

Maine Coastal News

Volume 35 Issue 9

September 2022

FREE

Nine Races Down - Two to Go!



Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] jumps into the lead and wins Diesel 801-hp and over, 40 feet and over with Tom Clemons' 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar] taking second.

HARPSWELL LOBSTER BOAT RACES
24 July

Another incredible day on the coast of Maine with bright sunny skies and a nice SW breeze. Since I did not want to leave Searsport at 0200 hours, I left the boat on the hook and headed to Harpswell by the GMC pickup at 0530. I arrived at Erica's Seafood in Harpswell at 0730. The race organizers had decided to go back racing off Mitchell Field, the old Navy tank farm, feeling this would be a much better site. A large float was set up off Mitchell Field and that is where the signups and T-shirt sales took place. Signups were steady right up to 1000 and when done we had 47 boats entered in the races. However, there was still several races, which needed to be combined due to just one entrant.

One aspect that was impressive was the number of spectator boats, which was well over a hundred, lining both sides of the course.

There were 14 boats entered in the Work Boat Classes. There was just one, Jennifer and Emily Noyes' JENILY [Corson 14; 30-hp Johnson], in Class A and since their father, David, rides with them and was also in the next race, they ran up the course solo. The dominate boats in Class B has been Jacob Noyes' ZIPPIN' TOO [Corson 15; 90-hp Nissan] and David Noyes' ZIPPIN' [Corson 14; 60-hp Johnson], always finishing one-two. However, today Matt Williams' HOOLIGAN [Skiff; 90-hp] slipped by ZIPPIN' and cap-

tured second. If you wanted a close finish we certainly got one in Class C. With the drop of the flag four boats separated themselves from the others and streaked for the finish. The favourite was Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda], but as he neared the finish line Jay Perrotta's SLICE [Mako 20; 200-hp Suzuki] slide by for the win by a mere four feet. Third went to Al Strout's MAYHEM, whose bow was in the middle of CASCO MISS.

Up next was the Wooden Boat races, but there were only entrants in Wooden Boat B, which was won by Scott Dugas' SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar] with second going to his brother Alan's DELUSIONAL [38' John's Bay Boat, 600-hp Cummins].

There were three boats signed up for the Gasoline Classes with one in Class C, Jim Koehling's BROWNEYED GIRL [Duffy 26; 454-hp Chevrolet]; and two in Class D, Mark Davis' DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] and Jeremy Saxton's VOOP [Duffy 30; 502 Chevrolet]. VOOP did not make the start so BROWNEYED GIRL and DOWNEAST NIGHTMARE were sent down the course each getting the win in their respective classes.

Next up was the Diesel Classes and the only class without an entrant was Class O. There was just one racer, Riley Johnson's LYNN MARIE [Sisu 26; 235-hp Isuzu], in Class A so he ran down with the two in Class

B, which was won by Colby Barnes' SAVAGE [Webber's Cove 34; 225-hp John Deere] as Mark Davis' LORI ANN [Duffy 34; 200-hp Perkins] turned off the course before the finish. There was just one entrant in Class C, Bruce Hamlin's RUTHLESS [Mussel Ridge 28; 315-hp Yanmar], and Class D, Charles Johnson's BRANDY [BHM 25; 270-hp Nanni], so they were combined with the two in Class E each getting the win in their respective classes. Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] has been the boat to beat in Class E and today was no different as she outpaced Jake Dugas' GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins] for the win. There were two boats on the line for Class F and the win went to Scott Merryman's KE II [Northern Bay 38; 405-hp Cummins] with Josh Audet's KARAMEL [Crowley 34; 380-hp Hyundai] trailing by two boat lengths. Tom Cloutier's ENTRAPMENT [Crowley 33; 490-hp Cummins] was the only one in Class G so she ran down with Class H. The winner of Class H was Nick Martinez' PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] followed by Hunter Merryman's WILDFIRE [Northern Bay 36; 450-hp Cummins]. There were two boats in Class I, Gary Genthner's LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT] and Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania]. It has been a close battle every time these two have met this year with the win going to LIL' LISA MARIE and today

was no different. Four boats were on the line for Diesel Class J and no one was surprised to see Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] leading the pack to the finish. Carl Anderson's DANICA HEALY [Calvin Beal 36; 675-hp Scania] took second and Sean Clemons' MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] got third. Another pair that has faced off all year with some real close finishes has been Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] and Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] in Class K with the wins going to BLUE EYED GIRL. Added to Class K was the only entrant in Class L, Leif Albertson's ALL SET [Holland 38, 1,200-hp MAN]. As they came up the course BLUE EYED GIRL got separation for the win with LA BELLA VITA right on her stern. The one boat in Class M(A), Justin Papkee's PULL N' PRAY [Wayne Beal 40; 500-hp Hyundai], was added to the five boats on the line for Class M(B). Leading the way to the finish was Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] followed by Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere]. We do not often see Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar], but once in a while she comes out to show that she is still the boat to beat in Class N. Second went to Tom Clemons' 4 LADIES [Wesmac

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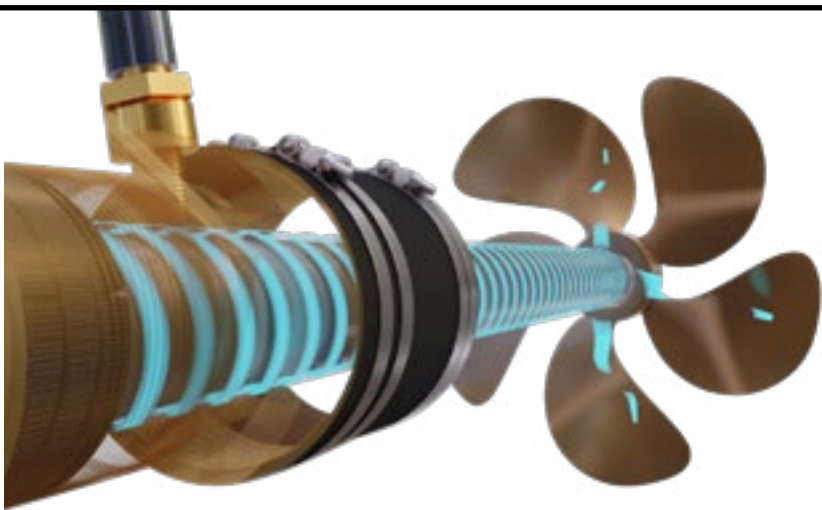
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Advertising Deadlines: The deadline for the October issue is September 9.
The deadline for the November issue is October 7.

Publisher's Note

Every year it is the same, where did the summer disappear to? I have no trouble looking back in my travel log and seeing where I have been and the events that I have covered. It is then obvious where the time went. My only regret this year has been not getting CINDY JEN to more lobster boat races. Logistics is the problem since I must be at the races to do sign-up at 0800 and that means in some cases leaving at 0300 or 0400. That makes for an awfully long day. Ann would add to this “the boat is too slow.” She is a 34-footer with a 292 Chevrolet engine, which cruises at 12 knots. When we left Friendship and got out into the Mussel Ridge Channel, Jeff Eaton in LA BELLA VITA and Matt Shepard in ALEXSA ROSE went flying by us cruising at about 30 mph. They did the trip in a quarter of the time it took us. Ann also wants a little more comfort so we can stay on board overnight occasionally. I guess the one berth forward, no head or galley, is not her idea of comfort. At this point, there is no way that I would sell CINDY JEN. I love the traditional wooden lobster boat and the simplicity of everything on her. She gets lots of compliments; one even came from Glenn Holland who said that she was the best sailing boat at the Stonington races. The only change I am going to make is upgrading the small Garmin GPS system to a much bigger display and add radar. Now, at some point another boat with more creature comforts would be possible. I know exactly what I want, but the pocketbook needs to be a little better off for me to do that.

The lobster boat races have been good so far this year. We have had good weather, which is always a major factor for attendance. We have also had a few new boats and several old ones that were repowered come out this year. The competition in some of the classes has been really close and that has made the

year interesting. One always hopes that someone does not push the envelope too far and loses an engine. We have had several engine issues, but I believe we have not lost one that was in a true working boat. I was worried what the downturn in the economy would do to attendance, but it does not seem to have affected it too much. I am sure some have stayed away from the venues that were a great distance away. At present, we are about where we were last year with a couple of exceptions. However, some of the events last year had rain at them that effect their attendance, so maybe in reality we are down a bit. When we were at the Stonington races it was made known that the race organizers were given up their participation. It looks like someone will be stepping up and taking them over, who does know how to run the event since he has done them in the past. Yes, lobster boat racing is about competition, but it is really a lot more than that. It has a big social aspect to it with those from all over the coast getting together to have a good time. Some venues are more adept at this than others. Some of the best places is Boothbay, where they arrive the day before, party into the night and race the next day. After this race they head to Rockland and party there into the night before the races the next day. The other place that has a big social aspect to it is the Long Island and Portland races. There are get togethers on Long and Peaks Island and some head into Portland for the evening. On a side note, Maine Built Boats has started doing interviews with the boatbuilders. The first was with Glenn Holland of Holland Boat Shop in Belfast. If you have not seen this interview, take a look. I have not heard who is next but that should be available by early September.

MCN's Calendar of Waterfront Events

On-going Exhibits	2022
<u>Penobscot Marine Museum</u>	AUGUST
Getting Our Bearings Searsport Info: https://penobscotmarinemuseum.org/	20 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576
<u>Maine Maritime Museum</u>	21 Portland Lobster Boat Races Portland Info: Katie Werner (207) 807-1832
Cotton Town: Maine’s Economic Connections to Slavery Arthur Beaumont: Art of the Sea Sustaining Maine’s Waters Shipwrecks & Salvage Bath Info: mainemaritimemuseum.org	28 Camden Solo Challenge Camden Yacht Club Camden Info: gmora.org
<u>Cape Ann Museum</u>	SEPTEMBER
Window on the Marsh Fitz Henry Lane Gallery Gloucester, MA Info: capeannmuseum.org	10 Around Islesboro Race
<u>New Bedford Whaling Museum</u>	15-18 Newport International Boat Show Newport, RI
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	OCTOBER
<u>Mystic Seaport Museum</u>	15 Annual Meeting & Awards Banquet Robinson’s Wharf Southport Island Info: Jon Johansen (207) 223-8846
Sentinels of the Sea Whaleboat Voyaging in the Wake of the Whalers Sea as Muse 19 th Century Navigation Mystic, CT Info: mysticseaport.org	16 Closing Day Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org/
	2023
	MARCH
	2-4 Maine Fishermen’s Forum Samoset Resort Rockport



One of the competitors in the Eggemoggin Reach Regatta, which took place on 6 August.

New President/COO at Atlantic Boat

BROOKLIN – One of the most noted boatbuilders on the coast of Maine has to be Atlantic Boat in Brooklin. This is a combination of Duffy & Duffy and Flye Point Marine, which gives them a variety of proven models. Since they were combined, the ownership has changed a couple of times and is now owned by Cy Hannon. Cy has now brought on Alex Loer on as the president and chief operations officer.

Alex grew up in Medfield, which is just outside of Boston to the west and not near water. His introduction to boating came sailing at a summer camp at Buck’s Harbor here in Maine in his early teens. He added that he had a mentor that taught him a lot about boating. Alex went to college, but he did not sail there. However, during the summers he sailed, including racing, every chance he could around Cape Cod. He sailed on J-boats and even the Wianno Sr. That evolved into doing offshore deliveries on larger sailboats to Florida and the Caribbean in the late 1980s and early 1990s. One of his mentors in racing was Wiley Wakeman, who is presently at Tabor Academy in Marion, Massachusetts. Another great mentor was John Dody, who was captain of a number of Little Harbor yachts.

He took advantage of learning all aspects of boating from numerous other people and that paved the way for him to start a launch and mooring service on the west shore of Marblehead in the early 1990s. Alex said, “We started trying to do the whole harbor, but really focused on the Marblehead west shore in Salem harbor but on the Marblehead side. We started with moorings and realized we had to offer a launch service. When we started the launch service, that prompted me to design the interior for a new launch which is what I brought to Atlantic Boat in 2005. I roughed out the design and had someone with a finer skill set than myself do all the finishing work. Atlantic Boat did the moulding. We sold the first six relatively quickly and then it had its ups and downs. In the last five or six years it has really taken off building multiple boats every year and we found new markets for them too. The Yacht Club Launch is great and there is plenty of yacht clubs that use them, but another market is water taxis or small boat tours. We filled that gap pretty well, so that is taking off. When I sold the launch and mooring business in Salem around 2010, I kept the launch building part of it for myself.”

Even while he was running the launch and mooring business he still did a few deliveries. After selling the launch and mooring business Alex purchased a 70-foot steel hull vessel and used it for oceanographic research. Alex added, “We did a lot of work

for the State of Maine, Woods Hole (Oceanographic Institute), Duke University, and the Navy. I’d say the longest stint we had was down in Fernandina Beach for the Navy, who was putting in a whole new offshore testing range. We also had a Duffy 38 that we used for marine mammal surveys when they were putting in the range. Eighteen years of doing that type of work, mostly a lot of autonomous underwater vehicle work. We did a lot of unique projects and we stayed busy. There were a few years that were kind of lean, but I ended up selling both boats around 2015-2016. I am glad we sold that before Covid came because we never would have survived.

“At this point, things here were busy with Atlantic Boat doing launches,” said Alex, “and I liked what Cy was doing with the boatyard. We had the same vision of what we saw the yard doing and he kept hinting it would be nice if maybe I came up and worked here. I needed to check a few things off the list personally before I could commit to coming up here full-time though. That all kind of fell into place last fall and I talked to him and I said, ‘Here’s the opportunity for me to do this if you are still interested,’ and he’s like, ‘absolutely.’ We hashed out the details and I closed up a few things down in Massachusetts and started March 1.

“My mission is to increase our visibility and our sales and the Duffy line,” said Alex. “The Atlantic Boat brand name as well known, but the Duffy one still has the cache that everyone knows. My goal is to bring that back, to increase our top line in new boat construction, service and storage. All three elements are very important to keep it balanced but also to tighten up the bottom line. When we do a project that it goes out and it is profitable because if you build a boat and you are losing money on it...eventually that end of the road is not a happy one.”

Alex is a big believer that the customer experience is really important. “If we tell you what our expectations are and you know what yours are and everything works together, your customer experience should be good. You should be able to watch your boat being built, come up and visit and if we keep it on schedule you are going to be happy.”

The issue today staying on schedule is a challenge with the supply chain problems. Alex said that they order all the big-ticket items as soon as the boat is ordered and hopefully that solves the problem.

So what models are currently being offered by Atlantic Boat? Alex said, “We technically offer boats from 26 to 54 feet. The popular one is the 26 because of its versatile nature. We can build a standard 26 boat, the launches and the 29 outboard



Alex Loer standing in front of two new boats under construction at Atlantic Boat.

version just from that one mould. The 29 outboard version I am very bullish on that. I think that is going to be a really good boat. It has good sea-handling capabilities, you have a cuddy cabin, you have got a head, you have an open floor plan, you have no engine box, outboards are easy to maintain, you can store it anywhere because you are on a trailer. There are a lot of boxes that that outboard version checks. The Duffy 31 is popular as is the 35. We calculated the other day that between the original Duffy & Duffy and everything, over 1,000 35s have been built over the years. The 37 is popular we have got one in production right now and then some people stretch the 37 to 39. Then the 42 and 48. These are very custom, so you

are looking at a fairly decent timeframe to build them. On the BHM side, the 36 is the one that we go to, occasionally the 31, except we call it a 32 because there is a Duffy 31.”

Juggling storage, service and boatbuilding is a real challenge, but in a changing financial climate it could mean whether you stay in business or not. Also, making sure the customer has a good experience is a must. This can be challenging since one cannot control everything. Alex has an excellent understanding of the workings of the Atlantic Boat and how to make it all work. With the yard working the way they want it to they will now begin marketing their models and services more. This will certainly add to their continued success.

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Larry and Bill Kelsey

William A. Kelsey
Aug. 16, 1933 - May 30, 2022

William A. Kelsey, of South Bristol, passed away at the age of 88, at the LincolnHealth – Miles Campus, on the morning of May 30, 2022. William “Billy” was born in Damariscotta on Aug. 16, 1933. He was the son of Wilder and Henrietta Kelsey. Bill was the middle of three sons, between Herbert (deceased) and Larry. His wife, Jacqueline, predeceased him in 2011. Billy leaves behind his three children, Brian, Paul, and Shelley, along with their spouses, and his seven grandchildren. He also leaves behind his dear companion, Mary Jane Field, who helped him have a fuller life after Jacqueline’s passing.

Billy was as deeply rooted in South Bristol as anyone could possibly be to a place on this earth. He was a fisherman in every sense of the word. Lobstering was his profession and favorite pastime. His favorite food, interestingly, was lobster. He actually considered getting another boat, and setting

a few traps just months before his passing. Billy was also a walking data bank of all things South Bristol. Even hours before his death, he spoke of details regarding South Bristol that no one else would know or remember. When he and his brother Larry got together, it was a lesson in South Bristol history.

Many people’s lives can be documented by a list of accomplishments, but Billy’s life was not like that. His life was a compilation of thousands of small accomplishments that are not recognized by diplomas or job promotions. A good day for Billy was when he could get up, look out at the world, and go out to do something productive. Often it was not something he had planned to do the day before. It was sometimes difficult to get Billy to commit to a plan, but when he got involved, he was all in. He was remarkably adaptive to a world where he saw constant change, though the clock on his microwave often blinked 12:00. He also grew more accepting and understanding with each passing year.

He faced his health challenges as bravely as anyone possibly could. He didn’t fear death; he feared not being able to do more. When things got rough toward the end of his life, Billy would say, “It is what it is.” But he maintained a cheerful attitude, and greatly appreciated visits from family and friends. Not unlike the old swing bridge, a piece of South Bristol has left this world, ending an era.

Billy will be laid to rest at the West Bristol Cemetery next to his wife Jacqueline, and amongst many of his old friends and family.

In lieu of flowers, donations in memory of William A. Kelsey may be made to LincolnHealth, c/o Development Office, 35 Miles St., Damariscotta, ME 04543.

MCN did an article on Bill and Larry in the October 2021 issue, which goes into a lot more depth regarding their lives in South

Bristol.



Capt. Earl B. Walker
1935-2022

SOUTHPORT – Capt. Earl B. Walker, 86 years old, passed away peacefully, surrounded by family at his home on Southport Island on July 19, 2022, after a battle with Stage 4 prostate cancer.

Born in Boston, Mass. on August 31, 1935, he lived with his parents, Earl W. and Flora B. Walker, in the Malden, Mass. area, summering in Southport from an early age and eventually establishing his permanent residence on Molly’s Point, Southport. He was married to Beatrice Walker for 46 years and had two children, Wade and Cheryl.

He was a 1958 graduate of King’s Point, U.S. Merchant Marine Academy. He sailed as Third, Second and Chief Officer on United Fruit Co. ships from 1958 to 1967, hauling bananas from Central and South America and food and ammunition to Viet Nam during the war. From 1967 to 1970, he sailed as Master on a coastwise tanker for Poling Brothers Transportation, hauling refined petroleum products along the East Coast.

From 1970 to 2001, he was a state harbor pilot for the port of Portland, and partner with Portland Pilots Inc., serving at times as treasurer and president. By the time of his retirement he had made well over 7,000 transits in and out of Portland Harbor.

In 1979 he took on sea trial work for Bath Iron Works and in 1984 became the Trials Captain – responsible for all maritime activities (launch, movement, sea trials and delivery) of new U.S. Navy combatant ships. In February 2001, he was responsible for piloting the new 750-foot by 180-foot dry dock up the Kennebec to BIW, a two-day process and one of the highlights of his career.

Capt. Walker was a past president of the Portland Marine Society and received the Port of Portland, Maine Propeller Club, Man of the Year for ’98-’99.

In his off hours, you could find him in

one of two places – the hockey rink or Molly’s Point. He played hockey from a young age until he was 83 and started up different leagues in the Portland area that continue to exist today. His nickname being “Captain Hook”. He also enjoyed boating, gardening, and building rock walls around his home on Southport.

With his passing, he leaves his family, son Wade Walker of Southport; his daughter Cheryl Walker Russell, her husband Mac Russell and granddaughters Molly and Erin of Keswick, Va.; and many friends and acquaintances in the maritime and ice hockey world.

A memorial service to celebrate Earl’s life was held on Saturday, July 30 at 3 p.m. at Hall’s Funeral Home of Boothbay.

In lieu of flowers, donations can be made in the name of Earl Walker to Maine Cancer Society or Lincoln County Animal Shelter.

Kevin McConnell
1961-2022

CAMDEN — It saddens us to announce that Kevin McConnell has left this earth to be with his mom on July 20, 2022. Born in Portland on February 28, 1961, he was the son of Kathleen and Edwin McConnell and grew up in the Millville area of Camden. Following his graduation from Camden-Rockport High School in 1979, he enlisted in the U.S. Navy with no tattoos, where he served for six years, delivering secret messages to his Captains.

A hard worker all of his life, he delivered newspapers and raked blueberries as a young boy. At the time of his death, he had been employed 15 years at Hamilton Marine as director of wholesale. Before that, he worked at Lewis Marine and Manset Marine in Rockland. Kevin was also serving on the board of Maine Marine Trade Association.

A kind, thoughtful, dependable, honest, and attentive person, Kevin was a great dancer and dresser. He excelled in everything he did. His hobbies included playing Frisbee with Glen, shooting pool, darts, ping pong, and listening to rock and roll music. He was a big history buff and loved being close to the ocean. For the past five years, Kevin has been a devoted surrogate grandfather to his partner’s granddaughter, Kirah.

Kevin was predeceased by his mother, Kathleen McConnell; sisters Mary and Anita; and brother James.

Surviving is his partner of nineteen years, Lisa Leeman and her children, Jess, Jen, Rick, dogs Max and Bo; granddaughter, Kirah; brothers, Patrick (Kathy) McConnell and their children; sister Elaine Feener and her husband, Frank; a sister-in-law, Teresa McConnell; many nieces and nephews.


Kevin will be missed by his family and many friends.

Special thanks to Glenn Pease for helping his family take Kevin out to sea to his final resting place.



The TOWN LIAR at the dock in Sawyer's Cove, Jonesport.

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Golden Globe Race 2022 Update

Golden Globe 2022 entrants meet for the first time in Gijón, Spain.

15 GGR entrants have assembled for the first time on the dock in Gijón, Asturias in preparation for the prologue and SITraN Challenge to Les Sables d'Olonne.

The city of Gijón, the Real Club Astur de Regatas, the Puerto Deportivo and local companies and towns are extending a warm welcome to the GGR.

Graham Dalton and Aleix Selles are still completing their 2000-mile GGR qualifier hoping to rejoin the race.

American entrant Elliott Smith landed in Les Sables too late for Gijón and is heading to the UK and Palma, Spain.

The City of Gijón, the Gijón Tourism Office, the Real Astur Club de Regatas and the Puerto Deportivo de Gijón have been instrumental in making the skippers experience the legendary hospitality, maritime history and gastronomic tradition of the Asturian capital. Skippers have an occasion to gather with friends and family, sometimes flying from afar, to enjoy the summer festival of Semana Grande, a staple in the city's cultural program, and visit the city and the surrounding areas of Asturias.

Gijón veterans Simon Curwen

(GGR2022 Entrant, Hull No. 4 from UK) and Damien Guillou (GGR2022 Entrant, Hull No. 85 from FR) were delighted to return to the city that hosted many Mini 6.50, Figaro and IMOCA events. "I have been here three times for the Figaro class and it is always a pleasure to return to Gijón," said Damien. "It is also a great opportunity for the competitors to get to know the Bay of Biscay during the Prologue, as our circumnavigation will start and finish in this maritime area."

Others were delighted with the discovery of a city sitting across the bay of Biscay 230 nautical miles away from les Sables d'Olonne, popular with French sailors with many rallies and races coming to the Asturian city: Barquera, Trans-Gascogne, or Pornic-Gijón.

"My first visit to Gijón leaves a lasting impression after just a few days. WOW! starting with warm smiles, colourful culture in a relaxed and diverse way, this has to be the perfect city for the GGR Prologue." Said Don McIntyre, Founder and Race Chairman. "All involved can now settle down and relax before the grand adventure begins. So happy to be here!"

All have received a warm welcome at the Real Club Astur de Regatas by the club's

President Alfredo Alegria Diaz, Commodore Guillermo Marqués Prendes, and many enthusiastic sailors from Asturias, Cantabria and the Basque Country who coincided at the Club for the prize giving ceremony of the Regata de Aproxes, who have been offering help and local knowledge to the participants throughout the weekend.

"To have enjoyed the presence and exchange of experiences with GGR President Don McIntyre, the sailors and their support teams has been a pleasure for all of us, also because of the importance of the race, it is already part of the history of our Club". The President of the RCAR Alfredo Alegria Diaz told us: "Now we have the privilege of having their company in our city and in our Club until next Sunday, when we will give them the departure to their next destination in Les Sables-d'Olonne".

The week will continue with entrants finishing their boat preparation, attending safety briefings, video training for race media content and planned documentary, and the SITraN Challenge back to Les Sables d'Olonne for the opening of the Race Village on August 20th.

They will also discover more of Asturias with visits planned to the picturesque towns of Villaviciosa on the 10th at the Club Nautico Albatros, and Candás on the 12th where they will be welcomed by Amelia Fernández, Mayor of Carreño for a tour and their farewell dinner.

Gijón's Mayor Ana Gonzalez will host on Thursday an official welcome reception and press conference for the sailors, team managers, and the GGR Team. Mr. Yannick Moreau, Mayor of les Sables d'Olonne will travel to Gijón to meet his Spanish counterpart and strengthen the links between the two coastal cities of the Bay of Biscay.

Meanwhile Aleix Selles and Graham

Dalton are missing the Gijón festivities as they are completing their compulsory 2000-mile GGR qualifier in the hope of being reinstated in the race. They must be back to Les Sables in time for the Race village opening. Time is of the essence leading to the start, and neither of them has much to spare.

US entrant Elliott Smith has arrived to Les Sables d'Olonne from his maiden transatlantic crossing and GGR qualifier, but his agenda is filling up quickly with exotic destinations with yet to be completed compulsory training. He will travel to Cowes, UK to complete his survival training before heading towards Palma de Mallorca, Spain for his first Aid and STCW medical courses while his boat manager will get the yacht ship-shaped in Port Olona. We hope his passport is up-to-date!

2022 GGR entrants to date

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

Wood's Hole Oceanographic Institute News

Woods Hole Oceanographic Institution leads multi-ship study of NW Atlantic

WOODS HOLE, MA – Scientists from Woods Hole Oceanographic Institution (WHOI), along with partners from National Oceanic and Atmospheric Administration (NOAA) and the University of Rhode Island (URI), have embarked on an unprecedented four-ship expedition in the northwest Atlantic to study the Ocean Twilight Zone (OTZ)—a dark, remote, and under-explored layer of the ocean that exists 200 to 1000 meters (650-3,300 feet) below the surface.

While at sea, the expedition will examine the inner workings of Diel Vertical Migration (DVM), a phenomenon in which trillions of organisms move from the twilight zone to the surface each night and return to the deep at sunrise. This migration, which is the largest on Earth, has a massive impact on marine food webs, and may also help to regulate the amount of atmospheric carbon that the ocean sequesters each year. This joint mission is the most comprehensive attempt yet to study the OTZ, and will include scientists aboard the NOAA ship *Henry B. Bigelow*, research vessel (R/V) *Endeavor* (operated by URI), the commercial fishing vessel F/V *Monica*, and an autonomous, AI-driven surface ship called the USV *Mayflower 400*.

The scientific team will deploy almost every tool it has developed to study the twilight zone over the last three years, including *Mesobot*, *Deep-See*, *TZEx*, ROAM tags, Stingray, MINON floats, and environmental DNA samplers. This technology will be used in conjunction with the new Twilight Zone Observation Network, which includes a moored acoustic buoy that will continuously monitor the movements of marine organisms as they migrate up and down through the

water each day, and several sound source moorings that let scientists accurately track positions of tagged apex predators and MINION floats in three dimensions. This full suite of technology will give researchers an incredible wealth of data.

Each ship will serve a different yet complementary purpose. The commercial fishing vessel *Monica* will be used to tag sharks and other large predators that dive into deep water to feed, helping the OTZ team understand these predators' behavior in the twilight zone. The *Bigelow* will characterize migrating fish and other organisms, viewing them with acoustic signals from the *Deep-See* towed vehicle and capturing them for study using a sophisticated net system. On the *Endeavor*, scientists will measure the movement of carbon through the twilight zone, collect images of gelatinous animals with the Stingray towed sled, gather environmental DNA for analysis, and deploy *Mesobot* to capture video footage, still images, light data, and acoustic data.

After the crewed ships complete their operations, the nimble, autonomous *Mayflower* will then comb the waters that the other three ships studied, using onboard sonar and other instruments, plus data from the tagged sharks, to continue monitoring the twilight zone. All the data collected by each vessel will be coordinated and cross-referenced with data collected from the other vessels.

The OTZ Project has been formally recognized by the United Nations as an endorsed project of the U.N. Decade of Ocean Science for Sustainable Development—a designation that gives scientists wider opportunities to collaborate and an enhanced ability to answer the twilight zone's biggest mysteries.



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

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



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U. S. NAVY NEWS

Navy Takes Accountability Actions after USS Bonhomme Richard Fire Investigation

15 July 2022

WASHINGTON - The U.S. Navy completed the accountability actions in support of the command investigation into the July 2020 fire aboard USS Bonhomme Richard (LHD 6). Commander, U.S. Pacific Fleet, Adm. Samuel Paparo, the Consolidated Disposition Authority (CDA), made individual disposition decisions and Secretary of the Navy Carlos Del Toro issued a Secretarial Letter of Censure (SLOC).

As CDA, Paparo made 27 individual disposition decisions, which were primarily focused on the ship's fire prevention, readiness, and response efforts. The disposition decisions included six Nonjudicial Punishments (NJP) with guilty findings, two NJPs with Matter of Interest Filings (MIF) and a Letter of Instruction (LOI), two NJP dismissals with a warning, one additional MIF, five other LOIs, three Non-Punitive Letters of Caution (NPLOC), two letters to former Sailors documenting substandard performance, and six no-action determinations.

Paparo's CDA accountability actions were primarily focused on USS Bonhomme Richard's leadership and the fire response team. Paparo awarded punitive letters of reprimand and forfeitures of pay to Capt. Gregory Scott Thoroman, former commanding officer, and Capt. Michael Ray, former executive officer. Former Command Master Chief Jose Hernandez was awarded a punitive letter of reprimand.

After a thorough and careful review, the CDA issued LOIs to Rear Adm. Scott Brown, U.S. Pacific Fleet director of fleet maintenance, and Rear Adm. Eric Ver Hage, commander, Navy Regional Maintenance

Center.

Additionally, Secretary Del Toro issued a Secretarial Letter of Censure (SLOC) to Vice Adm. (ret) Richard Brown. At the time of the fire, Vice Adm. (ret) Brown was Commander, Naval Surface Force, U.S. Pacific Fleet.

"When leaders' actions or inactions result in the loss of life or capital resources, the senior leadership of the Department of the Navy has a responsibility to determine the root cause and hold those accountable," Del Toro said in a message sent to the Department of the Navy on June 2. "This fire could have been prevented with adequate oversight into the ship's material condition and the crew's readiness to combat a fire."

The CDA's actions are separate and distinct from the ongoing criminal proceedings against Seaman Apprentice Ryan Mays, who is accused of arson and hazarding a vessel.

The accountability actions do not represent the entirety of corrective actions following the fire aboard USS Bonhomme Richard.

"Losing Bonhomme Richard to this fire was preventable. We are making significant changes in the way the Navy learns and leads so that this does not happen again," said Adm. William Lescher, Vice Chief of Naval Operations.

Lescher specifically pointed to three key institutional reforms that go beyond firefighting and prevention: the Get Real, Get Better initiative is designed to scale Navy-best leadership behavior and problem-solving across the Navy; the elevation of the Naval Safety Center to the Naval Safety Command with a new mandate as the naval enterprise lead for non-nuclear safety standards, expertise, and oversight; and the

VCNO and Under Secretary-led Learning to Action Board which serves to both implement key lessons learned and assess the effectiveness of corrective actions over time.

"What we have learned from both our strongest and our weakest performance is that consistently practicing Get Real, Get Better leadership is the most powerful way to make the Navy better. The Get Real, Get Better initiative will sharpen Navy readiness and reduce the variability in the performance between our strongest and weakest performers," said Lescher. "It reflects our commitment to invest in people as the center of what we do. Reinforcing and rewarding critical thinking, empowering our Sailors to find and fix problems at their level, and challenging leaders to remove barriers to their teams' performance."

The Navy's revised Charge of Command and the Get Real, Get Better principles, both posted on the www.navy.mil website, include more information on these foundational initiatives.

USS West Virginia Sailor Accounted For From World War II (Garcia, C.) 20 July 2022

The Defense POW/MIA Accounting Agency (DPAA) announced today that Navy Shipfitter 2nd Class Claude R. Garcia, 25, killed during World War II, was accounted for on May 12, 2022. On Dec. 7, 1941, Garcia was assigned to the battleship USS West Virginia, which was moored at Ford Island, Pearl Harbor, when the ship was attacked by Japanese aircraft.

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USS West Virginia Sailor Accounted For From World War II (Tipsword, K.) 20 July 2022

The Defense POW/MIA Accounting Agency (DPAA) announced today that Navy Machinist's Mate 1st Class Keith W. Tipsword, 27, killed during World War II, was accounted for on July 12, 2022. On Dec. 7, 1941, Tipsword was assigned to the battleship USS West Virginia, which was moored at Ford Island, Pearl Harbor, when the ship was attacked by Japanese

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CNO Releases Navigation Plan 2022 26 July 2022

WASHINGTON (NNS) - Chief of Naval Operations (CNO) Adm. Mike Gilday re-

leased Navigation Plan 2022 to the Fleet, July 26.

This Navigation Plan builds upon NAVPLAN 2021, further outlining how the U.S. Navy will build, maintain, train, and equip a dominant naval force to strengthen strategic partnerships, deter conflict, and if called upon, help win the Nation's wars.

"The seas are the lifeblood of our economy, our national security, and our way of life," said Gilday. "The Navy is committed to accelerating America's advantage at sea and our success depends on executing this Navigation Plan with teamwork."

Navigation Plan 2022 aligns Navy's vision with the most up-to-date strategic guidance, to include the 2022 National Defense Strategy (NDS) and the Secretary of the Navy's Vision. It outlines how the Navy is uniquely positioned to strengthen integrated deterrence, campaign forward, and build enduring warfighting advantages. This update also supports these lines of effort by driving a Fleet-wide movement to strengthen Navy's learning culture and advancing a framework to accelerate its warfighting advantage.

Building on last year's priorities of Sailors, Readiness, Capabilities, and Capacity, Gilday emphasizes the need to deliver a Navy that is postured globally, combat credible, and partnership focused every day. The new guidance further reiterates Gilday's 'Get Real, Get Better' call to action, reminding leaders they need to consistently self-assess and self-correct in order to create a culture of learning and continuous improvement.

Navigation Plan 2022 introduces six force design imperatives to maintain combat credibility in increasingly contested seas: expand distance, leverage deception, harden defense, increase distribution, ensure delivery, and generate decision advantage. These force design imperatives enable distributed maritime operations, the Navy's foundational operating concept.

"We must move decisively to modernize U.S. naval power as we maintain readiness and a forward posture that keeps America and our Allies safe and prosperous," said Gilday. "The Navy is adopting a more continuous, iterative force design process to focus our modernization efforts and accelerate the capabilities we need to maintain our edge in this critical decade and beyond."

Navigation Plan 2022 supersedes last year's NAVPLAN and will inform annual guidance for the Navy's Program Objective Memorandum and other annual budget documents.

"Seapower forged our nation and, for generations, a strong Navy has guaranteed the rules-based order that underpins global security and prosperity," Gilday said. "The decisions and investments we make this decade will shape the maritime balance of power for the rest of this century. We can accept nothing less than success."


Navy to Commission Amphibious Transport Dock Ship Fort Lauderdale 29 July 2022

The Navy will commission its newest amphibious transport dock, the future USS Fort Lauderdale (LPD 28), during a 10 AM EDT ceremony Saturday, July 30, in Fort Lauderdale, Florida.

The Navy's newest amphibious transport dock ship is transporting the Navy's newest connectors to their new homeport, highlighting the significant capabilities being delivered to the Navy from the Gulf Coast. Ship to Shore Connector, Landing Craft, Air Cushion (LCAC) 103 and 104, received a lift of opportunity (LOO) aboard future USS Fort Lauderdale (LPD 28), July

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U. S. NAVY NEWS

16. U.S. Rep. Debbie Wasserman Schultz of Florida’s 23rd District is the principal speaker. Additional speakers include Secretary of the Navy Carlos Del Toro; Assistant Commandant of the Marine Corps Gen. Eric Smith; Fort Lauderdale Mayor Dean Trantlis; and President of Ingalls Shipbuilding Kari Wilkinson. In a time-honored Navy tradition, the ship’s sponsor, Meredith Berger, will give the first order to “man our ship and bring her to life.”

The future USS Fort Lauderdale is the first naval ship to honor the city of Fort Lauderdale, Florida.

“Tomorrow we commission the future USS Fort Lauderdale, bringing a powerful war ship with a dedicated and determined crew to life,” said Secretary of the Navy Carlos Del Toro. “This ship will play an integral part in strengthening America’s partnerships and protecting our country’s security abroad.”

The nearly 25,000-ton Fort Lauderdale is 684 feet in length. Four diesel engines will power the ship to speeds in excess of 22 knots, and it will homeport at Naval Station Norfolk in Norfolk, Virginia.

The future USS Fort Lauderdale is the 12th San Antonio-class ship, designed to support embarking, transporting, and bringing elements of 650 Marines ashore by landing craft or air-cushion vehicles. A flight deck hangar further enhances the ship’s capabilities, which can support the MV-22 Osprey tilt-rotor aircraft.

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

NHHC Debuts New Naval History and Research Center

From Chief Petty Officer Torrey Lee, Naval History and Heritage Command 08 August 2022

WASHINGTON NAVY YARD -- Naval History and Heritage Command (NHHC) held a ribbon-cutting ceremony to showcase its newest conservation and preservation site August 8 at the Washington Navy Yard.

Chief of Naval Operations Adm. Mike Gilday, who attended the ground-breaking ceremony two years ago, spoke at the event for the new Naval History and Research Center (NHRC).

“History shows that the Navy that adapted better, learned faster and improved

faster gained warfighting advantages over the long haul,” said Gilday. “Stories of the past help us heed the warnings of history while helping us to reflect on and sustain our legacy as the world’s premier maritime force.”

Gilday explained, “This building and the stories and artifacts within will preserve the experiences and lessons of the past; use the Navy’s legacy of valor and sacrifice to inspire current and future generations of Sailors; and let those who serve today know that their sacrifice will always be remembered, honored, and valued.”

The new site, made up of two former ordnance factories and warehouses, has now been refurbished into a single state-of-the-art, 2-floor structure that maintains the building’s national historic district status.

“The Washington Navy Yard is significant to the early history of the U.S. Navy, the development of Washington, D.C., and the nation for its role in the manufacturing of ship equipment, advances in ordnance, and naval administration,” said NHHC Director Sam Cox. “Not only will this building continue to be a historic site, but it will be dedicated to preserving all our future naval artifacts.”

NHHC and Naval Facilities Engineering Systems Command Washington began collaborations in 2018 to convert the two adjoining buildings. The NHRC will now house NHHC’s Navy Art Collection and Underwater Archeology Branch (UAB) of the Collection Management Division and Histories and Archives Division, including the Navy Library and Archives Branch.

These divisions have long served researchers and the public in their research and inquiries about naval history.

NHHC is entrusted to protect and present naval art, artifacts, and archeological collections to the public, and these renovations have modernized the command’s artifact protection capabilities. The upgrades also comply with mandates to create a facility that can preserve artifacts and restore pieces for future generations.

The building complies with Navy Facilities Criteria (F.C.) 4-760-10N (“Navy Museums and Historic Resource Facilities”), and the archives now meet National Archives and Records Administration (NARA) Directive 1571 for archival requirements for temperature, humidity, and daylight control.

“[UAB] is thrilled to be moving into the renovated spaces,” said Kate Morrand, Director, Archaeology and Conservation Laboratory. “The archaeological collections recovered from U.S. Navy sunken and terrestrial military crafts will benefit considerably from these improved facilities



and an updated curation environment. These buildings will contribute to each branch’s mission and long-term preservation of the Navy’s unique and irreplaceable cultural resources.”

Since the early 1800s, the Washington Navy Yard has been a collection point for naval artifacts and trophies. In this effort, the two buildings were converted from munitions storage facilities where they will house artifacts for years to come.

“One building was built in the 1850s and the other in the late 1800s,” said Gregory Rismiller, NHHC’s facilities program manager. “Although the buildings had renovations throughout the years, they were never built to store, preserve, or conserve our artifacts. So these artifacts were in danger of disintegrating.”

Building 46 was originally constructed in 1851-52 as a Copper Rolling Mill and was enlarged in 1899 to function as a Cartridge Case Factory. It is significant for its archi-

tectural qualities as a critical component of the integrated industrial system at the Navy Yard and its role in producing ordnance for the Naval Gun Factory. Building 67 was constructed from 1899 to 1917 as a series of additions to Building 46.

NHHC, located at the Washington Navy Yard, is responsible for preserving, analyzing, and disseminating U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy’s unique and enduring contributions through our nation’s history and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC comprises many activities, including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, 10 museums, the USS Constitution repair facility, and the historic ship Nautilus.



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Let's Do the Simon Says

By Sheila Dassatt

How many of us remember the game Simple Simon Says? The person in charge has to say “Simon says” stand on one leg, if they don’t say “Simon says” and you do it, you are eliminated from the round. Do the kids still play that game any more, I don’t know. There is a song called “Simple Simon Says” by the 1910 Fruitgum Company from the ‘60’s that Mike and I used to play when we did music for weddings. We played it for the kids. The adults had more fun with it, especially after a little too much punch! We really enjoyed those days and watching everyone enjoying themselves. It was a hoot!

Okay, how does this tie in with the marine industry, namely the lobster industry? Well, for years now, the associations and government have been trying to find a solution to harmony with the longevity of the right whales, or perhaps whales in general. I have been involved for eighteen years now, and we’re still working at solutions for survival for all. This past year, especially with the economy as bad as it is, the overhead just to fish is astronomical. In some ports, the bait is as much as over \$300 a day, just for the small boats and fuel is between \$5.00 and \$6.00 a gallon. For the bigger boats, it is around \$1,000 a day just to leave the dock. Now if we do the math, at around \$3.00 to

\$3.40 a pound for lobsters to the boat, we have to catch quite a few lobsters just to pay the sternmen and then what is left over goes to the boat.

Now let’s talk about the modifications to the ropes to make them whale compliant. Last year everyone put the required purple in their ropes and the little piece of green for the offshore ropes. This all took time and the availability of purple rope was just not always available. So we had to paint a portion of the rope purple, or use purple cable ties or purple heading twine woven into the ropes. If you fish the 800 trap limit, that’s a lot of rope work. This is all in compliance with the mandatory whale rules. If we wanted to fish, we did it.

This year, the manufacturer’s needed to come up with plastic breakaways to add to the mixture on the ropes or do special knots to make the rope break in certain places. So this all had to be re-worked. “Simon says, put breakaways in now”...then if that doesn’t work, go back to the drawing board...wait, I didn’t say “Simon says!” So you’re out of this round. Start over again. This is how I see it from my point of view.

With the profit margin being this low to the fisherman, have we done any math as to how much all of these modifications cost? Again, one breakaway is in the range of a dollar a piece, then there are the special rope

configurations and if you’re lucky, you will find purple rope. Our purple rope that we had on order never came in, so we did the best that we could. It would be at least an extra several thousand dollars just to rig this rope, not to mention all of the labor that is involved. I would have to say that we have been more than compliant with working with the whale rules and all that the government is asking us to do. Our livelihoods depend on this.


As a fishery, we do need to work together if we are going to get through this game of “Simon Says.” It is like a game of dominoes, the dealers need the fishermen, the fishermen need the dealers, the dealers need the truckers, who are also paying the price of higher fuel to transport the lobsters. How are the lobsters going to get to the processors without the trucks for transportation? I know this is like playing a record over and over again, but we need to **fish smart not more** if we are going to work together and survive this year’s economy. All of us have a little give and take and we can make it if we work together instead of letting all of the anger get the best of us.

This has been the year of frustration and fear, I’m sure, not knowing if we have a future in the fishery or not. We are all known as stewards of the ocean, and would be the first ones to feel terrible if we hurt a whale. The big part of the frustration is that we are being held accountable for an issue that has not been proven since 2004. How does a person know that the ropes don’t work, re-configure them again, if they have not even encountered a whale since 2004? Go back

to Simon I guess.....this is a big part of the problem, we deserve the respect and proper funding for all of the work that has been done and we are still doing. Where do we fit into the equation of a \$40.00 lobster roll? They seem to be big this year and people are paying the price for them. Let’s figure this out before it’s too late. We deserve a little more explanation for our efforts.

The explanation that I’ve heard is that with Covid-19, they found other sources to promote our lobsters, such as supermarkets, cooking them at home, etc., Well now, all of these sources that were closed are opened up, such as cruise ships, restaurants, take out shacks and traveling food wagons. Just for an example, there is a popular take out that features lobster rolls. Our daughter took a video of the long lines that were waiting there to buy one of these lobster rolls, it was unbelievable! People are here, they are visiting Maine and are eating our lobsters (and I presume, lovin’ it)!

It only seems fair, since a lobsterman cannot set his own price for his lobsters, (unless selling them on the side of the road), that we should have a compensated and fair price for our efforts. “Simon says that you will receive \$3.00 a pound for your product,” as an example. We are being hit from every direction, whales, windmills, inflation, low prices for our product while people are loving our product that we are well-known for. Can you imagine what Maine would be like if the lobstermen were no longer here? Tourists would be coming to Maine to visit shops that belong to other tourists that have moved here. “Simon says, just imagine.”



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Maine Dept. of Marine Resources

Shark Safety Message from Maine DMR

Summer is in full swing and more people are enjoying time on our coastal waters. The Maine Department of Marine Resources wants to remind swimmers, paddlers, and surfers to be safe while in or on the water.

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>

Colin MacDonald Promoted to Marine Patrol Captain

AUGUSTA - Colin MacDonald, an 18-year veteran of the Maine Marine Patrol, has been promoted to the rank of Captain.

In the new role, Captain MacDonald will be responsible for planning, directing, overseeing, and evaluating all activities within Marine Patrol’s Special Services Division which includes the Underwater Recovery Team, the Maritime Security Team, the Firearms Team, and the Whale Disentanglement Team.

Captain MacDonald will also oversee

Continued on Page 19



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Commercial Fishing News

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

From the Director -

How is everyone doing this season? I can honestly say that this is one of the most unusual seasons I’ve seen in a long time. The struggle is on, with whale rules, court cases, wind mills, still unproven for the safety of our wildlife, and crazy low lobster prices being blamed on Covid-19 and overhead such as bait and fuel higher than ever before. How do we plan to survive this? Perseverance...

As an association, we have been focusing on things such as safety for our next generation. There are many factors to take into consideration when it comes to our lobster industry. We had a R.E.D. Board meeting a little while ago, which is the Maine Lobster Plate Fund, which D.E.L.A. is part of. The funds are appropriated for Research, Education and Development. When the funds reach a certain level, it is time to use them

for the purpose that it is intended and to make sure that it does not go into the General Fund. At this point in time, the funds have always been allocated appropriately. We have a very strong Board with the best intentions for our industry. One of the top concerns is for research, due to a slight decline in our lobster population. Is this due to climate change? These are all topics that we need to look at. Remember, it was established that bait also needs approval for safe use for the lobsters as well as the fishermen handling the bait. We must be careful what we use for bait and make sure that it is approved by the Department of Marine Resources for safety.

Under the Education side of this, we need to know what the overhead would be for safety courses in coastal communities, so they can have the opportunity to host safety for our next generation. The kids are

very interested in taking the safety course as well as their parents are willing to oversee and help participate any way that they can be helpful. With all of these new rope rules, especially “weak links” and ropes that break easily, we need to be sure that they know the safety side of lobstering.

We are still involved in participating in the Maine Fishermen’s Forum meetings and doing our best for a live 2023 Forum. Unfortunately, we need to bring it to your attention that this will be Chilloa Young’s last year as Forum Coordinator. We are seeking applications from any of you that may be interested. It is best to establish the position fairly early so that person can work closely with Chilloa and learn the job first hand. This includes the entire Young Family, Chilloa, Mike and Loalee, who have all worked as a team to put the Forum together and help it to run smoothly. They have all done a wonderful job over the years and have been a pleasure to work with! We will miss them.

If you are interested, please contact me at dassatt711@yahoo.com, as I am on the Board of Directors. I will pass your information or interest along to the Board.

We would like to extend our condolences to the Family of James “Jim” Acheson of Portland, ME, who passed away unexpectedly June 28 at the age of 84. Jim was a faculty member of the University of Maine from 1968 - 2013. He authored over 90 articles in professional journals and wrote five books including *The Lobster Gangs*

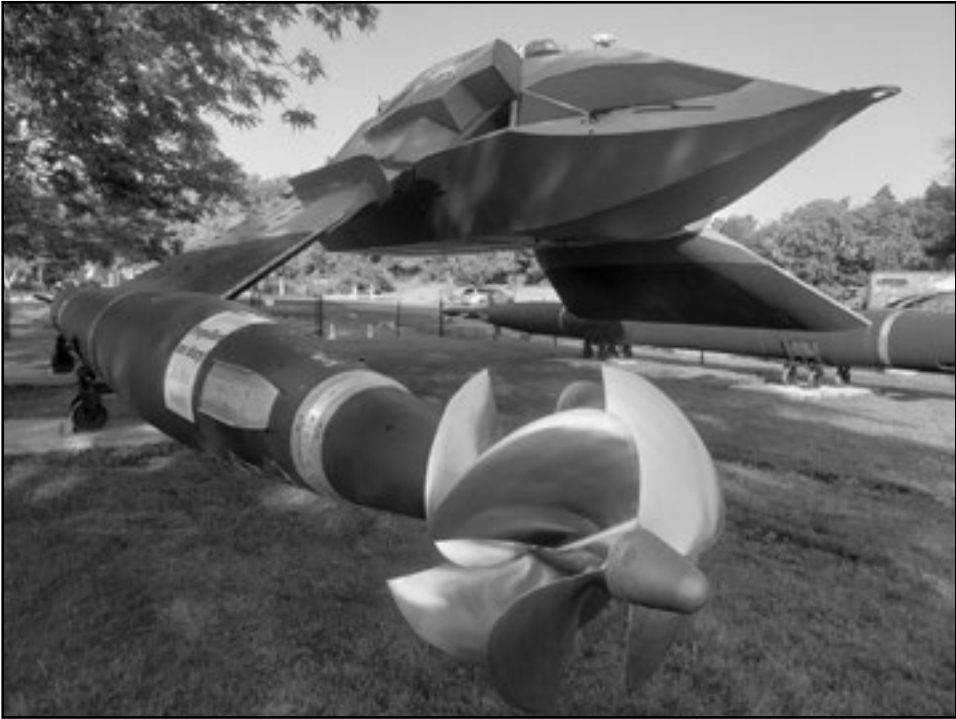
of Maine, and Capturing the Commons, Devising Institutions to Manage the Maine Lobster Industry. I had the pleasure of working with Jim at the Lobster Institute Board meetings at the University of Maine. May he rest in peace, he was a good man and such an asset to the Maine lobster industry.

The U.S.C.G. is beginning meetings this week for the Approaches to Maine, New Hampshire and Massachusetts for Port Access Study. These meetings are concerning the placement of windmills along the coast of the Atlantic states. They need to evaluate the adequacy of vessel routing. An interactive map of the study area can be found on the Northeast Ocean Data Portal. The Coast Guard is seeking all comments that address impacts to navigation in the area of study resulting from factors such as offshore development, increased vessel traffic, changing traffic patterns, weather conditions, or navigational difficulty.

To review the docket or to submit your comments online, go to <https://www.regulations.gov/document/USCG-2022-0047-0017>. Please weigh in on this, as it is very important to our industry’s future and well-being.

Once again, please consider joining our battle to preserve and maintain our lobster industry. Whether you are a fisherman or a concerned citizen, we surely appreciate your help! There are membership forms on this page in the paper. Join us, we will survive this battle together!

Thank you, Sheila



This is the GHOST, which for years was on the state pier in Portsmouth, NH. She disappeared in the spring and is now sitting next to the submarine ALBACORE in Portsmouth.

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

ATLANTIC HERRING
MANAGEMENT BOARD
(AUGUST 2, 2022)
Meeting Summary

The Atlantic Herring Management Board met to review the 2022 Management Track Stock Assessment and Peer Review Report; receive an update on the portside sampling program for Atlantic herring; and receive an update from the New England Fishery Management Council (NEFMC).

The Board received a presentation of the 2022 Management Track Stock Assessment for Atlantic herring conducted by NOAA's Northeast Fisheries Science Center (NEFSC). The 2022 assessment found the stock to be overfished but not experiencing overfishing. The methods for calculating the biological reference points and projections were updated to (1) account for mortality from the fixed gear fishery and (2) to use a subset of the recruitment time series from 1992-2019 based on analysis suggesting a shift in environmental conditions since 1992 affecting recruitment. The NEFMC's Scientific and Statistical Committee is meeting on August 4, 2022 to review the assessment results and develop recommendations for 2023-2025 fishery specifications, which will be considered at the NEFMC September meeting.

The Board received an update on the Maine Department of Marine Resources' (DMR) portside sampling program, which includes Atlantic herring biological sampling, spawning sampling, and bycatch sampling (e.g., for river herring), as well as additional sampling for other species. For Atlantic herring biological and bycatch sampling, Maine DMR collects and processes samples along the coast from New Jersey up to the Canadian border. The data products from the program directly inform Atlantic herring stock assessments and management. Funding from the Atlantic Coastal Cooperative Statistics Program, which has supported the program's data collection, will expire at the end of 2023. As a result, DMR would be unable to collect biological samples out of state and unable to conduct portside bycatch sampling. To address this, the Board identified two potential approaches: (1) states can collect samples themselves and send to Maine DMR for processing, or (2) secure alternative funding source(s) for DMR data collection. Commission staff will coordinate discussions among state agencies over the next several months and will report back to the Board at a future meeting.

The Board received an update from

the NEFMC on 2022 Council priorities for Atlantic herring and the June 2022 NEFMC meeting. In July 2022, the final rule was published for Framework 9 to the federal Atlantic Herring Fishery Management Plan, which establishes a herring rebuilding plan based on the Council's biomass-based acceptable biological catch control rule, and adjusts accountability measure catch threshold triggers. At its June 2022 meeting, the NEFMC agreed to pause for the summer further work on Framework 7, which considers protection for spawning adults on George's Bank. The NEFMC also discussed the current status of Industry-Funded Monitoring (IFM). The NEFMC took no action related to IFM considering IFM for Atlantic herring will be on hold after April 2023 without federal funding, and considering there is a required IFM program review in 2023. Details and materials from the June Herring Committee meeting are available here, and from the June NEFMC meeting are available here.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at EFranke@asmfc.org or 703.842.0740.

Motions
No motions made.

AMERICAN LOBSTER MANAGEMENT BOARD
(AUGUST 2, 2022)
Meeting Summary

The American Lobster Management Board met to consider a number of items: (1) an update on a recent Court ruling in the Center for Biological Diversity versus Secretary Raimondo and the Maine Lobstermen's Association case; (2) implications of proposed measures in Draft Addendum XXVII on increasing protection of spawning stock biomass of the Gulf of Maine/Georges Bank stock; (3) updates from NOAA Fisheries on actions related to North Atlantic right whales; (4) an update on federal rulemaking to implement effort control measures and harvester reporting; (5) nominations for Advisory Panel membership; and (6) election of a Vice Chair.

NOAA Fisheries provided an overview of the recent Judge James Boasberg Ruling in the US District Court for the District of Columbia in a case brought by the Center for Biological Diversity and several other environmental organizations versus Secretary Raimondo and the Maine Lobstermen's Association. On July 8, the Court held that aspects of the 2021 Biological Opinion and

the 2021 final rule violated federal law. It concluded that that NOAA Fisheries violated the Endangered Species Act by failing to satisfy the Marine Mammal Protection Act's (MMPA) "negligible impact" requirement before setting the authorized level of lethal take in its incidental take statement, and that NOAA Fisheries breached the time requirements mandated by the MMPA in the 2021 final rule. Additional briefing hearings to determine the action(s) the agency must take moving forward will be held in the next several months and a final decision from the Court will follow.

The Board discussed Draft Addendum XXVII on increasing protection of spawning stock biomass of the Gulf of Maine/Georges Bank stock. In January 2022, the Board approved the Draft Addendum for public comment; however, the ISFMP Policy Board postponed public hearings to allow additional time for the Board to consider upcoming information on stock condition and to better understand current or new right whale rules that could benefit the lobster stock, and to give states the opportunity to safely hold in-person scoping meetings with their lobster industry ahead of Commission public hearings. Since January, Board members have raised concerns that the proposed management measures in the Draft Addendum could have implications for international trade. Specifically, the Magnuson-Stevens Act prohibits the import and sale of lobsters smaller than the Commission's lowest minimum possession limit; thus, if the minimum gauge sizes proposed in the Draft Addendum were implemented as possession limits, it would impose additional limitations on lobster imports. The Board agreed to delay consideration of public hearings until the Annual Meeting so that the Plan Development Team can investigate this issue and propose changes to the Draft Addendum to mitigate potential impacts.

NOAA Fisheries provided two presentations on recent actions related to North Atlantic right whale conservation. First, Dr. Caroline Good provided a summary of the recently published proposed rule to modify the North Atlantic right whale vessel speed rule to further reduce the likelihood of lethal vessel collisions. The changes would expand the spatial boundaries and timing of seasonal speed zones along the U.S. East Coast. The proposed rule would also require the mandatory speed restrictions of 10 knots

or less for most vessels 35–65 feet in length. Additionally, the changes to the speed rule include the creation of a mandatory dynamic speed zone program establishing temporary 10-knot transit zones when right whales are detected outside designated Seasonal Speed Zones. NOAA is seeking comment on the proposed rule through September 30, 2022. Second, Dr. Jon Hare presented NOAA's Draft *Ropeless Roadmap*, which was released last week. The document describes the current state of on-demand fishing and outlines a roadmap for this technology to be adopted in U.S. East Coast commercial fisheries in order to reduce large whale entanglements. On-demand fishing gear removes static vertical buoy lines from the water column by allowing fishermen to use a remote retrieval system to trigger the release of a buoy line or other mechanism to haul gear to the surface when needed. The *Roadmap* discusses next steps for future research, engagement, and policy change that would enable the continued development of on-demand fishing. The Board requested the Commission submit comments on both the proposed changes to the speed rule and the Draft *Ropeless Roadmap*.

NOAA Fisheries provided an update on another proposed rule published on July 11, 2022 that aims to align federal regulations for the lobster fishery with the intent of Amendment 3 to the Commission's Interstate Fishery Management Plan for American Lobster and the Atlantic Coastal Fisheries Cooperative Management Act. Based on the Commission's recommendations in Addenda XXI and XXII to Amendment 3, NOAA Fisheries is proposing to establish individual and aggregate trap caps in Lobster Conservation Management Areas (LCMA) 2 and 3, and is proposing to institute mandatory coastwide electronic harvester reporting for all federal lobster vessels as recommended in Addendum XXVI. The proposed ownership caps and trap cap reduction measures are intended to reduce fishing exploitation and latent effort in the trap fishery by scaling the fishery to the size of the Southern New England lobster stock, and the proposed harvester reporting requirement is intended to improve the spatial resolution of harvester data, and improve and expand the collection of fishery effort data. The Board supported implementation of the harvester reporting requirements as soon as possible, but requested that the rule

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ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

be split to allow additional time to comment on the proposed trap caps in LCMA 2 and 3.

The Board approved three nominations to the American Lobster Advisory Panel: Eric Lorentzen, a commercial harvester, and Todd Alger, a recreational diver from Massachusetts, and Chris Welch, a commercial trap harvester from Maine. The Board also elected Patrick Keliher of Maine as Vice Chair. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to postpone consideration of public hearings on Draft Addendum XX-VII until the Annual Meeting to allow the PDT time to address challenges raised by existing MSA language regarding possession of lobsters smaller than the lowest minimum size limit specified in the American Lobster FMP. This could include language which differentiates harvest vs. possession limits to reduce impacts on dealers and processors. The LEC should also review new language that may be suggested by the PDT.

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

Move to approve Advisory Panel nominations for Eric Lorentzen and Todd Alger from Massachusetts, and Chris Welch from Maine.

Motion made by Mr. McKiernan and seconded by Mr. Keliher. Motion stands approved.

Move to elect Commissioner Pat Keliher of Maine as Vice-Chair of the American Lobster Management Board.

Motion made by Mr. McKiernan and seconded by Mr. Hasbrouck. Nomination stands approved.

ATLANTIC STRIPED BASS MANAGEMENT BOARD (AUGUST 2, 2022)

Meeting Summary

The Atlantic Striped Bass Management Board met to review the draft Fishery Management Plan (FMP) Review and state compliance for fishing year 2021, provide guidance to the Technical Committee (TC) on responding to the 2022 assessment if a reduction is needed to achieve stock rebuilding, and consider next steps for Draft Addendum I to Amendment 7 regarding commercial quota transfers.

The Board considered the FMP Review for the 2021 fishing year. In 2021, total striped bass removals were estimated at 5.1 million fish, which is about the same as removals in 2020. Commercial harvest

accounted for 12% of total striped bass removals in 2021, commercial dead discards accounted for less than 2%, recreational harvest accounted for 36%, and recreational release mortality accounted for 50%. Based on annual state compliance reports, the Plan Review Team (PRT) determined that all states in 2021 implemented a management and monitoring program consistent with the provisions of the FMP, with three inconsistencies. The Board did not raise any discussion or action regarding those inconsistencies, and approved the FMP Review and state compliance reports for fishing year 2021.

The Board received a TC report requesting Board guidance on responding to the 2022 stock assessment if a reduction is needed to achieve stock rebuilding. The 2022 stock assessment update is currently in progress with results expected in October 2022. If the 2022 assessment indicates there is a less than 50% chance of rebuilding the stock by 2029 and at least a 5% reduction in removals is needed to achieve rebuilding, then the Board may adjust management measures via Board action. Thus, the TC will provide the Board with a set of potential options to achieve the reduction, if needed, for consideration at the November 2022 Board meeting alongside the assessment results. The Board agreed that if a reduction is needed, the Board vote to select final measures would occur at a special Atlantic Striped Bass Board meeting via webinar to be scheduled for December 2022.

Regarding existing Addendum VI conservation equivalency (CE) programs, the Board supported the TC's recommendation to use the current set of 2021 management measures and resulting level of 2021 removals as the starting point for calculating the potential reduction. The TC would develop a new set of management measures that would achieve the required reduction relative to the 2021 commercial quotas and 2021 recreational size limits/bag limits/seasons.

The Board requested the TC develop options for two methods of splitting the reduction between the commercial and recreational sectors: (1) an equal percent reduction for both sectors and (2) a different percent reduction for each sector weighted based on proportion of total removals. To achieve the reduction in the commercial sector, the TC will develop options for commercial quota reductions. If time permits before the next Board meeting, the TC will conduct an exploratory analysis of how setting a consistent size or slot limit across both the commercial and recreational fisheries could affect the rebuilding timeline. To achieve the reduction in the recreational

sector, the Board requested options for the ocean that would either shrink or shift the current ocean slot limit. Additionally, the Board noted seasonal closure options could be considered if adjusting the slot limit does not achieve the required reduction; any ocean seasonal closure options would be no-harvest closures with flexibility for states to select closure dates. For Chesapeake Bay recreational options, the Board requested options for a Baywide slot limit or maximum size limit (e.g., 36" maximum), as well as options for seasonal closures, including Bay state-specific seasonal closure options.

The Board considered next steps for Draft Addendum I to Amendment 7 (formerly Draft Addendum VII to Amendment 6) to consider allowing voluntary commercial

quota transfers in the ocean region between jurisdictions that have commercial quota. The Board initiated the draft addendum in August 2021 as a way to provide immediate relief for states instead of pursuing a full quota allocation discussion. The Board discussed concerns about quota transfers raised by the Plan Development Team (PDT), and the Board requested the PDT conduct additional analysis to address those concerns, including the concern about transferring quota between states with different commercial size limits. Additionally, the Board added provisions to the range of options to consider allowing the Board to set certain parameters for quota transfers each year. The PDT will

Continued on Page 24



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Boat And Ship Yard News



Work is progressing on the model of OREGON at BlueJacket Shipcrafters in Searsport. This is being created as a new kit, which will be out later this year.



This Bridge's Point 24 is being completely renovated by Bridge's Point Boat Company in West Tremont. She is expected to be launched this fall.

Bridges Point Boat Company West Tremont

One of the prettiest designed sailboats is the Bridge's Point 24. Bill Wright currently is the builder of the Bridge's Point 24 and on the shop floor is hull #36. She was laid up by Bridge's Point Boat Yard in Brooklin and then was finished out by Pert Lowell Co. in Newbury. Somehow she went to the bottom, was salvaged and the restoration was started by someone else. This person realized that this was more than what he bargained for

and offered the boat to Bill. Everything was stripped off the deck and since the deck was stripped built, that was removed and the interior was sandblasted by the other person. So, when she arrived at the shop she was a stripped out hull. Bill has built the forecastle and cockpit. She originally had a Wester-beke, but that has been changed to a 12-hp Nanni. Bill added, "It is the same footprint. I usually use the smaller one, which is the 10 because you don't need 14 hp, but the former restorer made that decision. However, what



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Photo Anne Blanchard

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Boat And Ship Yard News



The lobster boat BETH SAID YES hauled up at Rich's Boat Yard in West Tremont. She is a Young Brothers 40 powered with a 700-hp Cummins and hails from Bar Harbor.

you get with a 14 is an oil change pump, an electric shut off and a much nicer display.”

The interior has been built and painted and just waiting to go in. The varnished items were to arrive shortly. The curved seats have been fitted and presently, Bill was working on fitting the coamings.

Bill went through the Apprentice program at the Maine Maritime Museum in Bath. He was there when Arno Day was on of the teachers he added that one of his classmates was Jesse Lowell. Bill grew up on Cape Cod as his father worked at Wood’s Hole Oceanographic Institute in Wood’s Hole. His introduction to sailing was in a 31-foot Tancock Whaler, built by Ralph Wiley in Oxford, Maryland in the 1930s. She had unfortunate end, when she grounded in the Chesapeake under her new owner and was broken up. Bill worked at Strawberry Banke in Portsmouth, New Hampshire and while

there he bought a 26-foot gaff-rigged Crock-er, built by Myron Cowden of Amesbury, Massachusetts. Bill said, “He built the boat so it would fit under the old chain bridge so it had to be x-tall. It was kind of a funny boat. It looked really short rigged, kind of clumsy, but it sailed great. When we moved up here, I sailed it up from Rye, New Hampshire. We had that here for a number of years and once we had our daughter it wasn’t big enough to cruise in with three people. Then I went to the dark side and I got a fiberglass Able Marine 32, and that is what I have now but it never sees the water.”

Bill was introduced to the Bridge’s Point 24s when his father purchased Hull #23 from its original owner from East Blue Hill and he took her to Cape Cod. He sailed her for about 15 years and gave up sailing

Continued on Page 18



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Boat And Ship Yard News



This Calvin Beal 42 is being finished off as a lobster/sportfisherman for a customer from Rhode Island. She should be launched this fall.



This Holland 32 was refurbished last winter at Kittery Point Yacht Yard in Eliot and here she is back for some minor work before heading back to the fishing grounds.

Continued from Page 15.

when he was 89 years old. She is now out in the storage building, but needs some TLC. Bill is planning to restore her, sell the Able 32 and sail his father's Bridge's Point 24.

Bill likes that she is a very traditional, classic looking boat. He said, "It looks like a wooden boat. Full keel, stable, nice big cockpit, comfortable to go overnighting in if you want and if you are crazy you can cruise in it. She sails great. It is quick. It doesn't turn as fast as like a J-24 would, but it has a full keel. It doesn't take much wind to get her moving. She is a 6-6½ knot boat. I sail it with just a 100% jib and full main and in most breezes that is all you need."

What comes after this rebuild? Bill has had several calls for new construction, but

no one has committed as yet. Usually people do not order until late summer or early spring for a next year delivery. He said he is not committing to anything until the one on the floor is done and out the door.

Doug Dodge Beals

The new boat, a 26-foot wooden boat with hard chines, UNCLE HAROLD, went over a couple of days before the Moosabec Lobster Boat Races. When asked how she went, Doug said, "Well, the first day we blew the water pump, so we really didn't get a good chance to try it. Got up to 43 on GPS. I thought I fixed the water pump. I took it out and had it pinned, but she still wouldn't cool so I switched over to my other system and she cooled but I forgot to retard the spark so

I blew two pistons. When she was doing 43 she was turning 5600 and before she blew she was turning 6000, so I gained 300 so we estimated we were probably doing around 45."

Doug was really pleased with how the boat came out and how she performed. He said, "She is smooth as silk. I was surprised how steady she is for her width. That chine... the water pressure is bearing right on them corners. She just kind of jumps totally up and she is out as far back as where I am standing, about the last 3 feet of the chine. She is throwing spray down, nothing up by, so we're good. I am already thinking of the next one."

He was hoping for more speed than BRENDA and he got five more mph. When she was launched she was powered with a 350 ci Chevrolet. He explained, "A 350 bored 60 over. She had already been bored 30 because it was a Mercruiser rebuilt that I got from John Church. John put it in his Chris Craft well, they put the engine in the boat somewhere up towards New Hampshire. I went with him to get it and they had put the hatch over it, but they didn't cover it and rain got in it. They went to start her and she was stuck on number 2 cylinder, which is the right bank front cylinder. They had to take her out and take her apart, but when they did, they damaged the cylinder, big gouges in it. Anyway, John wanted the diesel I had in the BRENDA and he said, I don't need this engine, you can have it so that is how I ended up with it. The first year I used her in the BRENDA for lobster fishing, she turned 3,900 was doing about 24-25 and in 2017 she was turning 5,700 and we was doing just about 40. At that time the top end was aluminum heads and air gap intake went from a 600 to 700 cfm carburetor and a different cam. It is a Vortex engine, so they have got the rear main seal on the outside which is a good feature. I am swinging a 19-inch diameter and a 23-inch pitch propeller with quite a rugged cup in it. Everything that I had in the BRENDA, everything is the same so I could compare the two hulls. This boat is longer but it is not quite as wide. The BRENDA is 8-foot 4-inches, this one is 8-foot but she is only 7-feet on the waterline at the transom. BRENDA was 8-feet on the transom. I am happy with it."

The 350 is out and apart on the shop floor. Doug is now getting ready to repower, saying, "I am putting this Olds 455 in her. The only modifications is the air gap intake, roller rockers, but everything else is stock. I am looking at the future and I bet another Chevy, a bigger engine, around 800 hp, that would be enough. 800 hp would push this thing close to 70. The VOOP had 840 hp and she did over 70 and I think this will sail better than the VOOP."

He said that he would like to build an-

other one, but lighter, out of fiberglass. He said he would take the building moulds, strip plank and then glass inside and out and only have a spray hood.

Doug says he will be ready for next season and will run her on her own bottom to all the races, starting with Boothbay.

Boat School Reunion

On 30 July the Boat School celebrated their 50th anniversary at WoodenBoat in Brooklin with a cookout organized by Al Strout, one of the first-year students. Doug was the teacher there for the first two years and went to the reunion. He said, "We went out for a ride on what we called the School Boat. I didn't realize she was that big. She was way ahead of her time, 31 x 11. I made the half model. We did all the lofting and that was at Calais. Then they moved to Lubec. It was going to be a 30-footer, but the oak was good so I made it 31. Penio sawed the lumber at his cost, all the oak and cedar, and when my uncle's shop burned I saved a 455 Buick and we used that engine. I taught the engine course at the school and we rebuilt that 455 Buick. Went all through it and Rier Buick donated all the parts and a transmission with a water cooled manifold. When we got done we launched her into the St. Croix River and headed for Eastport. Whoever has taken care of this boat, it is beautiful. I mean it is better than when we built it at school. They put a different pilothouse on it because that one of course got rot. That was built with marine plywood and plywood back then was good...you could keep paint on it. The roof, sides was cedar, and instead of putting a V-windshield they just put one straight across. It looked good. The hull looked good. I checked out the ribs that I could see, the sheer clamp was nice and hard. They have got a Mercruiser small block 383 cu in for power and she kicks right along. It was a good time. Good to see some of the students."

Those in attendance, in addition to wives and others, included: Don Banman, Brett Blanchard, Peter Buxton (1982), Matt Davis, Antonio Dias (1975), Keith Dibble (1978), Phil DosLauriers, Eric Dow, Daniel Harrison, Tim Horton (1972), Jeff Morse (1977), Randy Nichols (1977), Dean Pike (1980), Robin Rier, Greg Rossell, Richard Stanley (1982), Jerry Stelmok, Al Strout (1972), Rollin Thurlow.

Friendship Boat Friendship

On the shop floor they have a Calvin Beal 42, which they are finishing out for rod and reel and lobster fishing for a customer from Rhode Island. She has a split wheelhouse, V-berth and a couple of cabinets down below, a 400-gallon fuel tank, two lobster tanks, wet exhaust and is powered with a 675 hp Scania diesel. She should



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Boat And Ship Yard News



This is a wooden lobster boat built by Nick Heimanan (sp?) of Essex, MA, which will be hauled and completely rebuilt this winter at Otis Enterprises in Searsport.

be finished the end of summer or early fall depending on the availability of items. The engine is not arriving until September as they are waiting on the gear.

Back a couple of months they finished off a Calvin Beal 36, also powered with a 675 hp Scania. She was finished out as a split wheelhouse lobster boat for a fisherman from Martha's Vineyard. They also removed the transom as he has been forced to fish 10 trap trawls.

SS Boats Sedgwick

Presently on the floor Shawn Snow is laying up a 23-footer for Joe Sargent of Milbridge. He still had flanges and keel to

do, another double, stringers and then what he wants for a core in the transom. When this one is done they have one more on order and just shipped him a 33. They may also have a 38 South Shore hull to do for Joe.

They are also laying up hulls for John's Marine Care of New Harbor, which own the old Webber's Cove 22, 26 and 29 moulds.

Shawn also has had calls on the Northern Bay 38 mould he owns, but at present no one has put a down payment down.

Shawn shares the shop with a finisher, adding that all he wants to do is lay up hulls. Working with a finisher allows him to do just that. He added, "Not many people want to do this part of it. I don't mind...the day goes by fast."

Maine Dept. of Marine Resources

Continued from Page 10

and manage technology including cell phones, computers, radios, navigation software, and database. He will supervise Marine Patrols Central Fleet service which maintains all Marine Patrol vehicles and will oversee maintenance and operations of Marine Patrols aircraft and watercraft fleet.

He is a graduate of University of Maine at Presque Isle and holds degrees in Recreation and Leisure, Natural Resource Law Enforcement, and Criminal Justice.

Captain MacDonald began his career with Maine Marine Patrol in 2004, serving as an Officer on Mount Desert Island. He was promoted to Specialist in 2010 and assigned to the patrol vessel Dirigo. In 2014 he was promoted to Sergeant and served from the Canadian border to Stockton Springs, where he served until his recent promotion. Captain MacDonald fills a position held by Matthew Talbot prior to his promotion to Colonel in June.

"During Captain MacDonald's career he has always been committed to the commercial fishing industry and has shown a high level of effort and dedication towards resource-oriented patrol work," said Colonel Talbot "He has been involved in numerous search and rescues and recoveries over the years always serving the families and

community well and representing the Marine Patrol in a highly professional manner."

Captain MacDonald holds a US Coast Guard Masters license, National Association of State Boating Law Administrators (NASBLA) Tactical Operators certification and Officer Water Survival Instructor certification, Level 3 Whale Disentanglement certification, and is a certified Advanced Open Water Diver. He is currently both the Whale Disentanglement Team Leader and the Maine State Police/Maine Marine Patrol Underwater Recovery Team Assistant Leader.

Marine Patrol has begun the hiring process to fill MacDonalds vacant Sergeant position in the coastal section that stretches from Stockton Springs to Lamoine.



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Race 1 - Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old: 1) *Jenily*, Jennifer and Emily Noyes. **Race 2 - Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Zippin’ Too*, Jacob Noyes; 2) *Hooligan*, Matt Williams; 3) *Zippin’*, David Noyes; ***No position given:*** *Amy Catherine*, Mason Vintiner; *Minnow*, Bob Strong; and *Tidely*, Chris Morrisette. **Race 3 - Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Slice*, Jay Perrotta (46.3 mph); 2) *Casco Miss*, Dave Johnston; 3) *Mayhem*, Al Strout; 4) *Delusional*, Ron Pottle; ***No position given:*** ---, Jesse Mitchell; *Kati Elaine*, Matt Clemons; and *Pirate Boat*, Mick Munn.

Race 4 - Wooden Boat Race A, Any hp., up to 35 feet 11 inches: *No entrants*. **Race 5 - Wooden Boat Race B, Any hp., 36 feet and over:** 1) *Sand Dollars III*, Scott Dugas (20.9 mph); and 2) *Delusional*, Alan Dugas.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 6 - Class A, Four and Six Cylinder, 24 feet and over: *No entrants*. **Race 7 - Class B, V8, Up to 375 cid, 24 feet and over:** *No entrants*. **Race 8 - Class C, V8, 376 to 525 cid, 24 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling (32.8 mph). **Race 9 - Class D, V8, 376 cid and over, 24 feet and over (Non-working racer):** 1) *Downeast Nightmare*, Mark Davis (39.4 mph); and DNS) *Voop*, Jeremy Saxton. **Race 10 - Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous:** *No entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 11 - Class A, Up to 235 hp, 24 to 31 feet 11 inches: 1) *Lynn Marie*, Riley Johnson (21.6 mph). **Race 12 - Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Savage*, Colby Barnes (10.5 mph); and DNF) *Lori Ann*, Mark Davis. **Race 13 - Class C, 236 to 335 hp, 24 to 33 feet 11 inches:** 1) *Ruthless*, Bruce Hamlin. **Race 14 - Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Brandy*, Charles Johnson (28.3 mph). **Race 15 - Class E, 336 to 435 hp, 24 to 33 feet 11 inches:** 1) *Audrey May*, Randy Durkee (39.1 mph); and 2) *Guilty Pleasure*, Jake Dugas. **Race 16 - Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *K. E. II*, Scott Merryman (25.7 mph); and 2) *Karamel*, Josh Audet (24.2 mph). **Race 17 - Class G, 436 to 550 hp, 28 to 35 feet 11 inches:** 1) *Entrapment*, Tom Cloutier (30.2 mph). **Race 18 - Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Pretty Woman*, Nick Martinez (28.3 mph); and 2) *Wildfire*, Hunter Merryman. **Race 19 - Class I, 551 to 700 hp, 28 to 35 feet 11 inches:** 1) *Lil’ Lisa Marie*, Gary Genthner (37.4 mph); and 2) *Misty*, Chris Smith (36.5 mph). **Race 20 - Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Gold Digger*, Heather Thompson (39.6 mph); 2) *Danica Haley*, Carl Anderson (38.1 mph); 3) *Mean Kathleen*, Sean Clemons; and 4) *Delusional*, Alan Dugas. **Race 21 - Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *Blue Eyed Girl*, Andrew Taylor (43.5 mph); and 2) *La Bella Vita*, Jeff Eaton (42.8 mph). **Race 22 - Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** 1) *All Set*, Leif Albertson. **Race 23 - Class M (A), 40 feet and over, up to 500 hp:** 1) *Pull n Pray*, Justin Papkee. **Race 24 - Class M (B), 40 feet and over, 501 to 750 hp:** 1) *Five Stars*, Chip Johnson (37.1 mph); 2) *Alexsa Rose*, Matt Shepard (35.8 mph); 3) *Temptation*, Wayne Clemons; 4) *Long Haul*, Hugh Bowen; and 5) *Sand Dollars III*, Scott Dugas. **Race 25 - Class N, 40 feet and over, 751 hp and over:** 1) *Whistlin’ Dixie*, Andy Johnson (36.9 mph); and 2) *4 Ladies*, Tom Clemons (33.5 mph). **Race 26 - Class O. Non-working boats, any length, any horsepower:** *No entrants*.

Race 27 - Gasoline Free-for-All: 1) *Downeast Nightmare*, Mark Davis (33.7 mph); and 2) *Brown Eyed Girl*, Jim Koehling (31.4 mph).

Race 28 - Diesel Free-for-All: 1) *Blue Eyed Girl*, Andrew Taylor (42.3 mph); 2) *La Bella Vita*, Jeff Eaton (41.7 mph); 3) *Gold Digger*, Heather Thompson; 4) *Danica Haley*, Carl Anderson; 5) *All Set*, Leif Albertson; 6) *Five Stars*, Chip Johnson; 7) *4 Ladies*, Tom Clemons; and 8) *Alexsa Rose*, Matt Sheppard.

Race 29–Slowest Boat: 1) *Harry & Larry*, Steve Johnson (9.9 mph).

Race 30–Novi Boats: *No entrants*.

Race 31 - Fastest Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (43.2 mph); 2) *Downeast Nightmare*, Mark Davis (41.9 mph); 3) *La Bella Vita*, Jeff Eaton; and 4) *Gold Digger*, Heather Thompson.

WINTER HARBOR LOBSTER BOAT RACES 13 August 2022 WORK BOATS 24 FEET AND UNDER

Race 1 – Class A, Inboard, Outboard or Outdrive, any hp, must have working hauler: 1) *Daddy Didn’t Buy It*, Nathaniel Robinson (38 mph); 2) *Little Miss Abbie*, Mark Piper; and 3) *Mini Me*, Jett Joy.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 2 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: *No Entrants*. **Race 3 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Empty Pockets*, Roy Hadlock (21.6 mph). **Race 4 - Gasoline Class C, V8, 376 to 525cid, 28 feet and over:** *No Entrants*. **Race 5 - Gasoline Class D, 376 and over, 24 feet and over (Non-working racer):** 1) *Foolish*



Chip Johnson’s FIVE STARS, Justin Papkee’s PULL N’ PRAY and Matt Shepard’s ALEX-SA ROSE heading up the course in Diesel Class M(B). FIVE STARS took the win.

Pleasure, Mark Freeman (38.5 mph). **Race 6 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** *No Entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 7 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Prince of Peace*, Brian Tredwell (25 mph); 2) *Black Thundah II*, Brandon Murphy; 3) *Southern Belle*, Cole Faulkingham; 4) *Precious Gold*, Tanner Handy; and 5) *Jenny Sherin*, Myles Bierman. **Race 8 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Megan Suzanne*, Emmett Mosher (19 mph); 2) *Mr. Lucky*, Kit Johnson; 3) *Caitlyn*, David Schlaefel; 4) *Repetitive*, Colin Piper; 5) *High Maintenance*, Rachel Nelson; and 6) *Atlantic Viking*, Fred Backman. **Race 9 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (32 mph); 2) *Navigator*, Michaela Byers; 3) *Ship 4 Brains*, Lance Kennedy; 4) *Desparate Mesha*, John Rolfe; 5) *Hard to Fathom*, Matt Bernier; 6) *Meridian*, Willis Hutchins; and 7) *Jenny Kay*, Zachary Chipman. **Race 10 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Wrecking Crew*, Ivan Libby (29 mph); 2) *Ellen Louise*, Conner Rossi; 3) *Bonnie’s Brats*, Roy Whalen; 4) *Jolly Roger*, Kameron Geiger; 5) *Deedle Dee Doop*, Chris Church; 6) *Nauti By Nature*, Andrew Mosher; 7) *Maximum Effort*, Bryce Coombs; and DNS) *Skid Row*, Jacob Leach. **Race 11 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (39 mph); 2) *High Voltage*, Daniel Sawyer; and 3) *Catherine Elizabeth*, Allan Johnson. **Race 12 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley, Jr. (40 mph); 2) *Sunshine Chalet*, Brian Strout; 3) *Rich Endeavor*, Colyn Rich; 4) *My Sher E.*, Scott Young; 5) *Sea Oddity*, Herman Faulkingham; and 6) *Predator*, Ted McGuire. **Race 13 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal. **Race 14 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, William Coombs (34 mph); 2) *Bethany Grace*, Dan Beal; 3) *Tuna Wishing*, Jason West; 4) *Jolico*, Jock Temple; 5) *Kimberly Lynn*, Kyle Look; 6) *Bryce Alexa*, Wally Coombs; and 7) *Rumors*, Scott Knowles. **Race 15 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Obsession*, Ryan Lemieux (38 mph); 2) *Triple X*, Colby Oakes; 3) *Margaret E.*, Patrick Faulkingham; and 4) *Lady Lexy*, Mike Faulkingham. **Race 16 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (34 mph); 2) *Fifth Generation*, Mac Kelley; and 3) *Easy Money*, Nathan Thompson. **Race 17 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Janice Elaine*, David Myrick; and 2) *La Bella Vita*, Jeff Eaton. **Race 18 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Marie’s Nightmare II*, Jeremy Beal (56 mph). **Race 19 - Diesel Class M(A), 40 feet and over, up to 500hp:** 1) *Miss Tonia*, David Merchant (27 mph); 2) *Old School*, Chris Pope; 3) *Miss Rebecka*, Josh Trundy; 4) *Purple Haze*, Blake Alley; 5) *Luna Sea*, Don Crowley; 6) *Elaine Sue*, Daniel Backman; 7) *Samantha A.*, Rand Beattie; and DNF) *Miss Alexa*, Al McKenzie. **Race 20 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (41 mph); 2) *Miss Madelyn*, Jason Chipman; 3) *Alexsa Rose*, Matt Shepard; 4) *Hannah Marie*, Roy Whalen; 5) *51*, Billy Bob Faulkingham; 6) *AMP*, Roman Jordan; 7) *Lord Byron*, Matt Lester; 8) *Resurrection*, Phil Torrey; and 9) *Half Dozen*, Mike Bernier. **Race 21 - Diesel Class N, 40 feet and over, 751-hp and over:** Heat I: 1) *Terrie J.*, Todd Pinkham (40 mph); 2) *Natalie E.*, Dana Beal; 3) *Night Moves II*, Aaron Beal; 4) *Gavin & Dawson*, Michael Hunt; 5) *First Impression II*, James West and *Phantom*, Nic Lemieux; *Michaela Khloe*, Chris Byers; *Relentless*, Austin Schoppee; *Carpe Diem*, Ethan Whitaker; and *Grin-N-Barrett*, Dean Barrett. Heat II: 1) *She’s All Wet*, Ken Gieger (39 mph); 2) *Captain Cole*, Mike Faulkingham; 3) *Pier Pressure*, Jason West; 4) *Size Matters*, Dixon Smith; *My Girls II*, Russell Leach; *Outnumbered*, Jenna Colby; *Reverence*, Duncan Haass; *Isla & Grayson*, Travis Perry; *Katina Ashley VI*, Gary Stanwood; *Miss Lanie*, Scott Perry; and *Michaela Khloe*, Chris Byers. Finals: 1) *Terrie J.*, Todd Pinkham (41 mph); 2) *Natalie E.*, Dana Beal; 3) *Pier Pressure*, Jason West; 4) *Captain Cole*, Mike Faulkingham; 5) *She’s All Wet*, Ken Gieger; 6) *Night Moves II*, Aaron Beal; and 7) *Leitha’s Angels*, Kegin Schoppee. **Race 22. Class O. Non-working boats, any length, any horsepower:** *No Entrants*. **Race 23 – Diesel Class P “Oh My God That’s a Big Boat, 44 feet and over”:** 1) *Size Matters*, Dixon Smith; 2) *Kayla Ann*, Josh Beal; 3) *Hammer Down*, Jared Coffin; 4) *Gavin & Dawson*, Michael Hunt; 5) *Isla & Grayson*, Travis Perry; 6) *Acadian Green Waters*, Carl Guyton; and DNS) *My Girls II*, Russell Leach.

Race 24 Wooden Boat Race A, Any hp., up to 35 feet 11 inches. *No Entrants*. **Race 25 Wooden Boat Race B, Any hp., 36 feet and over.** *No Entrants*.

Race 26 – Lady Skippers. Must have a lobster license: 1) *Gold Digger*, Heather Thompson (35 mph); 2) *Navigator*, Michaela Byers; and 3) *51*, Robin Faulkingham.

Race 27 - Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman (40 mph).

Race 28 - Diesel Free for All: 1) *Janice Elaine*, David Myrick (45 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Gold Digger*, Heather Thompson; and 4) *Kimberly Ann*, Eric Beal.

Race 29 - Fastest Lobster Boat: 1) *La Bella Vita*, Jeff Eaton (46 mph); 2) *Janice Elaine*, David Myrick; 3) *Foolish Pleasure*, Mark Freeman; 4) *Gold Digger*, Heather Thompson; 5) *Marie’s Nightmare II*, Jeremy Beal; and 6) *Michaela Khloe*, Chris Byers.

MERRITT BRACKETT LOBSTER BOAT RACE RESULTS 14 August 2022

Race 1 – Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-feet

LOBSTER BOAT RACING RESULTS: HARPSWELL, WINTER HARBOR & PEMAQUID



Ryan Lemieux’s OBSESSION [Young Brothers 35; 450-hp Volvo] leading the way to the finish line in Diesel Class I.



Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Mat Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] competing in Diesel Class M(B).

and under. Age 18 and under: 1) *Jenily*, Jennifer & Emily Noyes (31 mph); 2) *Little Thing*, Devon Carter; 3) *Quick One*, Greg Carter. **No position given:** *Capt. Ed.*, Gabe Hanley; *Dillon James*, Dillion Harvey; *Four Boys*, Matt Taylor; *Little E.*, Ernest Poland; *Miss Lilly*, Blake Feltis; and *Morgan Wood*, Jason Benner. Race 2- Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet: 1) *Zippin’*, David Noyes (38 mph); 2) *Little E.*, Caleb Reed; 3) *Trump 2024*, Ernest Morton III; **No position given:** *Dirty Deeds*, Spencer Gamage; *Foggy Bottom*, Nate House; *Killer Bs*, Jared McLain; *Old #2*, Chuck Leeman; *TC 2*, Ernest Poland; and *Tipsy*, Jason Simmons. Race 3 – Clamdiggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over: -) *Slice*, Jay Perrotta; 1) *Delusional*, Ron Pottle (43 mph); 2) *Zippin’ Too*, Jacob Noyes; 3) *Trick or Treat*, Eben Lord; **No position given:** *Everlee & Oaklee*, Brent Fogg; *Knotty Secret*, Jason Simmons; *Lucky*, Donnie Benner; and *Osprey*, Brent Benner.

Race 4- Four and six cylinder gas, 24 feet and over: **No entrants.** Race 5 – Gas V-8 any cu. in. and under, 24-feet and over: 1) *Wanda Lou*, Tony Eugley (23 mph). Race 6 Gas V8 Modified: 1) *Hard to Fathom*, Gary Clifford; and DNS) *Thunderbolt*, Bruce Engert.

Race 7 – Diesel 175 hp and under, 24-feet and over: 1) *Little R. & R.*, Gregory Carter (18 mph); 2) *Wet Dream*, Caleb Sooke; and 3) *Rusty Hook*, Cole Poland. **Race 8 – Diesel 176 to 210-hp, 24-feet and over:** 1) *C-Girl*, Bob Poland (21 mph); 2) *Reva J.*, Scott Poland; 3) *Margarita*, Kurt Hallowell; and 4) *Emily Diane*, Lucas Kelsey. **Race 9 – Diesel 211 to 250-hp, 24-feet and over:** 1) *Merganser*, Don Drisko (27 mph); 2) *Outaline*, Hunter Pren-tice; and 3) *Nate & Andy*, Josh Fitzpatrick. **Race 10 – Diesel 251 to 350-hp, 24 and over:** 1) *Matt & Pat*, Mariana Feltis. **Race 11 – Diesel 351 to 450-hp, 28 to 39 feet 11 inch and**

under: 1) *Overtime*, Merritt Walton (23 mph); 2) *Eyerlee & Oaklee*, Lea Moore; 3) *Sheila & Ivy*, Bill McLean; and 4) *Loose Ends*, Tyler Cheney. **Race 12 – Diesel 451 to 650-hp, 28 feet and over:** 1) *Lil’ Lisa Marie*, Gary Genthner (41 mph); 2) *Split Second*, David Osgood; and 3) *Fugitive*, Dexter Benner. **Race 13 – Diesel, 651 to 800-hp, 28 feet and over:** 1) *Shooting Star*, Stephen Osgood (38 mph); and 2) *The Chain*, Spencer Dyer. **Race 14–Diesel 801-hp and over, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (47 mph); and 2) *La Bella Vita*, Jeff Eaton.. **Race 15 –Diesel up to 650-hp, 40 feet and over:** 1) *Lettie Elise*, Eben Wilson. **Race 16 –Diesel 651 to 800 hp, 40 feet and over:** 1) *Tory Lyn*, Adam Gamage (27 mph); 2) *Red Lady II*, Donald Wotton; and 3) *Ava Lucille*, Jason Lord. **Race 17 –Diesel 801-hp and over, 40 feet and over:** 1) *Five Stars*, Chip Johnson (36 mph); 2) *4 Ladies*, Tom Clemons; and 3) *Vicious Cycle*, Max Moody.

Race 18, Novi Boats: 1) *Highlander*, Kyle Westhaver.

Race 19 – Wooden Boats, diesel or gas, 24-feet and over: 1) *Merganser*, Don Drisko (28 mph); and 2) *Reva J.*, Scott Poland.

Race 20 – Gas Free-for-All, 24-feet and over: 1) *Wanda Lou*, Tony Eugley (23 mph).

Race 21 – Diesel Free-for-All, 24-feet and over: 1) *Blue Eyed Girl*, Andrew Taylor (48 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *5 Stars*, Chip Johnson; and 4) *4 Ladies*, Tom Clemons.

Race 22 – Fastest Lobster Boat Afloat, Must place 1, 2 or 3 in races 17 or 18 to qual-ify: 1) *Blue Eyed Girl*, Andrew Taylor (49 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *5 Stars*, Chip Johnson; 4) *4 Ladies*, Tom Clemons; and 5) *Wanda Lou*, Tony Eugley.

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Also Shipwreck Index and Chronological listing!

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Creating an encyclopedia and a chronological history of events.

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

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Nine Races Down - Two to Go!



Winning Heat I and the finals in Diesel Class N was Todd Pinkham’s TERRIE J. [South Shore 42; 750-hp FPT] and second was Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT].

Continued from Page 1

SW46; 1,000-hp Caterpillar].

In the Gasoline Free-for-All it was all DOWNEAST NIGHTMARE followed by BROWN EYED GIRL.

Eight boats were on the line for the Diesel Free-for-All and the finish was as expected: BLUE EYED GIRL, LA BELLA VITA and GOLD DIGGER.

There were no entrants in the Slowest Boat Race until Steve Johnson jumped in with HARRY N’ LARRY [34’ Dragger, 175-hp] and streaked up the course with a speed of 9.9 mph.

There was no entrant in the Novi Class even though there was a Novi or two there. The win, or even second, would have certainly netted them a lot more than the entry fee.

The winner of the final race of the day was anyone’s guess. The question was would DOWNEAST NIGHTMARE have enough to get by BLUE EYED GIRL? As they made their way up the course it was obvious that BLUE EYED GIRL had the lead with DOWNEAST NIGHTMARE right on her transom, which is how they finished. Third went to LA BELLA VITA.

The race committee was more than pleased with the move as Mitchell Field opens up a lot of options. My only thought was may be moving the course in closer and have the finish right off where the pier used to be so those on shore got a better view.

Just four races left! Next race will be at Winter Harbor on 13 August followed the next day by the Merritt Brackett Lobster Boat Races at Pemaquid on 14 August.

WINTER HARBOR LOBSTER BOAT RACES 13 August

Last year we had more than our fair share of rain taking place on race day. However, this year has been much better. One could not ask for a more perfect day with bright sunshine and a nice light sou’west breeze. Sign-ups had begun Friday night and when sign-ups were closed Saturday morning, we had 100 entrants. There were just three racers in the Work Boat Class and two in the Gasoline Classes. All the diesel classes had more than one entrant, except one, which we combined with another. Usually there are a lot of boats over 40 feet, but there was not as many this year. The only class I had to break up was Diesel Class N as there were 22 racers entered.

We knew that Cameron Crawford’s WILD WILD WEST [West 28; 1,050-hp Isotta] would not be racing. Right around the first of August Glen Crawford was on his way into his shop, C&C Machine in Ellsworth, from his home in Lamoine on his motorcycle and he tangled with a deer. He was pretty banged up, including three breaks in his shoulder, which was going to need surgery. The boat needed some minor work to her cooling system, but that was now out of the question and she

would be on the hard for the rest of the year. Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] developed some mechanical issues when she set the record at Moosabec. He called to say that we needed to change the boat’s name to “Old Smokey.” He had made repairs but thought he should have replaced another of the pistons. He still planned to be there but was not sure just how long the engine would last.

The best battle of the day was between David Myrick’s JANICE ELAINE [Northern Bay 38; 815-hp FPT] and Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT]. JANICE ELAINE for the top spot.

After getting situated on the finish line racing began with a good number of spectator boats on either side of the course.

Three boats came to the line for the one Work Boat Class and Nathaniel Robinson’s DADDY DIDN’T BUY IT [Passamaquoddy 24; 250-hp Mariner] jumped right into the lead at the drop of the flag and went on for an easy win.

Just two boats were in the Gasoline Classes, one in Class B and the other in Class D. Roy Hadlock’s EMPTY POCKETS [Crowley 28; 350 Chevrolet] won Class B and Mark Freeman’s FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker] won Class D.

Five boats were on the line for Diesel Class A with the win going to Brian Tredwell’s PRINCE OF PEACE II [West 28; 220 hp John Deere] followed over by Brandon Murphy’s BLACK THUNDAH II [Repeco 30; 210-hp Cummins]. Six boats came to the line for Diesel Class B and Emmett Moshier’s MEGAN SUZANNE [Young Brothers 33; 210-hp Cummins] slipped by Kit Johnson’s MR. LUCKY [Duffy 35; 225-hp John Deere] right before the finish line. Seven boats came to the line in Diesel Class C and it was no surprise watching Roy Fagonde’s LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] gain separation from the rest of the competition and get the win. Second went to Michaela Byer’s NAVIGATOR [Duffy 31; 315-hp Isuzu]. With the drop of the flag Ivan Libby’s WRECKING CREW [Libby 38; 305-hp Caterpillar] jumped right into the lead and never looked back. She was followed over by Conner Rossi’s ELLEN LOUISE [RP 35; 300-hp John Deere]. Three very competitive boats were entered in Diesel Class E, but the early favorite, who has been the dominate boat this year, had to be Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins], which did not disappoint. But right on her stern was Daniel Sawyer’s HIGH VOLTAGE [AJ-28; 400-hp Yanmar] followed by Allan Johnson’s CATHERINE ELIZABETH [AJ-28; 350-hp Yanmar]. Another dominate boat this year has been Winfred Alley’s FAITH MELLE [Libby 34; 425-hp Cummins] in Diesel Class F. He was facing off against five others, but none had enough to stave off his win. Second went to Brian Strout’s SUNSHINE CHALET



Dixon Smith’s SIZE MATTERS grabs first in Diesel Class P (Oh My God That’s a Big Boat, 44 feet and over) with second going to Josh Beal’s KAYLA ANNE.

[Mitchell Cove 35; 425-hp John Deere] followed by Colyn Rich’s RICH ENDEAVOR [Osmond 37; 430-hp Cummins]. The only entrant in Diesel Class G was Dana Beal’s RIGHT STUFF [Libby 34; 500 hp Cummins]. She has been the dominate boat the last several years in this class, but this is only her second race of the year. Dana has been racing his new boat, NATALIE E. [Libby 41; 1,000-hp FPT] for the most part. Seven boats were on the line for Diesel Class H and the win went to Willie Coomb’s MELYNDA M. [Wayne Beal 36; 500-hp FPT] took first followed by Dan Beal’s BETHANIE GRACE [Libby 38; 500-hp FPT]. Ryan Lemieux’s OBSESSION [Young Brothers 35; 450-hp Volvo] led the way to the finish line in Diesel Class I. Right on his transom was Colby Oakes’ TRIPLE X [Mitchell Cove 35, 650-hp Scania]. No one was surprised to Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] led all other competitors in Diesel Class J to the finish line. Second went to Mac Kelley’s FIFTH GENERATION [Calvin Beal 36; 600-hp Caterpillar] followed by Nathaniel Thompson’s EASY MONEY [Calvin Beal 36; 600-hp Cummins]. Next up was Diesel Class K, which pitted the two top diesel boats together and then win went to David Myrick’s JANICE ELAINE [Northern Bay 38; 815-hp FPT] and Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] right on her transom. Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] made her way down with Diesel Class J as she was the only entrant in Diesel Class L with a speed of 56 mph. One could see a little smoke coming from her exhaust, but it looked as though she would be good to go in the free-for-alls. Eight boats were on the line for Diesel Class M(A) and the top spot would be likely be between David Merchant’s MISS TONIA [Libby 41; 500-hp Cummins] and Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins]. When the flag dropped MISS TONIA slowly worked out into the lead followed by OLD SCHOOL and remained that way right to the finish. Right behind them there was a battle for third between Josh Trundy’s MISS REBECCA [Lowell 43; 750-hp John Deere] and Blake Alley’s PURPLE HAZE [Magna 45; 500-hp Caterpillar], which went to MISS REBECCA. There are three boats in Diesel Class M(B), Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT]; Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere]; and Jason Chipman’s MISS MADELYN [Osmond 42; 700-hp Scania], which could win. Right from the start KIMBERLY ANN got the lead and never looked back with MISS MADELYN right on her stern, followed closely by ALEXSA ROSE. Now came the Diesel Class N, which had 22 entrants so it was split into two heats with the top three boats going to the finals. The top three in heat I were: Todd Pinkham’s TERRIE J. [South Shore 42; 750-hp FPT]; Dana Beal’s NATALIE E. [Libby 41; 1,000-

hp FPT] and Aaron Beal’s NIGHT MOVES II [RP 40; 800-hp Scania]. In Heat II the top three were: Ken Geiger’s SHE’S ALL WET [Osmond 40; 800-hp Scania]; Mike Faulkingham’s CAPTAIN COLE [South Shore 42; 1,000-hp FPT]; and Jason West’s PIER PRESSURE [Osmond 40; 815-hp FPT]. This would be a good race, especially between NATALIE E. and TERRIE J. They had come up the course in Heat I side by side with the win going to TERRIE J. by half a boat length. They were side by side, but NATALIE E. just could not get by and they finished one two with the third going to PIER PRESSURE. Winter Harbor also adds in a race for the boats over 44 feet, which had seven boats on the line and this was won by Dixon Smith’s SIZE MATTERS [Libby 45’ 3”; 1,000-hp FPT] with Josh Beal’s KAYLA ANNE [Calvin Beal 44; 1,000-hp MAN] a close second.

There were no entrants in the Wooden Boat Classes, so next up was the Lady Skipper’s Race. The rule is that they must have a lobster license and fish the boat. All the money was on GOLD DIGGER and she did not disappoint with NAVIGATOR next followed by Robin Faulkingham’s 51 [Osmond 40, 700-hp FPT].

The only boat to come to the line in the Gasoline Free-for-All was FOOLISH PLEASURE.

Four boats came to the line for the Diesel Free-for-All and it was JANICE ELAINE first, followed by LA BELLA VITA and GOLD DIGGER.

All five from the Free-for-Alls came to the line for the Fastest Lobster Boat with the question being where would FOOLISH PLEASURE place. She was probably quicker out of the hole, but could she hold them off? She did for a while, but JANICE ELAINE and LA BELLA VITA slid by bow to bow and at the line LA BELLA VITA took the win by ten feet.

It was a fun day of racing and it was now onto the Merritt Brackett races at Pemaquid the next day.

MERRITT BRACKET LOBSTER BOAT RACES 14 August

It was another perfect day. Again, bright sunny skies with a light sou’west breeze.

Sign-ups were steady and when done we had 59 entrants, with 26 of them in the three skiff classes.

Right in the middle of sign-ups Bruce Engert’s THUNDERBOLT [South Shore 30; 621 Chevrolet] tied to the dock after being towed over from Boothbay. Well, it looked like we were going to see just how fast she was. They briefly started her up and it was obvious that she certainly had a lot of power. However, just before we went out to race committee boat, I was informed that she had broke something when they tried her at the dock and they were not going to be able to fix it for the races.

Nine Races Down - Two to Go!



It was a close race right to the finish line and it was Don Drisko’s MERGANSER just getting passed Hunter Prentice’s OUTALINE in Diesel 211 to 250-hp.

Remember this is not a points race as they have different classes, which allows some to race against other boats they do not normally compete with.

Rumours run rampant regarding what is taking place around the lobster boat races. One I had heard is that Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] had developed an engine issue after Harpswell. Well, when he signed up to race, I asked him about that and he said no that was not true and he proved it on the racecourse.

Nine boats were on the line for the first race (Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-feet and under), which was easily won by Jennifer and Emily Noyes’ JENILY [Corson 14; 30-hp Johnson]. Second went to Devon Carter’s LITTLE THING [14’ aluminum; 25-hp Yamaha] and third was Greg Carter’s QUICK ONE [14’ aluminum; 25-hp Yamaha]. Next up was a second skiff race (Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet) and no one was surprised to see David Noyes’ ZIPPIN’ [Corson 14; 60-hp Johnson] out in front being chased by Caleb Reed’s LITTLE E. [Mirrocraft; 25-hp Yamaha]. Eight boats were on the line for the last skiff race (Clamdiggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over). The lead boat was Jay Perrotta’s SLICE [Mako 20; 200-hp Suzuki], but he was racing just for fun. The winner was Ron Pottle’s DELUSIONAL [Corson 18; 225-hp Evinrude], with Jacob Noyes’ ZIPPIN’ TOO [Corson 15; 90-hp Nissan] second and Eben Lord’s TRICK OR TREAT [Sisu 22; 115-hp Evinrude] third.

There were no entrants in Four- and six-cylinder gas, 24 feet and over so it was onto Gas V-8 any cu. in. and under, 24-feet and over, which had just one entrant, Tony Eugley’s WANDA LOU [Repc 30; 455 ci Oldsmobile]. Since there was just one boat (Gary Clifford’s HARD TO FATHOM [RP 31; 350-hp Chevrolet]) in Gas V8 Modified they came down together with each getting the win in their respective class.

Three boats were on the line for the first Diesel Class race, Diesel 175 hp and under, 24-feet and over with the win going to Gregory Carter’s LITTLE R. & R. [26’; 140-hp Yanmar]. Second went to Caleb Sooke’s WET DREAM followed by Cole Poland’s RUSTY HOOK [32’; 150-hp]. Placing first in Diesel 176 to 210-hp was Matt Taylor’s C-GIRL [Flower’s 33, 200-hp John Deere] and Scott Poland’s REVA J. [33’ Poland; 200-hp Volvo] took second. Don Drisko and MERGANSER [33’ Calvin Beal Jr.; 230-hp Yanmar] knew they would have competition from Hunter Prentice’s OUTALINE [BHM 25; 240-hp Volvo] in Diesel 211 to 250-hp. It was bow to bow as they approached the finish line, but MERGANSER had crept into the lead and slide over with half a boat length to spare. There was just one entrant in Diesel 251 to 350-hp, (Mariana Feltis’ MATT & PAT

[Stanley 36; 300-hp 3116 Caterpillar] so she ran up with the four boats in Diesel 351 to 450-hp. The winner of Diesel 351 to 450-hp was Merritt Walton’s OVERTIME followed by Lea Moore’s EVERLEE & OAKLEE. The Diesel 451 to 650-hp, 28 feet and over race pitted Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] against David Osgood’s SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo], which was won by LIL’ LISA MARIE by over a boat length. Stephen Osgood’s SHOOTING STAR [Northern Bay 36; 750-hp John Deere] was in the next race, Diesel 651 to 800-hp, and he led Spencer Dyer’s THE CHAIN [Holland 38; 410-hp Sisu] to the finish. Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] was on the line and was facing Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] and when the flag dropped jumped right into the lead and never looked back. The was just one entrant, Eben Wilson’s LETTIE ELISE [Young Brothers 45; 650-hp Volvo], in Diesel up to 650-hp, 40 feet and over so she ran down with the three entrants in Diesel 651 to 800, 40 feet and over. LETTIE ELISE got the win in her race and Adam Gamage’s TORYLYN [Young Brothers 40; 750-hp John Deere] took first in Diesel 651 to 800, 40 feet and over. Second went to Donald Wotton’s RED LADY II [Flowers 43; 750-hp John Deere] followed by Jason Lord’s AVA LUCILLE [Calvin Beal 42; 700-hp Volvo]. Three boats were entered for the Diesel, 801-hp and over, 40 feet and over and this was won by Chip Johnson’s FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] with second going to Tom Clemons’ 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar].

The winner of the Novi Race was Kyle Westhaver’s HIGHLANDER [32’ Novi; 300-hp John Deere].

Just two boats were on the line for the wooden boat race, which was won by MERGANSER followed by REVA J.

The winner of the Gasoline Free-for-All was WANDA LOU.

Four boats were lined for the start of the Diesel Free-for-All with the win going to BLUE EYED GIRL, followed by LABELLA VITA and FIVE STARS.

The final race of the day was Fastest Lobster Boat and it ended up with the same results as the Diesel Free-for-All.

There are just two races left, Long Island and Portland (20 and 21 August respectively). These are certainly two of the most fun events of the summer starting with a cookout on Long Island on Friday evening, the Long Island Races about 1400 on Saturday, a get together at the Island Lobster Company on Peak’s Island and ending with the tugboat races right after the conclusion of the Portland Lobster Boat Races on Sunday. Hope to see you there!



First in Diesel 651 to 800-hp was Stephen Osgood’s SHOOTING STAR [Northern Bay 36; 750-hp John Deere] and second was Spencer Dyer’s THE CHAIN [Holland 38; 410-hp Sisu].

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Continued from Page 13

revise the draft addendum per the Board’s guidance, and the Board will consider a revised Draft Addendum I document for public comment at either the 2022 Annual Meeting or the 2023 Winter Meeting.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at EFranke@asmfc.org or 703.842.0740.

Motions

Move to approve the Atlantic Striped Bass FMP Review and state compliance for the 2021 fishing year.

Motion made by Mr. Luisi and seconded by Mr. Hasbrouck. Motion carries.

Motion approved by consent

Move to add the following provisions to Draft Addendum I to Amendment 7 under Option B Commercial quota transfer provision of the coastal commercial quota: The Board will decide by their final meeting of the year, based on the information the Board has available on the status of the striped bass stock and performance of the commercial fishery, whether to allow commercial quota transfers in the next year. If the Board approves commercial quota transfers, the Board may decide to limit the transferable amount of quota to a set poundage or a set percentage of the total commercial quota. The Board may also choose to specify the following criteria: The eligibility of a state to receive a transfer based on percentage of that state’s quota landed (e.g. state may not request quota until it has landed 90% of its annual quota) The allocation of allowed transferable quota among seasonal fisheries (e.g. 50% reserved for states that have spring fisheries, 50% reserved for states with summer or fall fisheries)

Motion made by Mr. Clark and seconded by Mr. Reid. Motion carries (15 in favor, 1 abstention).

CAPTAIN DAVID H. HART AWARD EXECUTIVE COMMITTEE (AUGUST 3, 2022)

Meeting Summary

The Executive Committee (EC) met to discuss several issues, including a CARES Act update; an updated Investment Policy; the report of the De *Minimis* Work Group; proposed revisions to the Commission’s Appeals Process; and also received an update on the Responsible Offshore Science Alliance. The following action items resulted from the Committee’s discussions:

- Mr. Beal presented an update on the CARES Act. The first round of CARES funding is almost fully disbursed, except for \$1,000,000 which will be spent by the end of 2022. There remains about \$20,000,000 in CAA which is on track to be fully spent by June 2023. If there are funds that will not be able to be disbursed, the Executive Committee will consider reallocating these funds to states who have remaining needs.
- Mr. Beal presented the Commission’s updated Investment Policy, which has two tiers, an Operating account and a Reserve Fund, instead of three tiers in the original Policy.
- Ms. Kerns presented a report of the De *Minimis* Work Group (WG). The WG developed a white paper which outlines a draft policy setting *de minimis* standards for Commission FMPs. The Executive Committee forwarded the white paper to the ISFMP Policy Board for Consideration.
- Mr. Beal presented the further draft revisions to the Appeals Process. The updated process better defined the range of options available for corrective action, provides the opportunity for the Policy Board

to request additional technical information, and recognizes the potential interactions with the Councils on jointly managed plans. The updated Appeals Process was recommended to the Policy Board for consideration and approval.

Ms. Hice-Dunton provided an overview of the Responsible Offshore Science Alliance (ROSA), and requested the states consider providing financial support to the efforts of ROSA.

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

Motions

Motion to approve the revised Investment Policy.

Motion made by Ms. Patterson and seconded by Mr. Keliher. Motion passed unanimously.

Motion to accept the proposed changes to the Commission’s appeals process to be forwarded to the Policy Board for action.

Motion made by Mr. Clark and seconded by Ms. Patterson. Motion passed unanimously.

HORSESHOE CRAB MANAGEMENT BOARD (AUGUST 3, 2022)

ASMFC Horseshoe Crab Board Approves Draft Addendum VIII for Public Comment to Consider Changes to Delaware Bay Management

The Commission’s Horseshoe Crab Management Board reviewed and approved Draft Addendum VIII for public comment. Draft Addendum VIII considers adopting the changes to the Adaptive Resource Management (ARM) Framework recommended in the 2021 ARM Framework Revision and allowing its use in setting annual bait harvest specifications for horseshoe crabs of Delaware Bay-origin.

The Board initiated Draft Addendum VIII in January 2022, after it accepted the 2021 ARM Framework Revision and Peer Review Report for management use. The ARM Revision was endorsed by the independent peer review panel as the best and most current scientific information for the management of horseshoe crabs in the Delaware Bay region, as it addresses previous peer review critiques, includes new sources of data, and adopts new modeling software to set harvest levels for Delaware Bay-origin horseshoe crabs that account for the forage needs of migratory shorebirds.

“The ARM Framework Revision is a necessary and important improvement to the original ARM Framework, which was no longer operational given its obsolete programming,” stated Board Chair John Clark of Delaware. “Like the original ARM Framework, its output provides options for both male and female horseshoe crab harvest based on the abundance levels of horseshoe crabs of Delaware Bay-origin and red knots. Consistent with the Commission’s specification setting for all ASMFC species, the Board, as well as the individual states, have the prerogative to choose more conservative harvest strategies than those provided by the species technical committee or, in this case, the ARM Framework Revision.”

Since 2013, horseshoe crabs in the Delaware Bay Region (New Jersey, Delaware, Maryland, and Virginia) have been managed under the ARM Framework to set harvest levels with consideration of the needs of migratory shorebirds. The ARM was developed jointly by the Commission, U.S. Fish and Wildlife Service, and U.S. Geological Survey in recognition of the importance of horseshoe crab eggs to migratory shorebirds stopping over in the Delaware Bay region. In

particular, horseshoe crab eggs are a critical food source for the rufa red knot, which is listed as threatened under the Endangered Species Act. The 2021 Revision includes improvements to the ARM Framework’s population models for horseshoe crabs and red knots and incorporates more sources of horseshoe crab removal data, including mortality due to the biomedical industry and commercial discards from other fisheries. Draft Addendum VIII includes two proposed options: no action and an option to adopt the changes to the ARM Framework recommended in the 2021 Revision for use in setting annual bait harvest specifications for horseshoe crabs of Delaware Bay-origin. The changes proposed include using sex-specific harvest recommendations on a continuous scale rather than the previous discrete harvest packages, slight modifications to the adaptive management cycle, revised proportions of each state’s harvest that is of Delaware Bay-origin, and the resulting state allocations. The maximum amount of male and female horseshoe crab harvest (210,000 females and 500,000 males), the general structure of how the ARM optimal harvest output is allocated among the four Delaware bay states, and the conceptual model of horseshoe crab abundance influencing red knot survival and reproduction remain the same in the ARM Revision, with the intent of ensuring the abundance of horseshoe crabs does not become a limiting factor in the population growth of red knots. If no action is taken, management measures would revert back to the provisions of Addendum VI.

The Board recognizes there is considerable public concern about the potential impact of the ARM Revision on the status of the threatened red knot and is committed to fully evaluating its possible use in setting harvest levels for horseshoe crabs of Delaware Bay-origin through the public comment process. A press release will follow with details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comment and consider final action on the addendum at its next meeting.

A more detailed overview of the 2021 ARM Revision can be found here. The final ARM Revision and Peer Review Report is available here. For more information, please contact Caitlin Starks, Fishery Management Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to approving Draft Addendum VIII for public comment, the Board considered an update on the task to review of biomedical mortality and best management practices for biomedical collections, Advisory Panel nominations, and the election of a Vice Chair.

The Board reviewed comments and recommendations from the Plan Development Team (PDT), Technical Committee (TC), and Advisory Panel (AP) on the PDT to review the threshold for biomedical mortality, developing biologically-based options for the threshold and options for action when the threshold is exceeded, and reviewing the best management practices (BMPs) for handling biomedical catch to suggest options for updating and implementing BMPs. The PDT requested the TC and AP review available information to address this task and provide input to the PDT. The TC determined a coast-wide biologically-based threshold cannot be established given the lack of population estimates for the coast; therefore the PDT did not recommend setting a biologically-based threshold for biomedical mortality. With regard to the BMPs for biomedical handling, the TC, AP, and PDT supported forming a

Work Group to review and update the BMPs. The Board agreed to take no action on the biomedical mortality threshold at this time, noting biomedical mortality contributes a relatively small amount of overall mortality, but will continue to annually review estimated biomedical mortality levels. The Board also agreed to form a Work Group to address the biomedical BMPs.

The Board approved several nominations to the Horseshoe Crab AP: David Mesurvey, an inshore commercial otter from Massachusetts, Jordan Giuttari, a commercial fisherman and dealer/processor from Delaware, and Matt Sarver, a conservationist from Delaware. The Board also elected Dr. Justin Davis of Connecticut to serve as Vice Chair.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to approve Draft Addendum VIII for public comment.

Motion by Mr. Miller, second by Mr. Luisi. Motion passes (15 in favor).

Move to approve Horseshoe Crab Advisory Panel nominations for David Mesurvey from Massachusetts, and Jordan Giuttari and Matt Sarver from Delaware.

Motion made by Mr. McKiernan and seconded by Mr. Hasbrouck. Motion is approved by consent.

Move to elect Dr. Justin Davis of Connecticut as Vice-Chair of the Horseshoe Crab Management Board.

Motion made by Mr. Cimino and seconded by Mr. Gilmore. Motion is approved by consent.

LEGISLATORS AND GOVERNORS’ APPOINTEES LUNCHEON (AUGUST 3, 2022)

Meeting Summary

The Legislative and Governor Appointee (LGA) Commissioners discussed the evolution of LGA participation and the role of the LGA Co-Chairs. Notably, the LGA Co-Chairs represent all LGA Commissioners on ASMFC’s Executive Committee and Administrative Oversight Committee. The current LGA Co-Chairs are Dennis Abbott of New Hampshire (Legislative) and Roy Miller of Delaware (Governor Appointee). LGA Commissioners received an update from Legislative Committee Chair, Bill Hyatt of Connecticut. Bill explained several current Legislative Committee activities includes advocacy in support of the Recovering America’s Wildlife Act. LGA Commissioners discussed challenges associated with time commitments of their roles and the fact that they are not compensated for their time. LGA Commissioners noted there is a high amount of turnover on the horizon and educating new LGA Commissioners about the Commission and roles they can fill will need to be a priority. Finally, LGA Commissioners discussed the Commission’s Financial Disclosure Policy and possible conflicts associated with appointing state agency staff to proxy for LGA Commissioners.

For more information, please contact Deke Tompkins, Legislative Executive Assistant, at dtompkins@asmfc.org.

PRESENTATION ON NOAA ATLANTIC STURGEON BYCATCH WORK GROUP DRAFT ACTION PLAN

(AUGUST 3, 2022)

Meeting Summary

Spencer Talmage, Fishery Management Specialist for the National Marine Fisheries Service’s (NMFS) Greater Atlantic Regional Fisheries Office, presented an overview

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on NOAA’s progress in developing a Draft Action Plan for Atlantic Sturgeon Bycatch as required under the Endangered Species Act (ESA). Fisheries bycatch is a significant threat to the endangered Atlantic sturgeon, particularly in the large mesh gillnet fishery. In response to the Biological Opinion from May 27, 2021, which reviewed the impacts of the implementation of ten fishery management plans and the New England Fishery Management Council’s Omnibus Essential Fish Habitat Amendment 2 on ESA-listed species and designated critical habitat, NMFS convened the working group to review the available information for all five Atlantic sturgeon Distinct Population Segments regarding distribution, gillnet bycatch, mitigation, and post-release mortality. The resulting Draft Action Plan is recommending a number of management actions for the New England and Mid-Atlantic Fishery Management Councils and the Commission to consider in coordination with NMFS, including: Requirements to use bycatch mitigating low-profile gillnet gear; implementation of closure or gear restricted areas in regions where Atlantic sturgeon bycatch is more common; and limitations on soak time for gillnet gear.

In addition, the Action Plan recommends a prioritization of research to better understand post-release mortality of Atlantic sturgeon captured in sink gillnet gear. The Draft Action Plan, which is scheduled for finalization in September 2022, can be found at <https://www.fisheries.noaa.gov/bulletin/draft-action-plan-released-reduce-atlantic-sturgeon-bycatch-federal-large-mesh-gillnet>. For more information, please contact Spencer Talmage at spencer.talmage@noaa.gov.

**ATLANTIC MENHADEN
MANAGEMENT BOARD
(AUGUST 3, 2022)**
**ASMFC Atlantic Menhaden Board
Approves Draft Addendum I for Public
Comment to Consider Commercial Allo-
cations, Episodic Event Set Asides, and
Incidental Catch/Small-Scale Fisheries
Stock Assessment Update Finds Resource
is Not Overfished or Experiencing Over-
fishing**

The Commission’s Atlantic Menhaden Management Board approved Draft Addendum I to Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden for public comment. The Draft Addendum considers potential changes to Amendment 3 provisions for commercial allocations, the episodic event set aside (EESA) program, and the incidental catch and small-scale fisheries (IC/SSF) provision.

The Board initiated Draft Addendum I in August 2021 in response to the recommendations of a Board work group charged with evaluating provisions of the current management program and providing strategies to refine those provisions. Since Amendment 3 was adopted in 2017, the EESA and IC/SSF provisions have been impacted by recent trends in landings. The impacts have been most notable in New England, which has seen an increase in abundance of menhaden and demand for bait in recent years. New England states rely on the EESA to keep their commercial fisheries open while working to secure quota transfers. In addition the increases have led to a rise in landings under the IC/SSF provision once commercial quotas have been met. The options in the Draft Addendum aim to align state quotas with recent landings and resource availability while maintaining access to the resource for all states, reduce dependence on quota transfers, and minimize regulatory discards.

The Draft Addendum’s proposed options consider changes to the baseline quota of 0.5% and the time series that apportions the remaining quota to each jurisdiction, which is currently historic landings from 2009 to 2011. Furthermore, options within the Draft Addendum consider giving the Board the ability to change the proportion of the EESA from 1% up to 5%, with the option to make the potential change static with the approval of the Draft Addendum or dynamic such that the Board can reset it during the specification process. The Draft Addendum proposes a number of options to modify the IC/SSF provision in four major categories: the timing of the provision, permitted gear types, trip limits for permitted gear types, and catch accounting for the provision.

The Draft Addendum will be posted to the website next week at <http://www.asmfc.org/about-us/public-input>. A subsequent press release will provide the details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comment and consider final action on the addendum in November at the Commission’s Annual Meeting in New Jersey.

Stock Assessment Update

The Board also reviewed the results of the 2022 Atlantic Menhaden Stock Assessment Update, which indicates the resource is not overfished nor experiencing overfishing relative to the current ecological reference points (ERPs). In 2021, population fecundity, a measure of reproductive capacity, is above both the ERP threshold and target and total fishing mortality is below both the ERP threshold and target. The stock assessment update extended the 2019 Atlantic Menhaden Single-Species Benchmark Stock Assessment model with additional years of data from 2018-2021 and made some changes to the model structure. Work is also underway for an Atlantic Menhaden-specific ERP Benchmark Assessment, which is scheduled for completion in 2025.

The Assessment Update, as well as an overview to that update, will be posted to the Commission’s website by mid-August at <http://www.asmfc.org/species/atlantic-menhaden> under Stock Assessment Reports. For more information, please contact James Boyle, Fishery Management Plan Coordinator, at jboyle@asmfc.org or 703.842.0740.

Meeting Summary

In addition to reviewing the 2022 Sin-

gle-Species Stock Assessment Update and approving Draft Addendum I for public comment, the Atlantic Menhaden Management Board met to review the 2021 Fishery Management Plan (FMP) Review and approve a nomination to the Advisory Panel.

The Board approved the FMP Review for the 2021 fishing year, as well *de minimis* status for Pennsylvania, South Carolina, Georgia, and Florida. The coastwide total allowable catch (TAC) for the 2021 and 2022 fishing years is 194,400 mt. According to state compliance reports, total catch in 2021 including directed, incidental/small-scale fishery (IC/SSF), and episodic event set aside (EESA) landings was approximately 195,092 mt. IC/SSF landings, which do not count towards the coastwide TAC, amounted to 5,750 mt representing a 9% decrease from 2020. Therefore, non-incidental landings in 2021 totaled 189,343 mt, which is approximately 97% of the coastwide TAC and a 6% increase from 2020. While bait landings decreased from 2020, reduction landings increased by 10%. Staff noted that there were some differences between the landings reported in state compliance reports and landings validated for use in the stock assessment, but the validated non-incidental landings total is still below the TAC. In response to the differences between the validated landings and the reported landings, the Board approved a recommendation to change the compliance report due date from April 1st to August 1st which allow states more time to collect their data and improve the accuracy of the reports.

The Plan Review Team (PRT) repeated its request for the Board’s consideration regarding the current 10-fish biological sample requirement to categorize the impact of the commercial gear types on the men-

haden population. The PRT recommended the Board task the Technical Committee with reviewing whether the requirement is sufficient and if it is appropriate for states to use fishery-independent data to fulfill the requirement. However, before the meeting, Staff included a review of the requirements in the draft Terms of Reference for the 2025 Benchmark Stock Assessment, which will be presented to the Board in 2023.

The Board approved the nomination of Barbara Garrity-Blake of North Carolina to the Atlantic Menhaden Advisory Panel. For more information contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org or 703.842.0740.

Motions

Move to approve Fishery Management Plan Review, state compliance reports, and *de minimis* requests for PA, SC, GA, and FL for Atlantic menhaden for the 2021 fishing year

Motion made by Mr. Clark and seconded by Mr. Geer Motion carries.

Move to remove *Option 3B: Weighted Allocation Timeframe #2* from Section 3.1.2. in Draft Addendum I.

Motion made by Ms. Patterson and seconded by Mr. Kuhn. Motion passes (11 in favor, 5 opposed, 2 abstentions).

Move to modify section 3.3.2 option 3 by adding “existing beach seine fisheries”

Motion made by Mr. Gilmore and seconded by Mr. Cimino. Motion fails for lack of a majority (1 in favor, 14 opposed, 1 null).

Move to approve Draft Addendum I for Public Comment, as amended today.

Motion made by Ms. Ware and seconded by Ms. Patterson. Motion carries with 1 objection (NY).

Due to space issues we will continue in next issue.

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

31 August
Page 4.

The fisheries' question has again come prominently to the front, and for some days past has been the all-absorbing topic of conversation, not only in the United States and Canada but across the water as well. The U. S. Senate having rejected the proposed treaty the President has now submitted a somewhat extraordinary message. He now strongly recommends retaliation and advocates the abrogation of Article 29 of the Treaty of 1871 which allows the governments of both countries to receive goods to be forwarded to other countries free of duty in bond if entered at the ports of New York, Boston and Portland and other ports in the British Provinces stipulated in the treaty. The President also recommends that such legislative action be taken as will give Canadian vessels navigating our canals, and their cargoes, precisely the advantage granted to our vessels and cargoes upon Canadian canals, and that the same be measured by exactly the same rule of discrimination.

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A CRUISE TO ALASKA.
THE U. S. FISH COMMISSION'S STEAMER ALBATROSS AMID THE WATERS OF THE NORTH PACIFIC. LOCATING FISHING BANKS AND PLANTING LOBSTERS.
[Correspondence of the Belfast Journal.]

On the morning of the 4th of July at 9:45 A. M., the Albatross weighed anchor in San Francisco harbor, and steamed out by the Golden Gale, bound for Alaska. A few days previous the noted little revenue cutter RUSH started for the Behring Sea and Arctic Ocean. The RUSH annually makes a trip to the Arctic for the purpose of preventing whalers and other vessels from landing and trading whiskey and firearms to the natives. The traffic was extensively carried on by American and English vessels to such an extent that walrus and seal hunting was entirely abandoned by the natives, they neglecting everything pertaining to their future welfare and comfort, except drinking whiskey, which they consider the chief object in life. For days and weeks a grand symposium would be kept up and in consequence hundreds would die of starvation in winter. Many retired sea captains of New England, who live in luxury and ease gained their wealth in this degrading and illegitimate traffic. Through the perseverance of the revenue cutters nearly. If not quite all of the whiskey smuggling is broken up.

Fortunately the Pacific coast is easily navigated, all shoals and sunken rocks being close in shore. If this was not the case many ship-wrecks would be reported, as the harbors are several hundred miles apart. Port Orford offers shelter to the mariner, but to one unacquainted it is an extremely dangerous place especially if approached from the north, Oxford's Reef, a very dangerous spot, lying directly in the path. There is a passage between the reef and the shore called Steamer's Channel; but it is an intricate passage and full of snares to catch the poor mariners seeking port in a storm. Tillamook Rock is a craggy and isolated looking place for a human being to live. It is about 100 feet high and one mile from the main land. Apparently there is just enough room upon its top for the light, and no more. The light-house on it cost twice the amount of an ordinary light of the same size, and a good many lives. Why a light was erected on such a spot, when such good sites were available on the main shore, is hard to tell. The ways of government officials are past finding out. I am told that the light is soon to be torn down and another built on the main

shore, where it ought to have been in the first place. This will help reduce the surplus.

The ALBATROSS will endeavor to sound out and locate the many fishing banks along the southern coast of Alaska. Fishermen from San Francisco and other places on the Pacific coast fish on these banks in the summer; but how far they extend they cannot tell, and as long as cod and halibut are plentiful they do not care. Already the demand is being made by the people for a more definite knowledge of the banks and shoals in Alaskan waters, which are extremely dangerous to navigate, as no chart can be fully relied upon. The ALBATROSS will devote about four months of this season to surveying the coast and banks. Probably no vessel is better adapted for the business, as she is fitted with all modern appliances for carrying on the work. On the 5th, the ship was stopped and thirty lobsters were planted in thirteen fathoms on hard, rocky and sandy bottom, Cape Trinidad bearing N. three-fourths E. one and one-half miles distant. These lobsters were received on board at San Francisco, from the United States fish commissioners, and with many others had been shipped from the east to be planted at various places along the Pacific coast. Of the thirty planted off Cape Trinidad thirteen were males and seventeen females and as they were all in good order at the time of planting, it is hoped that they immediately went to housekeeping. If they did, probably in a few years the Californian can boast of having that excellent dish, Lobster salad, upon his table.

Cape Disappointment, as the mouth of the Columbia River, was passed at 10:30 P. M. It proved a disappointment as we were very anxious to see the much mooted place where salmon are said to enter by millions. On July 8th, four days after leaving San Francisco, at 1:30 P. M., we passed Cape Flattery on the starboard hand and entered the Strait of Juan de Fuca, noted for its strong tides and extremely rough sea. It is a common occurrence for vessels to be caught in it and dismantled, owing to the wind dying out and leaving them at the mercy of the heavy sea and treacherous tides, and in the majority of cases it generally succeeds in dismantling or a total wreck of the vessel. We soon entered the harbor of Esquimault where we cast anchor. On entering the harbor we dipped our ensign in response to the bark Matilda of Searsport, Maine. It seemed like meeting an old friend to be recognized by a New England ship. Esquimault is about four miles from Victoria, Vancouver's Island. It boasts of having one of the finest dry docks in British America. On the following day we once more started. Victoria is passed on the port hand and San Juan Island on the starboard. Leaving these behind, Horo Strait is entered where many beautiful islands are scattered in wild profusion. Active Pass is one of the prettiest sheets of water to be found about Vancouver's Island.

At 7:50 P. M. our anchor is dropped in Departure Bay. Nansimo is a very primitive town of some 4000 inhabitants and is the headquarters of the Wellington Coal Mine Company. Here coal retails for \$4 a ton while in San Francisco coal from the same mine sells for the enormous and outrageous price of \$18 a ton, and it is but a few months since it readily brought \$20. Chinamen were formerly employed in the mines, but since the explosion which happened some time last winter resulting in the loss of eighty-five lives, only white men are employed. The cause, I believe, was attributed to some neglect on the part of the workmen. Departure Bay abounds in cod, and herring which are fished for by the Indians, who supply the miners and Nanaimo. The best season

for fishing is in the winter months, dogfish being so numerous in summer that nearly all edible fish are driven from the bay. The climate in summer is delightful, and I am told that even in winter the weather is far from being severe. The harbor and bay is never obstructed by ice. For a summer resort the islands and bays around Vancouver's Island are unsurpassed. If a person is in search of good fishing, gunning, boating, fine climate and beautiful scenery, the straits of Juan de Fuca and Horo and Georgia should be sought.

A. B. Alexander, ALBATROSS.

Page 8.

SEA AND PORT.

In one day last week 25,000 pounds of sword fish were landed at Portland.

Brig MARIA W. NORWOOD, 453 tons, built at Camden in 1866, has been sold to New York parties.

W. S. Jordan & Co., Portland have bought a controlling interest in bark GOLD-EN SHEAF, 431 tons.

The New England Shipbuilding Company's Iron Works, Bath, are manufacturing iron lime-kilns for Rockland parties.

Bark GEORGIETTA, 436 tons, built at Milbridge in 1864, overhauled in 1874, has been sold at New York, private terms.

The Spanish consulate at the port of Portland is to be discontinued and Mr. Ainze will return to Madrid in a few days.

Schooner GEORGE F. KEENE, of Swan's Island, 70 tons, has been bought by W. S. Jordan & Co., Portland, for the fishing business.

Foreign exports from the port of Bangor the past week were valued at \$8597, and included 409,508 ft. of white birch spool-bars to Scotland by barkentine CHRISTINA REDMAN.

The Boston Fish Bureau under date of August 24, reports the New England catch of mackerel for 1888 up to date as 17,374, bbls., as against 31,059, 37,127 and 208,250 bbls. in the corresponding periods of 1887, 1886 and 1885.

Captain Robert Dingley, a veteran pilot on the Kennebec, died at Bath a few days ago aged about 69 years. He has for many years been a pilot on the Morse tugs and his life work on the Kennebec covers a period of rising forty years.

Portland had no foreign exports last week. The imports included 7,200 railway ties from New Brunswick, consigned to the Boston & Maine Railroad; 1,489 cases of canned goods to Burnham & Morrill, shipped from Bay of Islands, N. S. and 1,700 tons of salt from Trapani, to J. A. Emery & Brother.

Marcus A. Hanna, who has recently been removed by the Secretary of the Treasury from the position of keeper of the lighthouse station at Cape Elizabeth, comes of a family that has long been connected with the lighthouse service. He was himself born at a lighthouse, that on Franklin Island, in 1842. His father and grandfather were lighthouse-keepers at different points on the coast for many years, the latter having charge of Boone Island light during the war of 1812.

The steam launches AGNES and SILVER CREST, built by N. R. Keene, South West Harbor, the past spring are proving very popular with the summer boarders and have all the work they can do. These launches are equipped with the Shipman Automatic Steam Engine, burning kerosene fuel (low test) in stead of coal, are automatic in their fuel and water supply, have keel condensers, and when watered and oiled up are ready for a three days cruise, with out replenishing. Mr. Keene has the agency for the Shipman

Steam Engine and Boilers, both stationary and marine, for this Eastern section. He has several orders for small launches from 25 to 30 feet long for private use for the next season from cottagers in the vicinity of Mount Desert.

The Bath shipyards are by no means idle, according to The Independent. In the Houghton yard Gardiner G. Deering is finishing his three-master which is now planked, and will be ready for the water next week. She will measure about 750 tons, and be owned chiefly in Bath. The Morse tug is nearly ceiled, her deck is being laid and long house built. The frame has been strapped with band iron. Wm. T. Donnell's four masted 1200-ton schooner is being ceiled. Crosby & Co.'s three-masted 500-ton schooner is now nearly framed. Kelley & Spear have their small schooner about planked. The schooner being built by Galen C. Moses & Co. in the N. E. S. B. Co's yard has its keel stretched and the stern-post and timbers in position. The stem is ready and a portion of the frame has arrived. In addition to these vessels, two other vessels are to be built as soon as the frames arrive. One is a four-masted 1000-ton schooner by Kelley & Spear, and the other a three-masted 600-ton schooner by John McDonald. The WOODBURY will be in the N. E. S. B. Co's hands for another month at least. This week much of her planking has been removed on the railway, and is to be replaced as it was defective. After planking, the hull will be coppered.

The Bureau of Statistics of the Treasury Department has issued its summary statement of imports and exports covering the fiscal year ending June 30, 1888. The total foreign value for our imports of merchandise of all kinds during the year amounted to \$723,879,813, while our exports of domestic merchandise in the same time amounted to \$683,862,236, showing a balance of trade against this country of \$40,017,577. At the close of the fiscal year 1887, the balance was in favor of this country, our exports during that year exceeding our imports in value by \$10,703,155, the former amounting to \$703,022,923 and the latter \$692,319,768. The foreign values of the leading articles which made up the aggregate of our dutiable imports last year were as follows: Breadstuffs, mostly barley, \$8,755,733; chemicals, drugs, etc., \$13,337,943; cotton manufactures, \$28,917,660; earthen and china ware, \$6,410,612; flax, hemp, jute, etc., and manufactures of, \$41,287,248; fruits and nuts, \$14,714,142; glass and glassware, \$7,854,528; iron and steel and manufactures of, \$48,922,022; leather and manufactures of \$11,965,125; silk manufactures, \$33,350,928; sugar, molasses and confectionery, \$69,494,409; tobacco and manufactures of, \$14,303,117; vegetables, principally beans, peas and potatoes, \$7,365,233; wines, \$7,335,749; wood and manufactures of, \$10,524,839; wool, \$15,887,217; manufactures of wool, \$15,877,217; manufactures of wool, \$47,724,852.

The armored cruiser MAINE, on which the work of construction has just begun at the Brooklyn Navy Yard, will be the largest vessel ever constructed there, says the Marine Journal. She will be 6648 tons, 310 feet long between perpendiculars, 57 feet beam and will draw 21½ feet. She will be built of steel, and the stern and stern posts and rudder frames will be of cast steel. Her coal-carrying capacity will be large and she will be equipped with all the modern contrivances for steaming, maneuvering and steering, as well as electric lights. There will be 174 water-tight compartments, so constructed as to provide for keeping her afloat even if shot

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

through and through. Her horse power is to be 8750; speed, 17 knots. Her armored belt will be 11 inches thick. She is to be bark-rigged, with armored tops. Thirty officers and 440 men will be required to man her. Her battery will consist of four 10-inch guns, 21 Hotchkiss rapid firing and revolving cannon, 4 Gatlings and 4 torpedo-launching tubes. Commodore Theodore D. Wilson, Chief of the Bureau of Construction and Repair, is the designer of the MAINE. The plans, patterns, molds, etc., have been perfected at the Brooklyn Navy Yard. Naval Constructor Hoover, assisted by Assistant Constructor Woodward, will have charge of the work of construction. These gentlemen, as well as the fine body of skilled workmen under them, will be on their mettle in view of the fact that the TEXAS, another armored cruiser, is to be built at Norfolk, and the rivalry will be great as to which navy yard shall turn out the better vessel. There could be no better field for the exercise of American science and skill than the construction of these great war ships will afford, and the progress of the work will be watched with pride and interest.

5 September
Page 1.

INDUSTRIAL NOTES

Capt. J. B. Mansfield is making preparations for an extensive business in his paving quarry at Ray’s Point, Mill bridge. He will begin this week to drive the piling for a wharf 100 feet long, with breadth 50 feet.

The Sargent Granite Company of Belfast are doing a lively business at their Oak Hill quarry in Swanville getting out paving for New York and Boston markets. They at present have a force of fifty men at work.

* * * * *

The Portland Sunday Times says: The new boiler shop in process of construction at the Portland Company is nearly completed. The company have added a good deal to their facilities for doing work by a system of narrow gauge track laid throughout their premises, and have also laid a new standard gauge track to beyond their new boiler shop. They will have a track scale on this line. All the improvements will be completed during the month of September. The company have delivered a new passenger engine for the Portland and Rochester road. It is a splendid machine and is named “Algonquin.” The last of the four Mogul locomotives for the Mountain Division of the Maine Central will be delivered early this week. The complete-combustion locomotive, No. 1, which has been successful on the Maine Central, is in the shop for slight alterations.

MAINE ICE AND MAINE VESSELS
[N. Y. TRIBUNE.]

It is lively at Bank street and the North river these days. Great four-masters from Maine are moored there discharging ice into the wagons of the city ice companies. Power is supplied from a convenient engine to half a dozen blocks and pulleys. Down go the big iron tongs into the vast steaming hold of the ship. A warning cry, a clatter of the shaft, a creaking of cables, and up come the shining squares, to be quickly led into a chute whence they go spinning to a long, broad platform and are seized by smaller tongs in the hands of men who stand between the people and soft butter, spoiled meats and warm drinks. How hot it is on the deck of these vessels and how cold down there! The SARAH K. LAWRENCE carries 2500 tons, at \$1.50 a ton, loaded in Maine.

But even with ice at \$3 a ton wholesale, the companies ought not to go bankrupt, seeing that the consumer pays at the rate of \$20, short weight. The SARAH K. LAW-

RENCE is usually engaged in the gas coal trade between Philadelphia and Boston. An ill wind that blew up the Hudson last winter has converted her coal pockets into ice caves. Her crew as well as owners are well pleased since the companies load and unload the cargoes themselves, and between ice dust and coal dust who would not chose the former, especially as it brings more gold than dust? Those who think vessel property unprofitable should take a leaf out of the log of the SARAH K. LAWRENCE and others of her class. She was built in Maine about three and one-half years ago, at a cost of \$65,000. Her owners are twenty in number and live in Taunton, Mass. She is managed by an agent who has a part interest in her and also looks after ten other vessels in the coasting trade. She has paid for herself more than twice over since she has been built.

CLASSIFICATION OF WAR
VESSELS.

The term “battle-ship” was formerly applied to ships carrying guns on at least three decks. It is now used only for ironclads of sufficient size to fight similar vessels in line of battle and a sufficient free board to enable them to remain at sea.

The term “cruiser,” when used by itself, means a swift vessel, not ironclad. The term “protected cruiser” means a cruiser with a steel deflective (horizontal naearylly) deck, generally below the water line at the end and sides, and rising slightly above it in the middle by a gentle curve. A “partially protected cruiser” would have such a deck over her vital parts or some protection of other kind.

The MAINE, building in New York, is our only “armored cruiser.” The TEXASS, building in Norfolk, is our only battleship.” The BALTIMORE, PHILADELPHIA, NEWARK and SAN FRANCISCO are first-rate “protected cruiser,” the CHICAGO is a first rate “protected cruisers.” The CHARLESTON is a second-rate “protected cruiser,” and the ATLANTIC and BOSTON second-rate “partially protected cruisers.” The HARTFORD, RICHMOND, etc. are simply “cruisers.”

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ALLEN ERIC IN MAINE
THE STEAMER “STAR OF THE
EAST.” THE VOYAGE FROM BOS-
TON TO SEQUIN. FORT POPHAM.
THE BEAUTIFUL RIVER. ISLAND
AND SHORE SCENERY. BATH,
RICHMOND AND GARDINER.
SCENES ALONG THE KENNEBEC.
HOW THE CROPS APPEAR TO THE
BOSTON EYE.

[Correspondence of The Journal.]

As long ago as I can remember, I used to see the Boston and Kennebec steamer, “STAR OF THE EAST,” advertised in the newspapers. She is a faithful old craft and it would be hard to find a more seaworthy one anywhere. But from her age, people might imagine her to be low studded and musty smelling, and to have machinery and accommodations of but little less recent pattern than Robert Fulton’s Clermont. But all this is as far away from what the STAR OF THE EAST really is, as the east is from the west. The good steamer is a luxurious boat, easy going, modernly furnished, luxuriously appointed with fine staterooms, nice berths, is well lighted and comfortable everywhere. She is as good a craft as ever sailed out of Boston harbor, and few boats there are of recent years built that can offer one inducement to the tourist beyond what the “Star” can. One’s impression of her rises away up the moment he steps on board the luxurious craft.

Now for my trip from Old Massachu-
setts down to Maine. The STAR OF THE
EAST with a hoarse au revoir on her whistle,
glided out of her dock and turned her prow
toward the pinefringed shores of Maine. Her
decks were crowded with pleasure seekers
and vacationists, bound for the coast, the
river, the lakes and the forest of the Pine
Tree State. As the first shadows of twilight
settled down over the water, the bright rays
from Boston Light, whose tall, gray tower
stands like a sentinel at the outposts of the
harbor, blazed out across the steamer’s track,
as if to guide her in her ponderous progress,
and to bid her God speed as she leaped into
the ocean’s arms.

Gradually old Boston disappeared in
the distance and the gathering gloom, her
position being marked only by the halo of
light reflected upon the sky above. The
bright, red eye of Cape Ann light streamed
out over our port quarter, and the twin white
lights on Thatcher’s Island lighted the way
as we plunged into the vast darkened ex-
panse of ocean. The night was lovely and
we remained a long time on deck enjoying
the fresh cool breeze. As the evening wore
on, one by one the passengers sought their
state-rooms and their baths, and it is to be
hoped knew of nothing but peaceful slumber
until morning.

At an early hour in the morning we
were up and dressed and out on deck. As we
passed by the door of the dining saloon the
aroma of fragrant coffee caused our thoughts
to run toward breakfast. Already quite a
company was gathered on deck, and coats
and wraps were called into requisition, for
the early morning is quite cool here, even at
this season of the year. We were surrounded
by a fleecy whiteness through which the
steamer proceeded cautiously, but the wheel
was in skillful hands and the fog at the mouth
of the river was regarded only as one of the
novelties of the voyage. We glanced up at the
pilot-house and were greeted by the smiling
face of Captain Baker, who stood with glass
in hand beside the man at the wheel.

We were now about to enter the mouth
of the Kennebec River. Soon the stillness
was broken by the clang, clang, clang of
the fog bell on old Sequin. We listened and
soon heard it again. Evidently the captain
in the pilot house was more positive of his
course for the field of vision in the fog is very
limited and the steamer’s speed increased as
the bell on Sequin sounded its welcome to
the gateway of Maine. We anchored for a
brief time waiting for the fog to lift, but not
for long, for the midst was soon dispelled by
the early morning sun.

The fog suddenly broke away and ah!
did your eyes ever behold such a beautiful
picture as that which lay before us? Yes, for
all have been here before; but the picture is
none the less beautiful for all that. The broad
mouth of the river seemed literally crowded
with beautiful green islands. The bright
sunlight struck the azure water and reflected
on the glassy surface a thousand beautiful
images from shore and island. The bright
green foliage all wet with dew sparkled like
a mass of gems on either hand.

In a few moments the gray, bare walls
of Fort Popham loomed up on our starboard
hand, and we soon swung around to the
left and cast the lines upon the little pier at
Popham Beach. This is a favorite resort, and
many passengers disembarked. But our stop
here was short, and then we continued on up
the river. As we passed close by the shore,
a rooster in a neighboring farm yard crowed
a morning welcome, and a wild bird arose
with a loud squawk and flapped slowly away
over the tree tops.

Slowly we threaded the channel, now
swerving to the right, now to the left. New

pictures arose before us. Each rod of the
river brought new enchantments. Here and
there heavily wooded shores rose far above
the steamer’s deck, and pine and spruce trees
seemed to pierce the sky above. The broad
river was dotted with islands, many of them
covered with a luxuriant growth of foliage,
though some were high and rocky. A thou-
sand echoes chased each other from island
to island, and every sound was reflected
again and again from shore to shore. Many
of the islands are cleared and cultivated, and
a farmhouse nestled here and there amid
the green. Now the shores of mainland and
island were high and precipitous, and now
low and covered with a tangled growth of
sweet fern and huckleberry bushes. Pictur-
esqueness prevailed on ever hand.

Soon the channel led between two em-
erald islands. The banks rose far above us,
and the overhanging branches threw a deep
shadow across the water, and

“Where’er the oak’s thick branches
spread a deeper, darker shade”

Was cast upon the mirrored surface of
the river, until standing by the steamer’s rail,
and looking down into the cool depths we
could almost imagine that we were gazing
into fairyland. Birds twittered and sang
above us. Already we were a thousand times
repaid for our journey. But to go on describ-
ing all the beauties revealed in ascending the
Kennebec would be mere repetition.

Soon we swing around the bend and the
busy shipbuilding city of Bath lay before us.
Here we stopped for a short time, and while
the steamer was discharging passengers and
cargo and taking on more, we studied the
shipping, and listened to the merry clatter
in the shipyards. From here steamers run to
Boothbay and Squirrel Island, and many of
the passengers bade us adieu. Leaving Bath
behind we passed up the river, noticing as
we went the scores of vessels of all kinds in
every stage of construction, in the yards on
shore. Some were mere skeletons, while
others were nearly ready to glide from the
ways.

As we continued to ascend the river,
it grew narrower. The islands were less
wooded, and the shores were not so steep.
Fertile farms lay spread out on both banks,
and cattle were seen grazing in pastures.
Passing many vessels on their way down or
else anchored in the river, loaded with ice
and lumber, we arrived at Richmond. Leav-
ing Richmond we proceeded upstream, and
the squawk of the water bird gave place to
the singing of the circular saws in the lumber
mills along the banks. Vast rafts of logs were
moored to the shores, and great ice houses
dotted the banks of the river here and there.
The further we went up the river, the more
lively did everything become along shore,
for we were now approaching the heart of
Maine. We stopped at Gardiner, and here we
left the Boston boat for the river sprite Della
Collins, a staunch stern wheeler of ancient
design and astoundingly slow. But in the
course of time she landed us at Hallowell.

Crops are looking well; and by crops
I refer to field crops. Oats are in the sere
and yellow leaf, and so are beans. But in
the midst of these contemplations I rejoice
that we were not rocked in the cradle of the
deep any more vigorously than we were;
also that the fog bell on Sequin did not ring
out the old chestnut of last year, seasickness.
By the way, I thought seriously of bringing
a blunderbuss loaded with razors, which I
proposed to discharge in close proximity
to the head of the stage driver whom I met
last year. I also have an umbrella which I
have carried every day for a year, which I
seriously thought of running down his throat
and spreading; but I subsequently thought
better of this. Allan Eric.

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.



15' WALKER BAY GENERATION 450 INFLATABLE, 2016. With Yamaha F70 Outboard – 95 hours and 2016 Venture trailer. Asking price \$24,900. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com



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POWER



20' BOSTON WHALER OUTRAGE 20, 1998. With Johnson 175 hp 2 stroke outboard and 2008 Sea Lion trailer. Asking price \$19,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com



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POWER



21' SCOUT 215 XSF, 2023. With Yamaha F150 outboard and 2022 Venture trailer. Midnight blue hull color, ski pole, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



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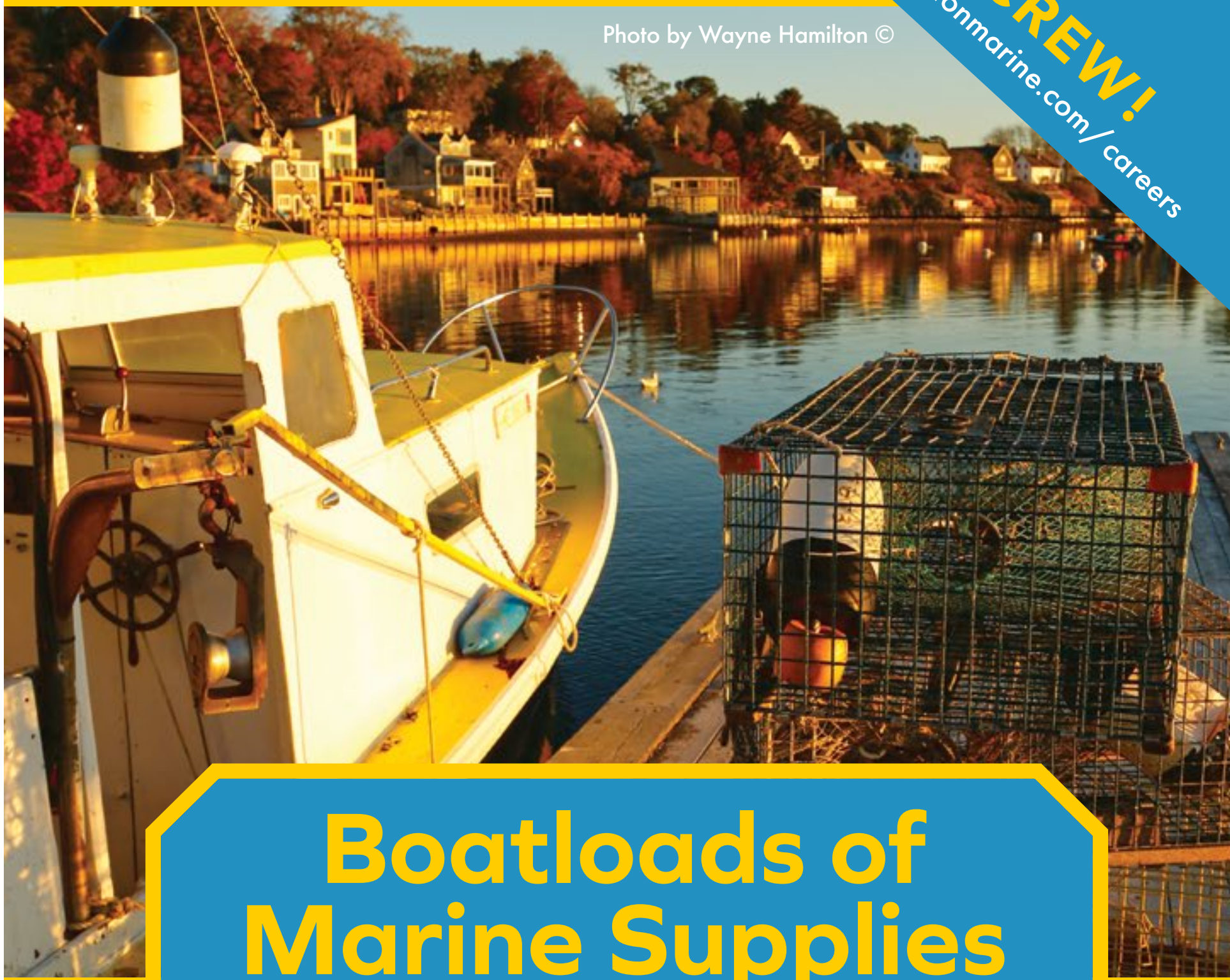


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