Deere]. Class E had three entrants and all eyes were on AUDREY MAY and Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar] as they have had real close races this year. As they came for the finish line it was close again and looked like HIGH VOLTAGE had the advantage, but just before crossing AUDREY MAY slipped ahead for the win by less than half a boat length with a speed of 35.1 mph. Another competitive class this year has been Class F between BOUNTY HUNTER and FAITH MELLE, but today it was FAITH MELLE winning by several boat lengths. The real race was between FAITH MELLE and Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins]. There was only one entrant in Class G, RIGHT STUFF, so she was sent up with Class F and FAITH MELLE beat him over the line by two boat lengths. Six boats were on the line for Class H and no one was surprised to see MISS NORMA come across the finish line first with MELYNDA M. second. Ryan Lemieux's OBSESSION [Young Brothers 35; 450-hp Volvo] won Diesel Class I with second with Tony Gallagher's MARGARET E. [Young Brothers 30; 580-hp FPT]. MARGARET E. was formerly owned by Patrick Faulkingham of Winter Harbor. There were two entrants in Class J and K so they ran up together. Heather Thompson's GOLD DIGGER showed no mercy to her son, Nat Thompson in EASY MONEY

Continued on Page 24



Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] and Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta] nearing finish at Bass Harbor.

BUSINESS FOR SALE

Owner is retiring

Become a dealer for Suzuki, Smokercraft Boats and Venture trailers. Over two acres of land, building with office, salesroom and shop. For just \$375,000 you can own this going business. Owner will assist buyer to learn the business.

Rockland Harbor Marine, 55 Gardner Rd., Rte 90, Warren, Maine
(207) 596-0706 Email: rockhrbmarine@aol.com

PENOBSCOT MARINE MUSEUM

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

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

THE NATIONAL
FISHERMAN
COLLECTION
@PENOBSCOT MARINE MUSEUM

www.penobscotmarinemuseum.org
Route One, Searsport, Maine 04974 ■ 207-548-2529

WCVTI Boatbuilding Class of 1972 Alumni Reunion

July 30, 2022

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

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

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



New Diesel Record Set at Moosabec - 68.3 MPH

Continued from Page 23

[Calvin Beal 36; 600-hp Cummins] winning Class J. In Class K it was a great battle between JANICE ELAINE and Ira Guptill's MYSTERY MACHINE [Northern Bay 38; 750-hp, John Deere], but JANICE ELAINE crossed with a three-boat length advantage. Class L, with just MARIA'S NIGHTMARE II entered, ran the course alone for the win. Ten boats were on the starting line for Class M(A) and it was sad to learn that two weeks previous Milton Merchant, owner of MISS TONIA [Libby 41; 500-hp Cummins] had passed away and his son David would run her in the race. When the flag dropped MISS TONIA jumped into the lead and got the win by two boat length over Patrick Kelley's FEELING' NAUTI [Osmond 40; 405-hp Cummins]. Class M(B) has been dominated by KIMBERLY ANN and MISS MADELYN so a number were surprised to see Todd Pinkham's TERRIE J. [South Shore 42; 750-hp FPT] out in front with MISS MADELYN right on her stern and on his stern was KIMBERLY ANN and that is how they finished. Eight boats were entered in Class N and it was all NATALIE E. with second going to Dixon Smith's SIZE MATTERS [Libby 45' 3"; 1,000-hp FPT].

Where are the wooden boats? Beals and Jonesport was always a place that one could see a number of wooden lobster boats. Unfortunately, they have been slowly replaced by fiberglass models. The only entrant was TATIANA in the Wooden Boat A and this time Willis Beal took the helm and sailed her up the course.

Just two boats were on the line for the Gasoline Free-for-All, DOWNEAST NIGHTMARE and FOOLISH PLEASURE, which had cured her engine issue. With the drop of the flag all heard the scream of their engines as they headed down the course with DOWNEAST NIGHTMARE leading the way.

Five boats were on the line for the Diesel Free-for-All and no one was surprised to see MARIA'S NIGHTMARE II lead the others up the course with a speed of 55.6 mph. Second went to JANICE ELAINE.

Three boats entered the World's Fastest Working Lobster Boat and JANICE ELAINE lead the way with the real battle being for second between GOLD DIGGER and MYSTERY MACHINE, which went to MYSTERY MACHINE by a boat length.

Now came the final race of the day, World's Fastest Recreational Lobster Boat. It was known that Jeremy Beal in MARIA'S NIGHTMARE II was going to give it all in the final race of the day and without a problem could he set a new diesel speed record? DOWNEAST NIGHTMARE was going well, but should not be a threat to MARIA'S NIGHTMARE II. As the two came flying up the right side of the course it was obvious MARIA'S NIGHTMARE II was well in front and came streaking across the finish line quickly followed by DOWNEAST NIGHTMARE. Then came the announcement from the person running the radar gun that MARIA'S NIGHTMARE's speed was 68.3 mph and DOWNEAST NIGHTMARE 61.4 mph. In looking at all the radar speeds for the day they were all where they should be and it was deemed these two speeds were good. This gave MARIA'S NIGHTMARE II the record for the top diesel speed. But what was the cost? Jeremy said that he had an issue with the gear and thought the top end of the engine had an issue and did not think that he would have time to repair the issues before the Stonington races (10 July), but would try.

Four races are in the books, with Stonington up next and this is always one of the

biggest races of the year.

STONINGTON LOBSTER BOAT RACES 10 July

One could not have asked for a better day on the waters of Penobscot Bay. When Tom Brownell, of Brownell Boat Haulers of Mattapoisett, MA, and I left Searsport on CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet] at 0530 there was no wind and the sun was just coming up. Tom and his crew were up here moving the oyster schooner A. J. MEERWALD from the parking lot next to Front Street Shipyard in Belfast to Front Street's main yard so the Shipyard could pick her up with the travelift and put her in the water after a major rebuild.

We arrived at Stonington at 0740 and there were just a few race boats on the dock, where they had spent the night. Sign-ups were steady, right up to 1000 and when finished we had just 53 boats registered. Many were hoping to see Jeremy Beal's MARIA'S NIGHTMARE II and Cameron Crawford's WILD WILD WEST go at, but neither boat was there. We knew Jeremy had issues with his gear and engine after setting the speed record at Moosabec Reach on 2 July. Both will probably face off at the Winter Harbor races 13 August, which could be the event of the year.

There were 10 boats entered in the Work Boat classes. Class A was won by Haven Ciomei's ESSIE GRACE [Holland 14; 25-hp Yanmar]; Class B by Ned Merchant's THE BOY; and Class C by Edgar Robbins' ONLY ADVICE [Bayliner 20; 125-hp Force].

Stonington is the home for over a dozen wooden boats built by the John's Bay Boat Company of South Bristol, but just one, John Williams' KHRISTYMICHELLE [44' Johns Bay; 500-hp Cummins] was entered in the John's Bay Boat Company Race.

The Gasoline Classes have not seen a very good turn out this year with just two gasoline powered boats showing up at Stonington. CINDY JEN won Class A and BLACK DIAMOND won Class C.

Another dwindling class is Wooden Boats, and just two were entered this day. CINDY JEN won Wooden Boat A and KHRISTYMICHELLE Wooden Boat B.

Next up was the Diesel Classes and there were no entrants in Classes B, C, L and O and if there was just one entrant in a class we combined them with another race. The dominate boat in Class A this year is Abby Waterman's FIRST SHOT [James West 28; 210-hp Cummins] from South Thomaston as she bested Brandon Murphy's BLACK THUNDAH II [Repc 30; 210-hp Cummins]. The only entrant in Class D was Dan Carter's OUTNUMBERED [Duffy 35; 300-hp John Deere]. A real good battle took place in Diesel Class E between Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] and AUDREY MAY, which was won by AUDREY MAY. Third went to Mark Fowler's THOMAS WAYNE [Osmond 27; 430-hp Cummins]. Seven boats were on the line for Class F and we all expected a close race between BOUNTY HUNTER and FAITH MELLE. They both have battled for the top spot in Class F all year and every finish has been close, sometimes within a boat length of each other and this day was no different. It was so close that the race committee used video to make sure the results were correct and the win went to FAITH MELLE. The only boat in Class G was Thomas Ciomei's NOT ENOUGH [Duffy 35; 330-hp John Deere]. Four boats were on the line for Class H and with the dropped of the flag MELYNDA M. jumped into the lead followed by FIRST TEAM. About three quarters of the way to the

finish FIRST TEAM's engine stopped, and after several attempts to refire, she finally started, but by then all other were finished. The win in Diesel Class I went to Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] closely followed by MARGARET E., skippered by Avery Scott. No one was surprised when GOLD DIGGER streaked up the course and across the finish line for first in Diesel Class J with second going to David Haskell's MOLLY RYAN [Holland 38; 602-hp QSM Cummins]. The two fastest boats entered were up next: Andrew Taylor and BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] and LA BELLE VITA and in a close race it was BLUE EYED GIRL getting the win in Class K. Three boats were on the line for Class M(A), which was won by Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] followed by SEA URCHIN. Matt Shepard and ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] made their first appearance of the season in Class M(B), and it became obvious why he had not shown up before as he was in a full neck brace following an automobile accident. He faced off against three other challengers and fell to just MISS MADELYN in another close race of the day. Six boats were entered in Class N, but just five came to the line with the win going to NATALIE E. followed by BOUNTY HUNTER IV.

The two gasoline powered boats faced off in the Gasoline Free-for-All and it was no surprise to see BLACK DIAMOND lead CINDY JEN to the finish.

Next came a rematch between BLUE EYED GIRL and LA BELLA VITA in the Diesel Free-for-All with the same results. Third went to GOLD DIGGER. This would also be the same results for the Andrew Gove Memorial Cup – Fastest Working Lobster Boat and the Fastest Lobster Boat Afloat.

Five down and it was now off to Friendship on 17 July.

FRIENDSHIP LOBSTER BOAT RACES 17 July

It was a pleasant sail down West Penobscot Bay, through the Mussel Ridges and over to Friendship for a day of racing. On the way there was some wind, some rain, some fog, but when I arrived in Friendship it was bright sunshine with a slight sea breeze, perfect. Sign up went smoothly and when finished there were 32 boats signed up to race.

There were nine boats signed up for the Work Boat classes. Jennifer and Emily Noyes' JENILY [Corson 14; 30-hp Johnson] from Harpswell came out for the first time this year and won Work Boat Class A with a speed of 34 mph. Four boats were on the line for Class B and this was won by Jacob Noyes' ZIPPIN TOO [Corson 15; 90-hp Nissan] followed by David Noyes' ZIPPIN [Corson 14; 60-hp Johnson], his father. From Newburyport, MA Griffin Fogerty, helmed MISS DIANE III [Lund 18; 90-hp Honda] to third. Four boats were on the line for Class C and this was won Ron Pottle's DELUSIONAL [Corson 18; 225-hp Evinrude] with second going to Myron Wotten's [23' Seaway; 115-hp Suzuki].

Just two boats were entered for the Gasoline Classes with no entrants in Class B, D and E and just one in A and C. CINDY JEN would win Class A and BLACK DIAMOND, would win Class C.

Next up was the Diesel Classes, with no entrants in Class C, F, L and O. There were also several classes with just one entrant and they were run down with another classes. What is interesting to denote is the difference in competition in certain classes depending on the area of the coast. The

further Downeast we go the more boats we get over 40-feet and there are times that we have to divide one class up into several heats to qualify for the finals. There was just one boat entered in Class A (Abby Waterman's FIRST SHOT [James West 28; 210-hp Cummins]) and one in Class B (Robert Achorn's MELODY MARIE II [Young Brothers 33; 210-hp Cummins]). They were run together with each getting the win in their respective classes. There was just one boat in Classes D (Frank Guptill's SALTY COD [Duffy 35; 300-hp John Deere]) and E (AUDREY MAY), so they were ran down together. There was just one boat (David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo]) entered in Class G so she ran down with Class H. There were two boats in Class H, which was won by FIRST TEAM with second going to Philip Genthner's MELINDA KAY [South Shore 38; 500-hp Hyundai]. Two boats were on the line for Class I and the win went to Gary Genthner's LIL' LISA MARIA [Mussel Ridge 28; 600-hp FPT] with a speed of 41.7 mph followed over by MISTY. Just like at the Stonington races, BLUE EYED GIRL and LA BELLA VITA would battle for the day's fastest boat, beginning with Class K. As they came up the course it was close, but BLUE EYED GIRL had the advantage. About halfway up the course LA BELLA VITA slowed, but regained speed and crossed in second. Jeff said that the engine coded, likely due to temperature, but seemed to be okay. Also, running with Class K was the only boat entered in Class J, Carl Gross's HEY BABY [Northern Bay 36; 610-hp Volvo]. In Class M(A) two boats were on the line and SEA URCHIN would get the win with a speed of 22.3 mph. Second went to Dustin Delano's KNOTTY LADY [Wayne Beal 40; 500-hp Hyundai]. There was just one boat in Class M(B), ALEXSA ROSE so she ran up with the four boats in Class N. It was a great race with ALEXSA ROSE right in the middle of the fray. The winner of Class N was Keith Simmons, Jr.'s ISAAC & COLBY [Wayne Beal 46, 1,400-hp MAN] with second going to Tom Clemon's 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar] followed by Frank Guptill's TAYLOR NICOLE [Calvin Beal 44; 1000-hp Caterpillar].

The only wooden boat entered in the day's races was CINDY JEN and this race was combined with the Gasoline Free-for-All. BLACK DIAMOND got the win in the Gasoline Free-for-All and CINDY JEN won Wooden Boat A and placed second in the Gasoline Free-for-All.

Six boats were on the line for the Diesel Free-for-All and no one was surprised to see BLUE EYED GIRL lead LA BELLA VITA to the finish with third going to ALEXSA ROSE.

Five boats came to the line for the final race of the day, Fastest Lobster Boat. It looked like it was going to be the same result, but again LA BELLA VITA slowed and this time headed off course. The win went to BLUE EYED GIRL, followed by ALEXSA ROSE and then 4 LADIES.

With such a gorgeous day I am puzzled at the light turn out. I figured there would be between 40 and 50 boats racing. One can wonder if it is the price of fuel, price for lobsters or just other events got in the way. The turn out so far this year is about where it was last year, which was slightly less than the year before. That downturn was due to weather was several races had rain.

Now it is on to Harpswell, 24 July. Hope to see you there!

MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued on Page 13

the experiment included Atlantic cod, black sea bass, butterflyfish, longfin squid, northern sea robin, scup, silver hake, spotted hake, striped bass, summer flounder, white hake, and winter flounder.

Next Steps

Since species composition differs by season, the team will continue this research in the fall. In the coming months, Institute scientists, with support from our fishery scientists, will analyze the data and present their research findings to the Panel in early 2023.

Dr. Kathryn Ford, Panel lead for our Science Center, is enthusiastic about the continued collaboration. “There are legitimate concerns about how to standardize the collection of trawl survey data to be able integrate multiple sources of data and to understand the impacts of offshore wind on our fisheries resources. The Panel has long focused its attention on research survey performance, and this study represents the first in which we are examining how to best standardize survey gear deployed from commercial vessels.”

2022 Northeast Spring Ecosystem Monitoring Cruise Completed

We completed approximately 85 percent of planned stations, from the mouth of Chesapeake Bay through the Gulf of Maine

July 19, 2022

Our Ecosystem Monitoring cruises help researchers understand and predict changes in the Northeast shelf ecosystem and its fisheries. Core sampling on the spring EcoMon includes the distribution and abundance of zooplankton and larval fish, temperature, salinity, and samples we use to study ocean acidification. Researchers also collect observations of seabirds, marine mammals, and sea turtles. Egg data from this survey are important for managing Atlantic mackerel in U.S. and Canadian waters.

We visited 150 stations between May 31 and June 17. Because we had fewer available days at sea and an unexpected exchange of crew, we dropped 17 of our planned stations. Most of the lost coverage occurred between Chesapeake Bay and Cape Hatteras, North Carolina. Fortunately, calm seas allowed the team aboard the NOAA Ship Henry B. Bigelow to complete coverage of the southern New England and Georges Bank areas. We nearly completed coverage of the Gulf of Maine, and increased sampling in the Nantucket Shoals wind energy area.

The plankton—tiny animals and young stages of some larger ones—we gather provide information about the food chain supporting fisheries and marine mammals. Scientists use our larval fish and egg samples to learn more about fish stock spawning and help estimate stock abundance. By measuring physical and chemical conditions like temperature and salinity, we can describe ecosystem productivity, spawning, larval recruitment, fish condition, and species distributions.

During this survey, we conducted “bongo” net tows at 138 different stations. We attach fine-mesh nets to adjoined steel rings, causing them to resemble bongo drums when deployed. Bongo net tows collect zooplankton, larval fish, and fish eggs. Researchers will use samples from this survey to update an index of Atlantic mackerel egg abundance used in the stock assessment.

At the beginning and end of the survey, we conducted supplemental plankton sampling within five Wind Energy Lease Areas: Liberty Wind; Vineyard Wind; Mayflower Wind; South Fork; and OCS-500.

Conductivity, Temperature, and Depth Profiles

The crew deployed an instrument that can measure conductivity, temperature, and depth at all 150 stations on this survey. Seawater conducts electricity. This “conductivity” varies with the amount of dissolved salts in the ocean, and scientists use it to estimate the salinity of seawater. The combination of temperature and salinity at various depths helps define marine habitat boundaries, track ocean circulation, and monitor changes in climate. This can help explain changes in marine species distribution and productivity.

Ocean Acidification Monitoring

To monitor marine carbon cycling and ocean acidification, scientists collected water samples and measured dissolved inorganic carbon, total alkalinity, pH, and nutrients at 32 stations. Increases in dissolved carbon dioxide can increase acidity of the water, which can in turn affect shellfish and other sensitive organisms. The NOAA Ocean Acidification Program funded this work. It was conducted in partnership with NOAA’s Atlantic Oceanographic and Meteorological Laboratory in Miami.

The crew also collected pteropods, a planktonic shelled mollusk, from the water column. Researchers will examine the condition of the pteropod shells to measure the biological effects of ocean acidification. To facilitate the pteropod sampling alongside carbonate chemistry measurements, we expanded our plankton net tows to include the chemistry stations in the Mid-Atlantic Bight on this cruise. We also took supplemental surface carbonate chemistry samples at any plankton station where we saw pteropods.

We conduct pteropod measurements in partnership with the Bermuda Institute of Ocean Science, where the measurement technique was developed by Dr. Amy Maas.

Special Collection Summary

Our EcoMon program collaborates with other agencies and institutions, supporting research that enhances core EcoMon sampling.

Visual Sighting

Two observers were aboard to watch for and record data on seabirds, marine mammals, and sea turtles we encountered along the cruise track. This is part of the Atlantic Marine Assessment Program for Protected Species. The program is a partnership among scientists from NOAA, the U.S. Fish and Wildlife Service, the Bureau of Ocean

Energy Management, and the U.S. Navy. Phytoplankton Monitoring

We deployed an imaging flow cytobot to image and count phytoplankton cells from surface waters throughout the ship’s transit. This work is part of a National Science Foundation project led by Woods Hole Oceanographic Institution. Collaborators include the University of Massachusetts Dartmouth, the University of Rhode Island, Wellesley College, and NOAA Fisheries. Technical difficulties during the cruise limited the spatial coverage of the IFCB.

Environmental DNA

We collected 299 water samples for environmental DNA metabarcoding analysis from 32 sites ranging from the Mid-Atlantic Bight to the Gulf of Maine. By sequencing DNA left in the water by marine vertebrates, we will be able to tell which fish species were present in a location. Once the technique is developed, eDNA surveys will be cost effective, environmentally friendly, and sensitive to detecting fast, rare, or elusive species.

Community and Primary Production

We took water samples from a subset of depths for analysis of oxygen/argon ratio and triple oxygen isotopes. These gas tracers provide rates of net community production and gross primary production. This work is part of a National Science Foundation project led by Woods Hole Oceanographic Institution. Collaborators include the University of Massachusetts Dartmouth, the University of Rhode Island, Wellesley College, and NOAA Fisheries.

A researcher from the University of Rhode Island used plankton nets to collect subsamples of plankton for stable isotope analysis. The project will examine the spatial distribution of plankton carbon and nitrogen isotopes in the offshore samples

and then compare them with results obtained from samples taken from Narragansett Bay and Block Island Sound.

Ocean Forecasting

We deployed a small buoy from SoFar Ocean used for ocean forecasting and ship routing. All of the data the buoy collects is free for academic purposes and use. Outreach

Shrunk Styrofoam cups decorated by Cranston West High School students after numerous submersions to as much as 500 meters during water casts conducted on the HB2022 Spring Ecomon Survey. Credit: NOAA Fisheries / Jerry Prezioso

Prior to the cruise, chief scientist Jerry Prezioso visited Cranston West High School and gave a talk about the upcoming spring Ecomon survey. The students decorated styrofoam coffee cups which we took to sea. We attached them to a sampling array, and repeatedly submerged them to as much as 500 meters depth. The high pressures of deep water crushed air pockets in the styrofoam, making the styrofoam cups shrink. Prezioso returns these shrunk cups to the students as mementos, to demonstrate the effects of water pressure.

SHIP MODELS & KITS



Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567

DONATE YOUR BOAT

Good quality boats are wanted to raise funds for the

International Maritime Library

IML is computerizing maritime information for easy online access, but we need to hire help.

For More Information contact: The library at:
PO Box 710, Winterport, ME 04496
207-223-8846
igmatats@aol.com

Nautical & General Books For Sale



Wiscasset Antiques Mall

536 Bath Road, Route 1, Wiscasset

Not just a great collection of nautical books, but also nautical prints and models by Nautical Scribe of Stockton Springs and Maine Coastal News. Also books on various subjects on first floor to right. The Wiscasset Antiques Mall has a wide variety of dealers offering books on all subjects, antique furniture, art work, tools and music.

Open seven days a week - Hours 9 AM to 5 PM

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

24 August
Page 8.

SEA AND PORT.

Schooner B. C. CROMWELL, Captain Andrew York, made the trip from Boston to Philadelphia with coal last week, in fifty-three hours, the quickest passage on record.

Bark HERBERT BLACK, 544 tons, built at Searsport in 1873 and overhauled in 1884, has been sold by auction at Philadelphia for \$7430 to Hoyt & Company of New York.

A four-masted schooner of about 1400 tons is to be built in the yard of the New England Shipbuilding Company, Bath, by Galen C. Moses & Co. The frame is being gotten out by W. C. Manning of Newport.

The big four-masted Bath schooner KING PHILIP has gone up the Kennebec to load ice. The schooner is so large that she will only be able to take a partial cargo on account of her great draught. While a load for her would be 2000 tons, she will only take about fifteen hundred.

The iron schooner JOSEPHINE brought a cargo of coal from Philadelphia to Biddeford last week. She is one of the only four iron schooners ever constructed in this country, and was examined with great interest while she lay in Biddeford harbor. She was built at Philadelphia in 1880.

Foreign exports from the port of Portland were valued at \$18,486.48, and consisted of 372,440 feet spoolwood to Greenock, Scotland, by bark CARRIE E. LONG; 574,523 feet lumber to Rosario, S. A., by bark ADDIE H. CANN; and 6720 shooks and 29,279 feet lumber to Trinity, Martinique, by bark MATTHEW BAIRD. The imports were 2600 railway ties from Fredericton, New Brunswick, to George P. Westcott, and 900 tons salt from Cadiz, Spain, to John A. Emery & Brother.

Foreign exports last week from the port of Bangor were valued at \$3689.50, and were composed as follows: 406 tons ice, 37,000 feet lumber and 132 poles to Kingston, Jamaica, by schooner CARRIE E. WOODBURY; 470 tons ice, 50 spruce spars and 17,380 feet white pine shipping boards to Nassau, N. P., by schooner JOHN C. GREGORY; 23,945 feet white pine shipping boards, 127,420 feet white pine shipping lumber, 6000 feet white pine-planed lumber, 14,673 feet spruce shipping boards, 20,000 shingles, and 300 bundles orange box shooks to Roseau, Dominica, by bark HARRY STEWART.

The mackerel situation remains unchanged for he better. A large Boston dealer in a talk with a reporter said: "I have been in the business for over 20 years, and never in my experience has the mackerel catch shown up so poorly. While the fleet may strike into a shoal tomorrow, yet if anyone were to guarantee me that the vessels in which I am a shareholder would not run in debt, he could have my chance at the profits, if there are any. The NOVELTY has brought in one fare, worth about \$6000, but these were consumed for market purposes and the dealers in salt mackerel are almost bare of stock. Last year \$14.50 was paid for mackerel to go in pickle. This week \$24 was paid for no better fish." The fleet have been cruising about since the first of June from New York to Labrador and as yet have caught practically nothing. Not one in twenty will wet all of its salt.

31 August
Page 1.

The Portland Company delivered a six wheel shifting locomotive this week to the Grand Trunk Railway.

* * * * *

R. W. Messer's kiln sheds at Rockland are being enlarged by an addition 80 x 147 ft. When this is completed Mr. Messer's shed will measure 222 x 157 feet. He has greatly improved his privilege the past year, one item being the laying of 2200 tons of granite for breast work.

* * * * *

J. T. R. Freeman, South West Harbor, Mount Desert, has transferred his lease of the Bennett's Cove Granite Quarry to the New York and Maine Paving Block Company and has also sold them to them the tools and other equipment's. They will soon put on a large crew and actively develop this valuable property.

* * * * *

H. W. Smith & Co's new steam mill below the city, near Crosby's shipyard, is now about completed and will soon be in operation. The sides and roof of the new mill have been covered with galvanized iron by Getchell & Co., this city, who are the Eastern Maine agents for the New York Iron Roofing and Corrugating Company.

The Hallowell Granite Works.

The Hallowell Granite Company, have completed that much talked-of-monument for Hon. John Wentworth, ex-mayor of Chicago. The base of this monument is eight feet by two feet. The base is now on the route to Chicago. It was shipped from Hallowell to New York by vessel, then to Troy, New York and is now on a canal boat between Troy and buffalo. It was too big a stone to ship via railroad. The shaft is now lying in the yards at Hallowell, and is an object of considerable curiosity to the crowds passing through the city on the trains. This shaft is fifty feet high and four and a half feet square at the base, and weighs nearly sixty tons. It will be shipped to Chicago on two cars specially built for this purpose by the Hallowell Granite Works. Other parts of the monument are in size proportionate to the shaft. The entire contract of cutting and transporting this immense shaft is the biggest job of the kind ever undertaken in this country.

The management of the Hallowell granite works are now at work on a contract for \$60,000 worth of granite for the residence of Alexander McDonald, a Cincinnati millionaire. Among other contracts is a \$8000 Hammond tomb going to Detroit and a \$10,000 monument for the Gettysburg battle-field are being out there. A \$10,000 soldier's monument for Seneca Falls has recently been shipped to its destination. Within the last year and a half, among other works which have been produced at the Company's studio, is a heroic statue of the late C. W. West of Cincinnati, the donor of the museum of art of that city. Among other things is a soldier's monument, lately dedicated at Methuen, Mass. The most sculptured of the Gettysburg monuments is the monument for the 17th Maine.

In a few weeks the Hallowell Granite Works will have completed the last statue of the \$200,000 monument at Plymouth, Mass., erected in honor of the landing of the Pilgrim Fathers, and the two statues which will complete this colossal monument will be shipped to Plymouth to be placed in position as soon as possible in time for the dedicatory exercises.

-[Cor. Lewiston Journal.]

Page 3.

INDUSTRIES OF THE NORTHEAST.
ALONG THE YORK COUNTY COAST.
Old Orchard Beach and its Myriad Attractions. Improvements Completed and in Contemplation. A Tarry at Kenne-

bunkport and Kennebunk Beach. Hotel and Resort Notes. General Industrial Gleanings.

Among the growing summer resorts in Maine Old Orchard is among the most noted. The great natural attractions here which are peculiarly its own are its immense stretch of wide silvery beach in front and on either hand and its large pine forests in the back ground. Surf bathing here is always safe and the pine forests near by afford the most delightful walks. In cases where sea bathing would invigorate the system or the aroma from the pine trees would be beneficial a pilgrimage to Old Orchard should be recommended. In considering Old Orchard as a [????] we may state that its water system furnishes the place with the best of spring water and that its sewerage is emptied far out in the sea.

E. C. Staples started in the summer resort business here 47 years ago but on a very small scale. His present Old Orchard House which stands on the hill back of the beach can receive 500 guests and on an average 400 have been there during August of the present year. There are 200 acres of land covered with old growth pine trees near the hotel. This is owned by Mr. Staples and all visitors here have a right to explore this and the adjoining forests. E. C. Staples is now 80 years old and the hotel is managed by his son, H. W. Staples. The Ocean House, which is another large hotel, is a short distance to the east of the Old Orchard, and can receive 450 guests. It has had a good patronage this season under the management of Wilson & True. These highland hotels occupy a very conspicuous position and their size gives grandeur to the picture of Old Orchard as viewed from a distance.

A large number of the hotels here are located on the Sea Wall where the roar of the breaking waves is constant. Among these are the Sea Shore House which can receive 250 guests. F. G. Staples, the proprietor, is President of the Maine Hotel Proprietors' Association. The Flake House can receive 250 guests. C. H. Fiske is the proprietor. The Lawrence House, J. N. Horne proprietor, can accommodate 150 guests. Hotel Belmont, Miss F .B. Flint proprietor, can receive 100 guests. The Cleaves House, Mrs. J. T. Cleaves, proprietress, can receive 45 guests. Hotel Concord, G. W. Rumery proprietor, can receive 50 guests. The Montreal House, Mrs. A. B. Blanchard, proprietress, can accommodate 100 guests. The Atlantic House, Mrs. S. D. Moulton & Son, proprietors, can receive 80 guests. The new hotel The St. Elmo, James J. Ward proprietor, can receive 60 guests. The Irving House, Gorham House, Capsheaf cottage, Bryant House, Ingleside Cottage, Western House, Revere House and the Hotel Everett can accommodate a large number more and are all well managed. The hotel patronage here this season has been fully up to the average, and many report this the best season that they have ever had.

The new iron pier for steamboat landings will be in place June 1, 1889. There will be thirteen feet of water at the pier at low tide. Excursion steamers will be run here from Portland and other places next season and this will add to the patronage and growth of the place. The Methodist camp grounds among the tall pines is a delightful locality and various religious societies and many people are drawn hither from nearly all over the country to attend these meetings. The new horse railroad recently completed running from Saco to Old Orchard and the camp grounds has an entire length of six miles and is having a large patronage. This is another new feature here which will tell in the future in the growth of this noted summer

resort.

Thomas Goodall who commenced manufacturing plush goods at Sanford twenty-one years ago has a large and handsome summer cottage on the Sea Wall. One large room in this cottage was designed for the exhibition of samples of the goods which are made at these mills. This room is open to the public an da few who come here fail to visit it. There are now 665 hands employed at the Sanford mills and the samples now shown here for beauty and richness of colors receive the praise and admiration of all visitors. In some respects these goods are superior to the products of any mills in the wide world and although they have been constantly enlarged their orders always keep ahead of production. The management and prosperity of these factories are an honor to the manufacturing interests of Maine. Recent improvements in machinery and methods of working now enable the corporation to sell their goods at forty per cent less than the prices of a few years ago.

A short distance west of Old Orchard is Ocean Park the Free Baptist camp ground. The numerous summer cottages here are mostly owned by members of this denomination who reside in various parts of New England. The society have a large temple for worship and the Granite State House, the Ocean Park House and the Billow House are always well filled with guests in the summer time. Beyond Ocean Park is Ferry Beach where the popular Bay View House is located. Mrs. E. Manson is the proprietress and has now about 150 guests.

The next noted and growing summer resort west of Old Orchard is Kennebunkport. A branch railroad runs from the Boston & Maine depot at Kennebunk village to Kennebunk Beach and Kennebunkport and gives good rail facilities to the hotels and cottages on both sides of the Kennebunk river. From the ocean breakwater at the mouth of the Kennebec River for a distance of several miles up the river the still water affords sailing and rowing privileges which are hugely enjoyed by the summer visitors. At a recent evening regatta on the river 200 boats took part in the exhibition, the most of them being gaily decorated with colors, Chinese lanterns &c. Oil was burned on the shores and the hotels on both sides of the river were illuminated. Excursion parties came in from various places and the entire exhibition passed off with great élat and satisfaction to all. The great ocean outside the breakwater and the broad still river stretching up several miles in the interior presents a pleasing picture in contrast and furnishes privileges for both surf and still water bathing in close proximity.

On the Kennebunk side of the river the Ocean Bluff Hotel is the largest resort house and can accommodate 300 guests. Stimpson & Devnell are the proprietors. During the winter they run the Carleton House, Jacksonville, Florida. The Arundell, Miss Paine, proprietress, can receive 45 guests. The Riverside Hotel, Geo. Gooch, proprietor, can receive 65 guests. The Langsford House, H. L. Langsford, proprietor, can receive 70 guests. The Glen House, R. J. Bayes, proprietor, can receive 45 guests. The Parker House can accommodate 150 guests, and several other hotels can accommodate altogether from 200 to 300 mores.

Among the numerous summer cottages which have recently been erected in Kennebunkport the large and handsome stone mansion named the Moorings deserves notice. It is the summer home of Rev. E. L. Clark, D. D., of New York. It is built of beach stone and the walls are three feet thick. The style is old colonial. The doctor by excavation has made a pond connecting with the river and in

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

this he has placed various kinds of salt-water fish and this is his aquarium. His large boat-house with five boats is nearby, and his stone walls and grounds have been constructed and laid out in artistic style. Near his new cottage the house which was built by one of the first settlers at the Port is still standing in a good state of preservation. The timbers in this house were hewn with an adze and the chimney was laid with blue clay. the age of this house dates six generations back. The olden time and the present day here stand in contrast.

The handsome village of Kennebunkport was built in the days of shipbuilding but the summer tourist has now taken possession and as a summer resort it will continue to grow. Its industries are few but land is high on account of its strong and peculiar attractions for the building of summer houses. J. D. Perkins has a grist-mill run by tide-water and on a spot where there has been a mill since 1751. He grinds 20,000 bushels of corn yearly, and deals in grain, corn and oats. D. Clark in the same vicinity has a saw and planing mill and is fitting up to get out all kinds of house material. At his shipyard he repairs sloops, yachts and boats. Mr. Clark was one of the old firm of D. & A. Clark, who built eighty vessels here in shipbuilding times.

Over the river in Kennebunk the beach

stretches from the mouth of Kennebunk River to the outlet of Mousam River and on this line of beech an din its vicinity is a flourishing and growing summer-resort section. L. P. Gooch has 100 acres of land with one mile of shore front on the ocean and river. He owns and runs the Sea Wall House on this property and can receive 50 guests. The next hotel west of him is the Bass Rock Hotel which has capacity for 40 guests. J. A. Wells is the proprietor. Farther west is the popular Granite State House which is always full with 50 guests. J. E. Hubbard is the proprietor. Up the north road is the new Eagle Rock House which has a capacity for 70 guests. Near by is the Wentworth Beach House which has now 70 guests. Owen Wentworth is the proprietor.

The new Grove Hill hotel is near the Kennebunk Beach depot and can receive 100 guests. This house has a large patronage under the excellent management of W. F. Paul. A valuable mineral spring with a large flow is near the hotel. Mr. Paul is a dealer in paper stock and mill supplies at 18 Post Office Square, Boston, and spends his summer here in running his finely located hotel. The Kennebunk Beach land Company are now making extensive improvements in grading their land preparatory to building. They are now filling up all the low land near Bridge Avenue and Beach streets. At the Port sev-

eral families of the Penobscot and Pleasant Point Indians are driving a brisk trade. Louis Fransuay, the extensive dealer from Pleasant Point, is here with an extensive stock of canoes, moccasins, seal skin slippers, bows and arrows &c., and the wigwam of this intelligent Indian has numerous visitors.

The fishing grounds of the great Wells Bay of which Old York forms the western boundary is noted as furnishing constant employment for a large number of fishermen. The fishing grounds within three to six miles of Kennebunk Beach, are considered the very best on the coast and 100 men at least draw their living from these grounds. New fish traps have come into use here lately and in these the excellent butter fish are now taken in quite large numbers. In one haul recently 75 barrels of mackerel were taken in one of these traps.

C. D. Healey at his photograph room has for sale and sends all over the country views of the scenery in this section and has an increasing business. Peabody & Rounds deal extensively in fish, oysters, and clams and have forty sail and row boats to let.

Up the river at Kennebunk village are several important industries. The Davis Shoe Company make ladies and misses boots and shoes and will soon remove their slipper business to this factory from Haverhill, Mass. They also manufacture felt goods

which have a sale all over the country. Their Boston office is 93 Summer Street. Their business here employs from 250 to 300 hands.

The mousam Manufacturing Company make leatherboard and patent moulded stiffenings, employing from 50 to 75 hands. The Leatherold Manufacturing Company make an extensive line of goods for which their market is all over the country. They employ from 50 to 75 hands. E. Andrews is treasurer of both companies. Charles Ferguson makes doors, sash and blinds and all kinds of house finishing material; also coffins and caskets. He employs 14 hands. C. E. Sawyer has run the village hotel here the past year and is building up an excellent business.



Boat And Ship Yard News

Continued from Page 19

nounce the addition of two new members to the school community. Phyllis Wentworth of Cape Porpoise, ME as Director of Education and Jacob Greiner of Queensbury, NY as Wooden Boat Building Instructor.

“We are very excited to welcome Phyllis and Jake to The Landing School team. Each brings exceptional experience and capabilities to their respective roles and responsibilities. Jake brings over a decade of experience in high quality boatbuilding craftsmanship and is an exceptional successor to Rick Barkhuff who’s is retiring this year after more than 40 years’ association with the school. Phyllis brings an entire career of experience in education, most of which has been at the post-secondary level, and is perfectly suited to lead our curriculum planning and development.” noted Sean Fawcett, Landing School president.

Phyllis Wentworth - Director of Education

As the new Director of Education, Phyllis will be responsible for managing the school’s instructional programs and overall educational experience, including curriculum development, faculty development and performance as well as steering the school through re-accreditation. Working alongside the president, Sean Fawcett, Phyllis will also assist in the admissions process to accept students and evaluate transcripts.

Phyllis has over two decades of experience in higher education as a faculty member at Quincy College, Bristol Community College, and, most recently, Wentworth Institute of Technology. As a native of the area, she has known about The Landing School since she was a child, and is so proud to join the staff.

Jacob Greiner

Wooden Boat Building Instructor

Jacob joins The Landing School to lead the Wooden Boat Building program teaching modern and traditional boat construction techniques. Jacob’s focus will be teaching students how to work on and complete projects on schedule with a high level of

quality. Projects for the program vary from year to year but always includes a boat build that starts with lofting and ends with sea trials. Jacob comes from over 12 years of wooden boat building experience including museum-quality restorations...many of which have been featured in publications like WoodenBoat Magazine, Maine Boats, Home & Harbors, and Soundings.

Jake is also an alumnus of The Landing School Wooden Boat Building program (2010) and the Yacht Design program (2011). We are delighted to have Jacob back at The Landing School!

Lyman Morse - C. W. Hood Thomaston

With friends, family, and our Thomaston and Camden-based crews in attendance, Lyman-Morse celebrated the launch of SHADOW, Hull 1 of the new Hood 35 LM series. The Hood 35 LM follows the recent successful collaboration between Lyman-Morse and C.W. Hood Design on the Hood 57 LM. Similar to the 57’, this stunning cold-molded pocket-yacht defines a niche all its own, encompassing advanced construction technology, world-renowned craftsmanship, and superior performance. Hull No. 1 SHADOW is designed as a hard-top express and equipped with some of the most advanced marine technology available today.

SHADOW’s tech-savvy owner sought to outfit the vessel with the latest marine technology. She is one of the first dayboat-sized vessels to utilize Raymarine’s new Digital Switching System, YachtSense. The Raymarine vessel control system offers digital switching, which replaces traditional mechanical switches and circuit breakers with digitally controlled power distribution modules, significantly reducing the size and length of cabling required to distribute power throughout the boat. Hull No. 1 features twin 440-hp Yanmar 6LY440s coupled to a pair of Hamilton Waterjet HJX29s. This is the first pleasure vessel in the USA to be equipped with these brand new jets. More efficient, more powerful, and with military

grade controls, SHADOW reaches speeds of 40+ knots. Shadow is also the first pleasure vessel to be equipped for autonomous running with the state-of-the-art Sea Machines system. Lyman-Morse is working closely with the owner and Sea Machines to have this boat confidently guiding herself and her passengers in the near future.

An advanced technology package was not the owner’s only request. He wanted a vessel that offered the traditional aesthetics and comfort of a wooden hull combined with classic Downeast lines. Below, the beauty of a cold-molded yacht is revealed. The interior features the classic exposed Douglas fir planking of her cold-molded hull. The walnut carpentry, sleek black finishes, and charcoal upholstery lend a contemporary -- yet exquisitely refined and timeless -- finish to the interior. Customized helm seats feature carbon fiber and walnut details. A specially designed detail, the V-berth easily converts from a settee to a bed with the slide of a hidden walnut insert.

“Between C. W. Hood and Lyman-Morse, this really was the dream team. I have worked with Chris Hood in the past on my last boat, so when I found out they were working with Lyman-Morse, I couldn’t have been happier. Lyman-Morse’s reputation precedes itself in building custom yachts and so does their ability to incorporate state of the art technology, so this really was the perfect boat builder to take on this project” (owner of SHADOW)

As part of the series approach, C.W. Hood has incorporated a flybridge version into Hull 2 currently under construction and scheduled for a 2023 completion. Additional information on the Flybridge model will be announced as construction progresses. A soft-top model is also offered for yachtsmen looking for more of a dayboat option. The Hood 35 LM follows the builder’s strategy of employing advanced technology, innovative construction methods, and inspired design techniques to create a semi-custom platform. This reduces build time and increases production efficiencies compared to a one-off offering. Yet, demonstrated by

the high customization of the first two hulls, Lyman-Morse will incorporate its world-renowned customization and solution-based approach to deliver exactly what each owner wishes.

Lyman-Morse has been busy with several other exciting projects in addition to the Hood 35 LM. They recently launched Hull #2 of the LM46 performance cruiser series which competed in this year’s Newport to Bermuda Race. They are nearing completion on our Kendall Square Canopy project which will be delivered to Cambridge, MA at the end of the summer. The 160’ x 32’ canopy structure will cover the entrances to the MBTA station and serve as one of the showpieces for the redevelopment project. Lastly, They will be launching the Navier 27 this summer. This carbon 27’ all electric, high performance, foiling powerboat will offer a range of 75 nautical miles while comfortably flying over waves up to 4’ in height and introduces intelligent autonomy that goes far beyond autopilot. The Navier 27 will be on display at the Fort Lauderdale International Boat Show this October.

ZERO EMISSION | QUIET | ODOR FREE

MAINE ELECTRIC BOAT CO.

Serving New England’s All-Electric market at Rumery’s Boat Yard on the Saco River



**Purchase & Rentals
Conversions & Installations**
Rumery’s Boat Yard
(207) 283-0607
www.MaineElectricBoat.com

EFFICIENT | RELIABLE | FAST | ZERO EMISSION

RELIABLE | FAST | ECONOMICAL | QUIET | FAST |

CLASSIFIED

POWER



14' MCKEE CRAFT, 1985. Powered by 2010 Yamaha F40hp. Includes trailer, chartplotter, depth sounder and compass. \$7,495. New Meadows Yamaha Freeport. (207) 869-4008.



17' SCOUT 175 SPORTFISH, 2022. With Yamaha F90LB outboard, Venture trailer, Shark grey hull color upgrade, sport package: Trolling motor plug, bow cushion and bimini top. Call for more details and asking price. Casco Bay Yacht Sales, Freeport Maine 207-865-4103.



18' LUND OPEN FISHERMAN, 1988. Powered by 2000 Yamaha 50hp 2-stroke engine. Includes Calkins bunk trailer. \$8,900. New Meadows Yamaha Freeport. (207) 869-4008.



18' NAUTICA 180, 2006. Powered by 2019 Yamaha F115hp engine. High end rib and rigid bottom. Very clean and well maintained. Engine runs well. \$29,500. New Meadows Yamaha Freeport. (207) 869-4008.



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine.

POWER

Extras include, 9" Garmin GPS/ depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/ heated. \$47,000. New Meadows Marine, (207) 869-4008.



21'BOSTONWHALERCONQUEST, 1998. Powered by Yamaha F200 engine with new controls. Optional repower with a used Yamaha F250 engine with new controls at \$42,500, or new Yamaha F225 or new F250 at \$50,000+. Includes radar, chartplotter, depth sounder, Fusion stereo, cushions and eisenglass enclosure. Calkins roller trailer. \$39,900. New Meadows Yamaha Freeport. (207) 869-4008.



21' SCOUT 215 XSF w/Mercury 150 XL, Venture trailer, Shark Grey hull color upgrade, raw water washdown, trim tabs and Elite Package: Powder coated t-top hardtop, forward seating backrests and stern seat. Call for more details and asking price. Casco Bay Yacht Sales, Freeport Maine 207-865-4103.



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

POWER



23' STEIGER CRAFT CHESAPEAKE, 1988. With Volvo 225 hp 305ci V8 FWC Duo Prop I/O – 978 hours, (2) Garmin 4208 displays w/GPS antenna, 24 NM radar and sounder, Garmin 545A chartpotter w/ GPS antenna and sounder, Standard Horizon VHF, Fusion Bluetooth am/fm stereo with 4 speakers and subwoofer, remote spotlight, forward and aft flood lights, full canvas curtain enclosure, custom seating with cushions and storage. Asking price \$28,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine 207-865-4103.



24' REGAL 242 COMMODORE CRUISER, 1997. Powered by Mercruiser V8 I/O engine. Engine runs well. Outdrive in good shape but needs new bellows and v-joints. Small galley below. \$9,500/Best Offer. New Meadows Yamaha Freeport. (207) 869-4008.



24' SCOUT 240 XSF, 2022. With Yamaha F300XCB & 2022 Venture Trailer. Midnight Blue Hull Color, Garmin 8610 Display, Garmin VHF 315 Radio, Edson Steering Wheel, Rocket Launchers, LED Trim Indicator Switch, Removable Teak Table, Diaphragm Overboard

POWER/SAIL

Discharge, Fresh Water Washdown, Self-Contained Porcelain Head, Bow Rod / Cup Holders & Upgraded Leaning Post w/ Tackle Station, Folding Helm Chairs & Igloo Cooler. Call for more details and asking price. Casco Bay Yacht Sales, Freeport Maine 207-865-4103.



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

SAIL

TARTAN 34 C, 1976. Must go. Very good condition. Loaded. On land. \$11,000 in Penobscot. (207) 326-3223 or cell (508) 333-3752.

39' YORKTOWN SAILBOAT. With cradle, 2004 Nanni diesel with tender 2hp Mercury. Many amenities. \$34,500. Contact Moose Island Marine (207) 853-6058.

ELECTRICAL PANELS

OCEAN PURSUITS, custom made electrical panels. We make panels to suit your boats needs. AC, DC, bilge alarm, accessory aluminum panels. Complete with your builder's logo or boat name. 75 Front St. Rockland, ME 04841 (207) 596-7357.

ELECTRONICS

LARGEST DISCOUNT MARINE STORENORTHOFBOSTON.Deep

ELECTRONICS

discounts on major manufacturers. Hamilton Marine, Searsport (207) 548-6302.

OCEAN PURSUITS, marine electronic sales & service. Discount sales for *Furuno*, *Raytheon*, *Data Marine*, *Garmin*, 1 year warranty. Let us install and interface your electronics properly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

MARINE WOOD

Marine Grade Lumber in stock! Custom Float Services now stocks a large lumber yard with .60 cca pressure treated southern yellow pine boards and timber with 20' and 24' lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60' in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

MARINE SYSTEMS

OCEAN PURSUITS specialty is in marine systems. Electrical rewiring, engine overhauls, refrigeration. Certified technicians and mechanics. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

MISC.

DANISH MADE REFLEXES HEAT STOVES. 5500-27, 650 BTUs. Diesel fueled. Largest Discount Marine Store North of Boston. Hamilton Marine, Searsport (207) 548-6302.

MARINE SURVEYORS COURSE – Recreational, commercial. Fishing program available, guidelines, USCG NVCS, regulations, forms.

ROLLINS BOAT SHOP
2 Scotland Bridge Road
York, Maine 03909
New construction &
Overhauls.
(207) 351-7609

**EXHAUST
BLANKETS**

INFAB

SPECIALTY MARINE
FABRICATOR

(207) 786-0004
Maine Made
Lewiston, ME
www.infabrefractories.com
Soundown Distributor


*Boat Hauling
Design*

*Custom Building
Repair*

JOHN'S BAY BOAT COMPANY
www.johnsbayboat.com
jbbco1@gmail.com

Peter Kass, Prop. Box 58
207-644-8261 South Bristol, ME 04568

HARDING'S BOOK SHOP
BOOKS, MAPS & PRINTS
646-8785
1-800-228-1398
2152 Post Rd., Rt. 1, North Wells, ME 04090
HOURS 7 Days, 9-5 · WWW.HARDINGSBOOKS.COM



40 hp '95 Mercury 2-stroke outboard, l.s.	\$1,500
90 hp '04 Mercury 2 -stroke, x.l.s.	\$1,800
150 hp '19 Evinrude 2-stroke x.l.s.	\$5,995
MinnKota Ultrex Mounted Trolling Motor (brand new, was mounted to a boat, but it never left the shop) 36 volts, 112 lbs of thrust. 60" Shaft. \$3,100	

163 Orion Street, Brunswick, Maine

207-729-3303 www.bamforthmarine.com

Shipyard Brokerage
at Jonesport Shipyard
(207) 497-2701 www.jonesportshipyard.com
info@jonesportshipyard.com

Sail:
17' Herreshoff Buzzards Bay 14 Sloop, 1977. 19,500.

23' San Francisco Super Pelican, 2010, \$7,500.

CLASSIFIED

MISC.

Diploma upon completion. Best course in business. Membership/certification. Call 1-800-245-4425. www.navsurvey.com.

**LOWEST PRICE ON CHAIN
IN MAINE!** By the barrel or by
the foot. Made in USA. Rope,
buoys, hardware, complete supplies.
**LARGEST DISCOUNT MARINE
STORE NORTH OF BOSTON.
HAMILTON MARINE**, Searsport,
Maine. (207) 548-6302 or [www.
hamiltonmarine.com](http://www.hamiltonmarine.com).

MOORINGS/ SLIPS

Call **OCEAN PURSUITS** on the north end of Rockland Harbor to reserve your mooring. Seasonal, monthly or weekly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

RC MODELS

RC MODELS – Lobster boats, Sail boats, Half-models, etc. Great prices. Call Al (207) 200-6977.

REPAIRS

**SPECIALIZING IN WOOD
& FIBERGLASS** - Structural,
Mechanical, Electrical, Cosmetics -
new spray booth for Awlgrip systems,
Paint, Varnish - Professional Service.
Royal River Boatyard, Yarmouth,
(207) 846-9577.

YACHT RIGGING - Full rigging shop: Furlers, Standing and running

RIGGING

rigging, Mast repairs, Surveys, Insurance estimates, Custom deck layouts, Fabrication in stainless steel and aluminum. Portland Yacht Service, 400 Commercial Street, Portland. (207) 774-1067.

SCHOOLS

BECOME A MARINE SURVEYOR
- USCG Fishing Vessel Inspection.
800-245-4425. NAVTECH US
SURVEYORS. Best in Business!

SERVICES

CASCOBAYMARINESERVICES:
From spring commissioning, bottom paint and spring launching to fall haul out, winterization, shrink wrap and storage and everything in between, we've got you covered. Along with being an **AUTHORIZED YAMAHA and MERCUISER** service center, we have technicians on staff ready to service you HONDA, SUZUKI, MERCURY, EVINRUDE, JOHNSON, TOHATSU outboards, VOLVO, OMC I/O or Diesel Inboard.

CASCO BAY MARINE SERVICES
291 US ROUTE 1, FREEPORT,
ME 04032 (207) 865-4048; www.cascobayyacht.com

OCEAN PURSUITS Marine Systems
& Services. Systems repaired, installed
& designed. Complete boat repairs,
painting, varnishing and Awlgrip
available. 75 Front St. Rockland,
Maine 04841 (207) 596-7357.

STORAGE

STORAGE at Royal River Boat Yard
with 50-Ton Travel Lift or Haul for
Repairs (207) 846-9577.

SUPPLIES

**LARGEST DISCOUNT MARINE
STORE NORTH OF BOSTON.**
Fishing, boatbuilding, sail, pleasure.
We discount everything. Hamilton
Marine, Searsport, (207) 548-6302.

TRAILERS

(3) New 2022 Venture VAB-1025 single axle bunk trailer 12' – 14' and 1025# capacity. \$1,275. Casco Bay Yacht Sales, Freeport (207) 865-4103.

(2) New 2022 Venture Commander Series COM-6000 tandem axle aluminum bunk trailer 22' – 24' and 6000# capacity. \$5,575. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.

WANTED

NEW LISTINGS. Let Casco Bay Yacht Sales sell your boat. We have over 25 years experience and always have clients in search of the perfect boat. Call or stop by Casco Bay Yacht Sales, Route 1, Freeport, Maine (207) 865.4103.

**These
Classifieds
Work!
Call today to
place yours!
207-223-8846**

LOBSTER BOATS FOR SALE

Lobster Boats/Fed Permits

MidcoastBoat.com

Hal Oakes 207-691-8601 Dave Earl 207-390-5146
Boat Brokers

FIND YOUR NEXT BOAT ~ SELL YOUR BOAT



THERMIC

I/75 C/75 M EH PR

• ASTM F2413-11 • CAN/CSA Z195-14 •

COMMERCIAL FISHERIES

MADE IN ITALY

COLD INSULATION

-58 °F

The Thermal insulation is the best in the world

100% NON METALLIC

NITRILE RUBBER

OUTER SOLE HRO

+372 °F

1 minute contact!

RESISTANCE TO IMPACT

RESISTANCE TO CUT

RESISTANCE TO PUNCTURE

RESISTANCE TO OIL

Slush with material protection against impact, which protect the soles against the accidental fall of heavy objects.

Slush protecting while against accidental impact.

Cut resistant boots, particularly recommended for users working with cutting materials and/or objects, such as glass and metal.

UPPER AND INTERIOR MADE OF COLD RESISTANT PU

COLD RESISTANT PU is a special polyurethane compound which guarantees higher performances than the ordinary polyurethane for:

- MECHANICAL RESISTANCE TO LOW TEMPERATURES
- Particularly sturdy in dynamic conditions and under strong mechanical strains, typical of different work activities, under extreme temperatures up to -13 °C.

THE THERMAL INSULATION Together with the Thermal construction, it guarantees construction levels for Cold Insulation.

COLD INSULATION

POLYURETHANE SKELETED FOOTWEAR Produced made of soft and resistant polyurethane materials, including against low temperatures. The Thermal comfort inside the boot sole is granted thanks to the special polyurethane compound, designed to give high insulation. Please find:

TOPReturn

COMPOSITE THE CAP RESISTANT TO IMPACT 125 J (COMPOSITE 11.121 IN (GRADE 1))

ASTM F2413-11 CAN/CSA Z195

ELASTIC EFFORT

APT PLATE

ANTI PUNCTURE

2000 PERFORATION

NON METALLIC PUNCTURE RESISTANT PLATE

ASTM F2413-11 CAN/CSA Z195

100% RESISTANCE TO PUNCTURE

RESISTANCE TO CUT

BEST SELF CLEANING

Slush design has been purposely studied to easily remove debris and liquid slush.

SAFETY SHOE WITH ANTI-STATIC

>30 J (GRADE 1)

Excellent slip resistance thanks to the design of outsole and to the specially treated sole, which provides grip both on dry and on icy surfaces.

SHOES CHARACTERISTICS

SLIP	OL	WET SURF.
YES	YES	YES
YES	YES	YES
YES	YES	YES

Available in



Available in 6,41 in

KICK OFF LOG



EXCELLENT RESISTANCE TO HYDROCARBONS

7 days used in contact and passing.

14 days in salt water.

No physical-mechanical properties results exchanged.

ANTI-STATIC SHOE

ANTI-STATIC SHOE

SIZES: 7 - 7 1/2 - 8 - 8 1/2 - 9 - 9 1/2 - 10 - 10 1/2 - 11 - 12 - 13 - 14

PACKAGE: carton box

Contact: Randy Nichols

Cell: 207-322-9088

Bath Industrial Sales

207-322-9088

randynbis@gmail.com

NEW MEADOWS

M A R I N A

Used Boats

14' McKee Craft, 1985	\$7,495
18' Lund Open Fisherman, 1988	\$8,900
18' Nautica 180, 2006	\$29,500
20' Pioneer Islander, 2019	\$47,000
21' Boston Whaler Conquest, 1998	\$39,900
24 Regal 242 Commodore Cruiser, 1997	\$9,500/Best Offer

207-443-4254

www.newmeadowsmarina.com

Moose Island Marine
Boats for Sale

2013 110 hp Yanmar diesel/Bob Tail	\$11,499
2013 19' Grand Laker F/G, with trailer	\$1,995

Project Boats:

30' Hunter with Yanmar diesel	\$3,995
28' 1975 Silverton with rebuilt 318 Chrysler, new velvet drive	\$3,995

207-853-6058
www.mooseislandmarine.com

Subscription Form

1 YEAR - \$20.00; 2 YEARS - \$37.50; 3 YEARS - \$55.00
Foreign Subscriptions add \$20.00 per year. All prices include tax.

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Credit Card Type: ☐ Visa ☐ Mastercard

Acct.# _____ Exp. date _____

Signature: _____

Make checks payable to Maine Coastal News, P.O. Box 710, Winterport, Maine 04496
Charge to a credit card by calling (207) 223-8846

For Classified Ads

Contact us at:

Maine Coastal News

P.O. Box 710, Winterport, Maine 04496

Call: (207) 223-8846 or Email: igmatats@aol.com





MORE THAN JUST A BAIT AND TACKLE SHOP



A FULL SERVICE BOATYARD WITH ALL YOUR FISHING NEEDS!

- Live & Frozen Bait
- Huge Saltwater Tackle Selection
- Rod & Reel Combos
- Surf Rod Rentals & Crab Fishing Kits

Knowledgeable, Friendly Service

WWW.WRBY.NET

Located Across From Wells Public Boat Launch w/Plenty Of Free Parking!

345 Harbor Rd. Wells, ME

207-646-6949

Kayak and Paddleboard rentals located on the water • Introduce the kids to fishing!

CUSTOM FLOAT SERVICES

DESIGN • SUPPLY • BUILD • SERVICE



THE MAIN SOURCE FOR:

FLOTATION

- ACE Roto-Mold Float Drums (58 sizes)
- Capacity to 4,600lbs.
- 15 yr. ltd warranty

HARDWARE

- 1/4" & 3/8" plate
- Hot dipped galv.
- 1" Connecting pin
- Cleats, anchor, chain

LUMBER

- Marine grade PT SYP
- CCA and ACQ
- Duralife Composite Decking
- IPE (ironwood)
- CCA Parallam eng. beams up to 60' lengths

DESIGN FOR

- Marine Contractors
- Homeowners
- Yacht Clubs
- Boatyards
- Marinas
- Towns & Municipalities
- Colleges, Schools & Clubs



11 Wallace Ave, South Portland, ME 04106
207-772-3796 • Toll Free 1-888-844-9666
info@customfloat.com

You can build it or We can build it for you

www.customfloat.com




Specializing in Buying, Selling & Trading Quality Pre-owned Boats
Since 1987

17' '22 Scout 175 Sportfish	\$CALL		24' '22 Scout 240 Dorado	\$CALL
19' '22 Scout 195 Sportfish	\$CALL		27' '22 Scout 277 Dorado	\$CALL
21' '22 Scout 215 XSF	\$CALL		30' '22 Scout 305 LXF	\$CALL
22' '07 Northshore CC w/dsl	\$59,950		33' '10 Hydra-Sports 330 CC	\$205,000
23' '88 Steigercraft w/Volvo	\$28,500			

NEW & INSTOCK 24' 2022 Scout 240 Dorado
 - Full black hull color w/ Mercury 300XXL
 Verado V8, Venture trailer. LOADED with
 factory installed options.

We service what we sell. Full service facility. Over 150 boats to choose from.
We take trades and arrange financing. Visit us on the web: www.cascobayyacht.com

291 US Route 1 Freeport, Maine
(207) 865-4103
Fax (207) 865-0759



163 Orion St., Brunswick, Maine

207-729-3303

www.bamforthmarine.com

Used Boats for Sale

12' O'Day Wigeon Sailboat.	\$1,200
1985 15' Boston Whaler powered w/'06 40hp Yamaha o/b. Trailer included.	\$11,999
16' Amesbury Dory powered w/ 15 hp Honda o/b. Trailer included.	\$5,995
2004 16' Carolina Skiff powered w/ '15 50 hp Evinrude. Trailer included.	\$12,000
2005 16'6" Arey's Pond Cabin Lynx Sailboat. With '07 2 hp Honda. Trailer included.	\$21,500
2007 17' Triumph Center Console powered w/ '08 50 hp Evinrude. Trailer included.	\$5,500
2007 17' Vanguard Nomad sailboat. With 2 hp Honda o/b and custom trailer.	\$7,995
1988 18' Eastern CC powered with '18 75 hp Evinrude. Sea Lion trailer included.	\$19,900
1982 20' Aquasport Walkaround. With '04 115 hp Mercury. Trailer included.	\$7,500
2004 23' Maritime Patriot. No motor. Trailer included.	\$35,000
2015 24' Eastern CC powered with '15 200 hp Yamaha. Trailer included.	\$69,990
2006 25' Hydra Sports 2500. Powered with twin '19 200 hp Evinrudes. Trailer included.	\$85,000

Our way of life is at risk.

You can help save it.




Protect Maine's lobstering heritage

by funding these programs:



Legal and Policy - challenging flawed federal regulations



Science - promoting expert up-to-date science



Conservation - innovative gear solutions to protect whales and industry



Communications - building support to protect our lobstering heritage

MLA Legal Defense Fund
 2 Storer St, #203
 Kennebunk ME 04043
 207-967-4555



savemainelobstermen.org



*Perfectly located between the
Pemaquid and Boothbay peninsulas for
all your Mid-Coast Maine activities*

*Water views from every room.
Open year round.*

**MARINE INDUSTRY
TRADE DISCOUNT**
10% off
subject to availability

www.codcoveinn.com | Reservations: 207.882.9586
Corner of US Route 1 and Maine State Route 27 | Edgecomb

WANTED

**MARITIME BOOKS,
MAGAZINES, DOCUMENTS,
POSTCARDS
and PHOTOGRAPHS**

Jon Johansen
P.O. Box 710, Winterport, Maine 04496
(207) 223-8846

Based in East Boothbay, covering Casco Bay to Penobscot Bay

Service, Savings & Representation Since 1966, See Why It Pays to Belong!

Towboat Services

All BoatUS Towboat Ports offer Towing, Soft Ungroundings, Battery Jumps & Fuel Delivery.

Repairs

The towing company either has their own dock, or contracts with a third party to provide repair services.

Salvage

The towing company offers salvage assistance. Includes recovery of property, refloating the vessel, and towing it to a safe harbor.

Personal Coverage

Provides for any recreational boats that you own, borrow or charter. 24 Hour dispatch/365 days a year.

Transportation

The towing company can arrange local transportation to transport you to a hotel or other local destination.

**SPECIAL JUNE OFFER
FOR NEW MEMBERS!**

Unlimited
Towing Membership

\$50⁰⁰ Rebate

Use Source Code
WT10898A
On Application

**33%
SAVINGS!**

CAT MARINE ENGINES

Tier 3 Commercial Line-up

C7.1



C7.1 Tier 3 Commercial Ratings:

280 HP @ 2300 Heavy Duty "B"
350 HP @ 2500 Maximum Continuous Duty "C"
400 HP @ 2600 Intermittent Duty "D"
425 HP @ 2700 Intermittent Duty "D"

C9.3



C9.3 Tier 3 Commercial Ratings:

375 HP @ 1800 Heavy Duty "B"
416 HP @ 2100 Maximum Continuous Duty "C"
476 HP @ 2300 Intermittent Duty "D"

C18



C18 Tier 3 Commercial Ratings:

470 HP @ 1800 Continuous Duty "A"
600 HP @ 1800 Continuous Duty "A"
670 HP @ 1800-2100 Heavy Duty "B"
715 HP @ 1800-2100 Maximum Continuous Duty "C"
803 HP @ 2100 Intermittent Duty "D"

* Tier 4 Exempt Light Commercial Ratings:

1,001 BHP @ 2300
1,136 BHP @ 2300

C32



C32 Tier 3 Commercial Ratings:

750 BHP @ 1600-1800
800 BHP @ 1600-1800

AUTHORIZED MARINE DEALERS

Billings Diesel & Marine Service

Stonington, ME

Dennis' Welding & Marine

Beals, ME

Front Street Shipyard

Belfast, ME

Lyman Morse at Wafarer Marine Corporation

Camden, ME

Journey's End

Rockland, ME

Fairhaven Shipyard & Marina, Inc.

Fairhaven, MA

Guy Crudele Repair

Gloucester, MA

Sacchetti Marine and Industrial LLC

Plymouth, MA

Windward Power Systems

Fairhaven, MA

DePaul Diesel Services, Inc.

Portsmouth, RI

Hinckley Yacht Service

Portsmouth, RI

Rhode Island Engine Company, Inc.

Narragansett, RI

*All T4 Exempt Light Commercial Ratings, require qualifications review and approval by CAT Factory.

*Contact Nick Fawle or Your Authorized Marine Dealer for Tier 4 exemption qualification details.

For Marine Engine Sales, contact Nick Fawle, our new Marine Market Manager.

Nick Fawle at 603-484-5248

Nick_Fawle@miltoncat.com

Milton



miltoncat.com

NORTH ATLANTIC POWER PRODUCTS



AUTHORIZED DISTRIBUTOR

WE PUT HORSEPOWER TO WORK®



The Legendary Twin Disc MGX Quickshift gears controlled by the Twin Disc EC300 control system is unmatched in the fishing industry. With the quickest, smoothest shifts, and superior low-speed maneuverability, it is the upgrade you can't live without on your next repower or new boat build.

QUICKSHIFT®

You've got to feel it to believe it.

Call: (888) 460-7419 or (603) 418-0470 · Fax: (603) 418-0471 · Email: djones@glpower.com

NORTH ATLANTIC POWER PRODUCTS

15 Continental Dr., Exeter, NH 03833

Providing Sales, Parts & Service for New England and the Entire East Coast

B
O
A
T
E
R
S
T
O
R
E

HM45
YEARS

HAMILTON
MARINE
BOATERS' STORE™

Save The Date

COMMERCIAL
FISHERMEN
APPRECIATION
DAYS!

AUG
25-27
2022

DOOR PRIZES!
STOREWIDE SALE!
GIVEAWAYS!

IN STORE ONLY



Photo by Wayne Hamilton ©



800-639-2715

hamiltonmarine.com

KITTERY • PORTLAND • ROCKLAND
SEARSPORT • SW HARBOR • JONESPORT