

Maine Coastal News

Volume 35 Issue 10October 2022FREE

Lobster Boat Racing Season Comes to an End



Josh Audet’s KARAMEL [Crowley 34; 380-hp Hyundai] and Cameron Murphy’s BLUE DOLPHIN II [Crowley 36; 402-hp 3406 Caterpillar] battling for first in Diesel Class F at Long Island.

Long Island Lobster Boat Race  
20 August 2022

It was the final weekend of the lobster boat racing season with just two races to go, Long Island and Portland. I arrived at Long Island on Friday afternoon and joined the race get-together on the waterfront at the ferry landing, where they sold T-shirts and hoodies. It was quite a gathering, and the line for T-shirts lasted for more than an hour.

The Long Island race committee decided to hold the races a little earlier in the day this year. In the past they started at 2 PM, but this year they decided to start them at noon.

Saturday was a perfect day: bright sunshine and a nice light sou’wester breeze. Sign-ups were steady and when done there were 45 boats entered. There was a good turn out in the Work Boat or “skiff” Classes: nine entrants. The Gasoline Classes was light again with just four boats entered in the five classes. In the Diesel Classes there were three races with no entrants and four with just one entrant. The races with just one entrant were combined with other races, but they still got the win in their respective class.

Jennifer and Emily Noyes in JENILY [Corson 14; 30-hp Johnson] has dominated Work Boat Class A all year and today was no different as they flew up the course with Max Byers’ POS EXPRESS II [Holland 14; 30-hp Mercury] following. Work Boat Class B was going to be an incredibly competi-

tive race between David Noyes’ ZIPPIN’ [Corson 14; 60-hp Johnson], Jacob Noyes’ ZIPPIN’ TOO [Corson 15; 90-hp Nissan], and Andy Correa [Boston Whaler 15; 70-hp Evinrude]. The early money was on ZIPPIN’ TOO for the win, which he did. The real battle was then for second and that went to Andy Correa with ZIPPIN’ right on his transom. The top two boat in Work Boat Class C this year has been Dave Johnston’s CASCO MISS [Eastern 22, 250-hp Honda] and Ron Pottle’s DELUSIONAL [Corson 18; 225-hp Evinrude] and they were ready to face off once again. As they worked their way up the course it was close, but right before they crossed the finish line DELUSIONAL got the edge and the win.

With so few boats in the Gasoline Classes all five were run together. At the previous race, the Merritt Brackett Lobster Boat Races at Pemaquid, Bruce Engert and THUNDERBOLT [South Shore 30; 621 Chevrolet] made their first appearance in several years, but when testing at the dock they broke something that ended their day. This day she made it to the line and was an early favorite. The start boat began moving forward, got the boats lined up and dropped the flag. One could definitely tell these were big, powerful engines then THUNDERBOLT went dead in the water as Mark Davis’ DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] lead

the other two boats to the finish line. He won Gasoline Class E. Mark Freeman’s FOOLISH PLEASURE [30’ Custom Riley Beal; 650-hp 455 Stroker] won Gasoline Class D and Tim Day’s ALL DAY LONG [Johnson 28; V-6 Gas] won Gasoline Class A.

Next up were the Diesel Classes and there were no entrants in Classes D, L and O. The first three classes, A, B and C had just one entrant so they were combined into one race with each getting the win in their respective classes. Riley Johnson’s LYNN MARIE [Sisu 26; 235-hp Isuzu] won Class A; Steve Johnson’s HARRY-N-LARRY [34’ Dragger, 175-hp], Class B; and Bruce Hamlin’s RUTHLESS [Mussel Ridge 28; 315-hp Yanmar] took Class C. There were three boats on the line for Class E and Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins] continued her domination of this class. Second went to Jake Dugas’ GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins]. Five boats were on the line for Class F and there was a battle for first and second between Josh Audet’s KARAMEL [Crowley 34; 380-hp Hyundai] and Cameron Murphy’s BLUE DOLPHIN II [Crowley 36; 402-hp 3406 Caterpillar], which went to KARAMEL. The battle for third and fourth in this class was also close between Craig Stewart’s CARL & CO. [Wayne Beal 36; 405-hp Cummins] and Harold Stewart’s DONNA ELAINE [Wayne

Beal 36; 405-hp Cummins]. This was won by CARL & CO. There was just one entrant in Class G, Tom Cloutier’s ENTRAPMENT [Crowley 33; 490-hp Cummins], so he ran with the two boats in Class H. The winner of Class H was Shawn Rich’s OMEGA [Crowley 36; 440-hp Yanmar] with second going to Ben Perry’s MISTRESS [Calvin Beal 38; 500-hp C9 Caterpillar]. Class I was close, but the win went to Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] with Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] a close second. There was just one entrant in Class J, Sean Clemon’s MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] so she ran up the course with the three boats in Class K. Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] got the win with Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] right on her transom. Third went to Zach Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania]. Next up was Class M(A) and Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins] took the lead right at the start and never looked back. Second went to Alan Knowlton’s SEA URCHIN [Young Brothers 45, 425-hp John Deere] with Justin Papkee’s PULL N’ PRAY [Wayne Beal 40; 500-hp Hyundai] getting third. Matt Shepard’s

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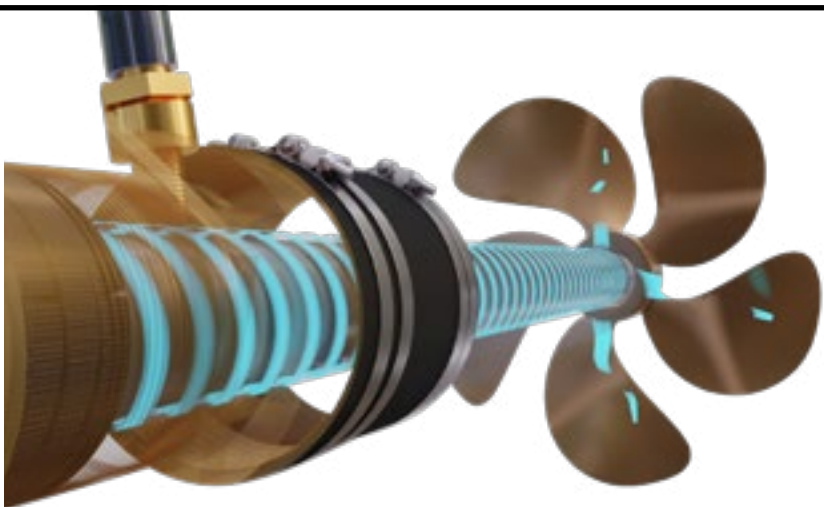
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The State of Maine's lobster fishermen enjoyed a very good year in 2021, but 2022 has not been as good. With the cost of bait already high, fuel went through the roof due to extremely poor decisions. Had the price paid to the boat remained where it had been last year things would have been fine, but they fell through the floor. One could ask why since the restaurants were still charging the same price? It was said that demand was not as high and that is a problem, but one we cannot control. However, another concern is that some of the processing plants have been bought by the Chinese. This could be a serious problem in the future. China is doing everything it can to undermine the United States and unless the people begin to understand that soon it may be too late to stop them. Who is behind the drugs coming over the open southern border? Who is trying to gain as much of our intellectual property as they can? Who controls a lot of our supply chain? Many will turn a blind eye because they are profiting from their association with them. These people would sell freedom out in order to increase their bottom-line, they do not care.

Then came the news release that Seafood Watch, another special interest group, who attacked Maine's lobster fishermen by wrongfully placing the American lobster on their "red list." Apparently, they have taken lessons from NOAA on how to wrongly make decisions. NOAA is driven by politics and everyone of their supposed scientists should be tossed out into the street. There is no common sense applied to their rulings. Example: when is the last time you saw a whale in Penobscot Bay, but they still force these fishermen to have gear altered to protect the whales.

Getting back to those that made the Seafood Watch decision, where did they get their information from? Apparently, not a reliable source for if they had done their research, they would have found that the fishermen in Maine have not caused any deaths of a right whale and

the last time there was an entanglement was near 20 years ago. Now if you want to go after the real cause of right whale deaths it is ship strikes, like when NOAA hit one several years ago, but later deemed okay after some sort of kangaroo court decision.

Thousands of restaurants use this red list to make their decisions on what they offer. Well, now they can drop using Seafood Watch as an advocacy group since they do not do the appropriate research to make correct decisions on the species, they red list.

The Governor of Maine even responded to their decision by sending them a letter. It stated, “Seafood Watch is misleading consumers and businesses with this designation. Generations of Maine lobstermen have worked hard to protect the sustainability of the lobster fishery, and they have taken unprecedented steps to protect right whales – efforts that the Federal government and now Seafood Watch have failed to recognize. No right whale death has been attributed to Maine gear, and there has not been a right whale entanglement attributed to Maine lobster gear in eighteen years.

“This designation is flat out wrong. It sends the wrong message about Maine lobster, and it insults thousands of hardworking lobstermen who risk their lives to put food on the table while practicing responsible stewardship and taking action to protect whales. Consumers and businesses must see through this list and recognize that lobstermen are partners in conservation and sustainability and that the delicious Maine lobster can and should continue to be enjoyed.”

People of this state should be very careful how they vote this fall. Do your research and see what each candidate truly stands for. If you really dig you can find their stance on the issues, even though at times it is not very easy since each side puts out misleading information on their opponent.

<b><u>On-going Exhibits</u></b>		<b>2022</b>		<b>9</b>		<b>13</b>	
<b><u>Penobscot Marine Museum</u></b>		<b>OCTOBER</b>		Stonington Lobster Boat Races		Merritt Brackett Lobster Boat Races	
Getting Our Bearings		15 Annual Meeting & Awards Banquet		Town Dock		State Park Restaurant	
Searsport		Robinson's Wharf		Stonington		Pemaquid	
Info: <a href="https://penobscotmarinemuseum.org/">https://penobscotmarinemuseum.org/</a>		Southport Island		Info:		Info: Brent Fogg (207) 350-7163/563-6720	
<b><u>Maine Maritime Museum</u></b>		16 Closing Day		16 Friendship Lobster Boat Races		Sheila McLain (207) 677-2100	
Cotton Town: Maine's Economic Connections to Slavery		Penobscot Marine Museum		Town Dock		19 Long Island Lobster Boat Races	
Arthur Beaumont: Art of the Sea		Searsport		Friendship		Ferry Dock	
Sustaining Maine's Waters		Info: <a href="https://penobscotmarinemuseum.org/">penobscotmarinemuseum.org/</a>		Info: Robin Reed (207) 975-9821		Long Island	
Shipwrecks & Salvage		<b>2023</b>		23 Harpswell Lobster Boat Races		Info: Lisa Kimball (207) 332-3968	
Bath		<b>MARCH</b>		Harpswell		Amy Tierney (207) 317-1576	
Info: <a href="https://mainemaritimemuseum.org">mainemaritimemuseum.org</a>		2-4 Maine Fishermen's Forum		Info: Amanda Peacock (207) 756-3104		20 Portland Lobster Boat Races	
<b><u>Cape Ann Museum</u></b>		Samoset Resort		Kristina York (207) 449-7571		Portland	
Window on the Marsh		Rockport		<b>AUGUST</b>		Info: Katie Werner (207) 807-1832	
Fitz Henry Lane Gallery		<b>JUNE</b>		12 Winter Harbor Lobster Boat Races		<b>OCTOBER</b>	
Gloucester, MA		<i>The following is tentative:</i>		Town Dock		14 Annual Meeting & Awards Banquet	
Info: <a href="https://capeannmuseum.org">capeannmuseum.org</a>		17 Boothbay Lobster Boat Races		Winter Harbor		Robinson's Wharf	
<b><u>New Bedford Whaling Museum</u></b>		Boothbay Harbor		Info: Chris Byers, (207) 963-7139		Southport Island	
Loomings: Christopher Volpe		Info: Ashlee Lowery (207) 808-9230				Info: Jon Johansen (207) 223-8846	
Turn the Tide, Courtney Mattison		18 Rockland Lobster Boat Races					
The Azorean Spirit: The art of Domingos Rebelo		Rockland Harbor @ Breakwater					
Enlightening Encounters: The Two Nations of Manjiro Nakahama		Rockland					
New Bedford, MA		Info: Nick O'Hara (207) 542-4348					
Info: (508) 997-0046		Mike Mayo (207) 542-1879					
<b><u>Mystic Seaport Museum</u></b>		25 Bass Harbor Lobster Boat Races					
Sentinels of the Sea		Bass Harbor					
Whaleboat		Info: Colyn Rich (207) 479-7288					
Voyaging in the Wake of the Whalers		<b>JULY</b>					
Sea as Muse		1 Moosabec Reach Lobster Boat Races					
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**The lighthouse at the entrance of Rockport Harbor.**



# Ed Thelander, Former Navy SEAL Running for Office

BRISTOL – Why would anyone ever want to go into politics? It can be nasty with underhanded accusations by opponents as to your stance. They will drag you through the mud and think that its okay since the end justifies the means. When running the lobster boat races in Friendship all of a sudden a swimmer appeared on the judges float and he introduced himself as Ed Thelander and that he was an former U. S. Navy SEAL and he was running Congress. Well, there is no one that understands mud any better then a SEAL, but more importantly they fought for this country and truly understand what this country and its people stand for.

Ed grew up in Romeo, Michigan, which is a small town that he said, “had 32 miles of paved roads and 33 miles of dirt roads and I grew up closer to the 33 miles.”

I am always amazed how people a good distance from an ocean finds their way into the Navy or the Coast Guard. Ed explained, “My Dad was in the Navy, ‘62-’68 in both diesel and nuclear submarines as a missile tech. He was on NATHAN HALE, SKATE, and HENRY CLAY. He tried to talk me into doing that. I mean it is cool and it’s a good tight community, but I have got to get off the boat. I have been on subs for SEAL teams, but you get on there to get off. It is pretty neat to transport four or six guys to get into our little wet sub and then go someplace and do your thing on shore or underwater and get back on. That is cool.”

That explains his interest in the Navy, but was there an additional push. “In high school a buddy of mine was trying to talk me into joining the Marine Corp,” said Ed, “and one day in history class he had this book he was reading about SEALs “Men with Green Faces.” So, I go ‘What is that?’ He goes, ‘That is SEAL team and I asked, ‘How come you don’t want to do that?’ ‘Oh, that is crazy, that is too hard.’ ‘Check.’ [He wanted in]. I ended up going to school for one year at Fair State University. I was on the wrestling team and in an engineering program. I studied about 2 hours a week, but wrestled about six hours a day. Finally, I decided to join the Navy and be a SEAL.”

Ed went down and met with the Navy recruiter. He added, “I had a guarantee to have a try out to be a SEAL. It is a contract, they sucker you into the Navy for six years, if you fail, you are in the Navy for six years. So, it is a great recruiting tool for them because 80 percent or more wash out. I didn’t. I went through Basic, then through Corp school. I didn’t know anything about the whole thing. There was that one book and talking to a recruiter, that was it. I didn’t really care, I was going to be a SEAL. Corp school was 8 weeks. Then I got my orders to BUDS, but they actually sent me to Balboa

Hospital because my class wasn’t starting until x-date. I would just run down to RTC, Recruit Training Command in San Diego, found the dive motivators who gave SEALs their PT tests. I said, ‘I am Ed, I am supposed to be in Class 163 so they fixed it. Usually, you have a pre-training when you show up, but I didn’t. I showed up, started and went through and graduated.”

There is no question that it is not easy to graduate and become a SEAL. Some people find it amazingly challenging and they pay to go to these training facilities, not associated with the military, and see if they can do it. Ed said it took him a year to recover from Hell Week. He added, “It is a challenge and it is meant to be that way. You learn about yourself. You have several tasks in there and generally all pair and group oriented, and you know to make sure under stress that you don’t become the individual. We had a guy that had done five full iron man, he was a Navy diver and he quit. You got guys that smoke up until the day training starts and they make it. It’s huge in the head. You have to have some ability, but I am telling you it’s mental gymnastics.”

Ed claimed the hardest thing for him was doing pull-ups. He said, “On the island for at least one meal you had a challenge you had to pass to eat dry. If you failed you would go get wet and sandy, sugar cookie yourself, and you would eat a box lunch outside in the cold. Pull-up day I ate wet a lot. After BUDs I learned how to do pull-ups.”

Once out of BUDs you went to jump school, but Ed went to Special Operations Technician School, dive medical school. He learned how to operate the chamber and watch out for the guys and then he went to jump school at Fort Benning. Ed continued, “I graduated jump school and then reported to SEAL Team 3 and did a couple tours with them in Southeast Asia. Then I went to SEAL Team 4 and that was mostly Central and South America and the Caribbean. There was a lot of counter drug interdiction and training foreign internal defense. There was a little over the snow cap missions and a lot was inter-operations. I loved diving out of planes. I loved everything about my job, I really did. It was an awesome life.”

Following his tours in Central America Ed headed to Europe and Kosovo. “We were doing reconnaissance work,” explained Ed. “We were looking for some bad guys. Then I went to sniper school to be an instructor and from there I went to Afghanistan. Then I did a couple classes course manager sniper school and that put me at the 18-year mark. They said, ‘How about some shore duty?’ and I came to Maine to teach Navy Survival School at Brunswick and Rangeley. The black flies will carry you away. They will

break someone faster than anything. It is shore duty, but it isn’t because you are up on the mountain 5 days every two weeks. They teach 22 classes a year, two weeks long. Another class was cold weather survival. I ended up doing a deployment out of here, I was supposed to go to Iraq with SEAL Team 8, but because I speak Spanish fluently, I was asked to go down Columbia where there was an issue, but they got rescued on the way down and I got attached to our unit in Panama.”

About this time the Chinese had taken over the Canal, which was not a good decision. “That was dumb,” said Ed. When I went down the first time it was like ‘92-ish we had just started the transition, it was like a little America and when I went back it was a different planet.”

In 2009, Ed retired after 21 years and 3 months. He loved it, but his body had taken a toll, especially his neck. “I could have taken some different routes, but I started getting mindful of it,” explained Ed. “I started getting crazy headaches and that was due to my neck. My wife and kids liked it here in Maine, so we stayed. I was figuring out what I want to do and just started getting the phone calls and started traveling back with the SEAL Teams doing some training, then working overseas with some other folks. I was having a good time. I even became a volunteer firefighter in Alna. Later I became a reserve deputy sheriff. I was looking for the team again. I love being part of a team. I was still contracting down to Chile or someplace else, but then I would come home and I have got my excavator and I was digging ditches, grading a driveway or a pond.”

If you want to know the real reason for certain things that happen you have to find




Ed Thelander, former U. S. Navy SEAL

the person who knows those sort of things and Navy SEALs are such people. Ed has seen a lot of different crazy scenarios and that is why he is one of eight who decided to run for a federal office. It was not because they wanted to go to Washington, DC, but felt it a duty since they did not like the direction the country is heading.

Ed said his focus is first the obvious: high prices on fuel and food and the unnatural transition to alternative energy. He added, “We have got to do it, we will do it, but it has got to be smart. We don’t have the infrastructure, we don’t have the resources.” When asked about the pull out in Afghanistan, he said, “There was zero sense to any of that. There is no way you push people out of a secure base to go out in the middle of a city unprotected. I don’t know if you saw

Continued on Page 24.



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# MAINE MARINE SALVAGE A MUST STOP!

PORTLAND – One of the most popular shows on television is “American Pickers.” Many love just wandering through fields or buildings full stuff. They may not need it until they find it. It is the thrill of the hunt, finding that obscure item that you need for your house or boat. Well, there is such a place in Portland called Maine Marine Salvage at 326 Presumpscot Street that is an absolute heaven for those that own a vintage, or even a modern boat.

This used to be owned by Capt. Jim, but a couple of years ago he sold the property and all that was on it to Steve Goodrich. Steve was looking for a place to rebuild vintage automobiles and boats, however, there was a lot items that needed to be sold to make room. The lot had more than three dozen boats on it that needed to be stripped and cut up. Inside the building were items from floor to ceiling. This operation is headed by Linda Bridges, who works for Steve. She has been around the Casco Bay waterfront for a lot of years. She began at Handy Boat in Falmouth driving a launch for Jerry Dinsmore. She was also doing launch service for the Portland Yacht Club, which is right next to Handy Boat. She stayed there for over eight years and then decided that she needed a job with benefits so she went to work for Chase Leavitt at their Dana Street store and was there until they closed that aspect of the business. She then went to work for Vessel Services at their Commercial Street store. That closed and she went to work for the Gear Shop and then that closed. She worked for the Portland Fish Exchange for a time, but after a year and a half they had a major lay off and she was out of work again. This time she found something that had longevity, the drinking water business, where she was for more than 14 years. She added, “I missed the waterfront, but the waterfront in Portland is just not the same. The smaller jobs, the things that I did, those jobs are gone.”

She explained her being at Maine Marine Salvage, “Steve had other plans for this place, but so far we are still selling anything we can. We have all sorts of boat parts and lots of antiques too. I just want to see this place continue.”

Walking up the driveway from Presumpscot Street it is obvious that what they have is overwhelming. Many of the boats on both sides of the driveway suffered a major grounding. There were several small sailboats up front that with a little love and some searching for parts and pieces could have a new life. Many of the bigger boats had been aground and suffered major hull damage. There was a C&C sailboat with the port aft quarter gone and a 47-foot ketch with a massive hole on the portside. Many of the damaged boats were too damaged to repair, but they still sported a lot of hardware that could be repurposed. Beyond the sailboats there were a number of powerboats intermingled around the yard. While I was there people were getting onboard several of the boats and finding items that they could use on their current boat. Others were looking for household decorations.

Apparently other boats had been stripped as there were lots of totes inside labeled with anything that you might find on or in a boat. Looking for a mast, booms, hatches, hardware, windlasses, horns, compasses, sails, bilge pumps, cabinetry and doors, you name it they probably have it. There are engines, but many of these were never flushed out or not winterized and are seized up. However, they still have good parts on them that are useful.

Capt. Jim had acquired a lot of antique items over his years in the business and these items have been a strong seller. Linda said, “There are some great things here. I have got some antique lamps, oil lamps, some have been electrified, some are still oil lamps, some are big, some are small, some are gim-



A view of a sea of boats waiting to be scrapped, but you can remove items as they are.

baled, others hang. We had a Navy binnacle with compass from World War II. The guy offered me \$1,000, I said \$3,000 and after going back and forth we settled on \$2,000. That was absolutely beautiful. Another guy came in and bought \$3,800 worth of brass lamps for the house they were building. Nautical theme on everything. Another guy came here from, I think Oklahoma, and he bought lobster traps, an anchor and a port hole. He used to be in the Merchant Marine,

but now he is in the heart of America and he wanted some nautical stuff.”

Some items are priced, but many are not. Linda, who knows the approximate prices of many items, will tell you what she is looking for and if you don’t agree she might haggle a bit.

Linda is worried that Steve might close the business. She was having everyone that

**Continued on Page 24**

## PASSED OVER THE BAR: EWENS



**Thomas E. Ewens**

Thomas Edward (Tom) Ewens, age 88, of Middletown, RI, passed away on July 16, 2021, surrounded by his family at home. Tom is survived by his wife of 51 years Ellen Cowey Ewens, his children Lara Montecalvo and her husband Craig of Barrington, RI, Anne Gantt and her husband Soren of Montréal, Canada, Damian Ewens and his wife Stephanie Alvarez Ewens of Cranston, RI, and Marie Brown and her husband Charles of Baltimore, MD, and eight beloved grandchildren, Matthew Montecalvo, Ingrid and Peter Gantt, Claire and Maya Ewens, and Anna, Luke and Kieran Brown. Tom was the oldest of six children, and is survived by four siblings, Mary Ewens, O.P., James Ewens, Sue Ewens, and Jane Ewens, all of Wisconsin. Tom was preceded in death by his sister, Betty Ewens Quadracci.

Tom was born in Milwaukee, WI, to the late James and Marion (Purtell) Ewens. He received a B.A. from Georgetown University and a Ph.D. in Philosophy from the University of Louvain in Belgium. He was also a proud alumnus of St. Robert School and Marquette High School in Milwaukee where he formed many lifelong friendships.

Tom was a teacher, philosopher, storyteller, and devoted father and husband. He started his teaching career at the University of Santa Clara in 1962 and continued teaching philosophy and psychiatry at the University of Louvain, S.U.N.Y., Le Moyne College, and the University of Wisconsin-Milwaukee. He finished his career at the Rhode Island School of Design, where he was a Professor of Philosophy (1983-2001). In addition to teaching, he was a practicing psychoanalyst with a degree from the Belgian School of Psychoanalysis. Tom

held various administrative posts, including the Director for Twentieth Century Studies at the University of Milwaukee, Dean of Liberal Arts at R.I.S.D., and President of the Humanities Forum of Rhode Island. He was a longtime member of Common Cause of Rhode Island. He had been a member of the Genesis faith community.

Tom loved people and formed deep friendships throughout his life. He thrived on bringing people together, whether at his home for a dinner party, discussion groups of colleagues, or people he had just met who he would invite to share a meal. There was always room at the table for another guest, and Tom loved telling stories and laughing over a good joke. He was endlessly curious, always reading, and would happily fill in those around him with the current events in the four newspapers he read daily. To his family members, he was a friend, confidante and champion, always ready with sage advice or a probing question to help make clear the path ahead.

*Tom also had a love for the Maine lobster boat. I am not sure when or how he developed his love for this iconic craft, but he would frequently travel to Maine and meet those that either built or owned a classic wooden lobster boat. He loved these trips especially those to Beals Island and Jonesport to meet the wooden boatbuilders. I met Tom in the early 1990s and always had great discussions about these boats. His love became very evident when he purchased KINGFISHER [Harold Gower 34, 1970, 454 Chevrolet] in 1998. He owned this boat three years and during that time he had her totally rebuilt. He sold it to someone else from Rhode Island and shortly thereafter she caught fire and was totally destroyed. Tom was a very-long time subscriber to “Maine Coastal News” and loved those early years when I murdered the English language. He was a little disappointed when I cleaned up those errors, but loved our coverage of the Maine coast, but especially the boatbuilders. He and I kept in contact over the years and I would often meet him at the Newport International Boat Show in Newport, Rhode Island and talk about classic lobster boats. I will miss those talks. - JBJ*

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# Golden Globe Race 2022 Update

Les Sables d’Olonne, 26 August  
**Golden Globe Race Village success, but some entrants fall short of complying with the Notice of Race**

In Les Sables d’Olonne, Place du Vendée Globe, the Golden Globe Race Village is a popular success attracting thousands of visitors every day, with the opportunity to meet the entrants and discover their boats on the GGR pontoons. They can also admire the models exhibition of the original 1968 boats, and partake in the many activities organised by the city of Les Sables d’Olonne.

Tuesday was dedicated to safety, with entrants and their team managers having a full day of briefing covering the GGR safety information, in particular safety inspection procedures, crisis management procedures, special equipment regulations and application, critical communications as well as safety aspects of film gates approaches.

The GGR Stand has a complete model exhibition of the 1968 Golden Globe fleet that is sailing daily in front of the GGR dock. Don McIntyre and Jean Luc Van den Heede, had a remote-controlled race between Suhaili and Joshua, history eventually repeated itself with Don ultimately winning the hotly disputed contest!

Wednesday honoured the friendship between local sailors and GGR skippers, sailing double-handed on the locally built traditional yachts Les Olonnois. The colourful 21-foot wooden classics went up the legendary channel and had a friendly but contested sail in front of the *Grande Plage*, one of the most beautiful bays in the world.

Ian Herbert -Jones a.k.a. IHJ won the Parade des Olonnois, succeeding the 2018 winner Jean-Luc Van den Heede. Like him and Robin Knox Johnston, Ian has a three-letter name. RKJ, VDH and IHJ?

As yachts are lined-up for the upcoming safety inspections and the delivery of the much-coveted green card, more drama unfolded on some entrants still needing to comply with the notice of race, and stringent safety regulations of the event.

Elliott Smith, who missed the Gijon communications briefing and prologue, had to set out shortly after the skipper’s presentation last Saturday for a 150 nm communications check navigation, which he has completed, and should make the start.

Graham Dalton who finally re-joined the fleet after his 2000-mile offshore qualifier, equally missed the prologue and needed to set out on his communications check sail, but he now has failed his final medical stress test earlier this week and his medical file is under review.

Pat Lawless and Guy DeBoer have not submitted the celestial navigation logs made during their 2000-mile qualifier voyage. They have been fined and must now complete a new 300-mile solo voyage and submit a minimum of three celestial navigation observations before they can cross the start line.

Abhilash Tomy’s repairs on his Rustler 36 following his previous collision are going according to plan. His team cut off the damaged bow, ready to receive the new moulded

one, and his mast is nearing completion, receiving a few improvements in the process.

4 September  
**High emotion as the 2022 Golden Globe Race sets off around the world**

Emotions ran high as family and friends bid farewell to 16 skippers setting out from Les Sables d’Olonne on one of the most gruelling challenges on the planet. The Golden Globe Race is a solo non stop voyage sailing small 32-36 ft old fashion yachts without technology and no assistance. Following years of intense preparations and safety checks, the thought of 9 months of total isolation with only high frequency radios to speak with family was daunting.

The people of Sables d’Olonne were present in high numbers to cheer the GGR competitors and in the two weeks of the race village which drew 5000 visitors per day. Thousands lined the wall along the mythical channel of Sables d’Olonne where classic and historic yachts, competitors of the Golden Globe Race, traditional Olonnois yachts and local yachts paraded towards the start line.

The skippers were ready to go following years of preparations. It was time! The starting line was between Tapio Lethenin’s Swan 55 *Galiana* and *L’Esprit d’Equipe* of local skipper Lionel Régnier, both Ocean Globe Race entrants. The Official start vessel was *Guépard*, a French Navy training ship of which the town of Les Sables d’Olonne is the godmother. The official starter was Sir Robin Knox Johnston supported by the Mayor Yannick Moreau, and the founder of the GGR, Don McIntyre.

Prologue, bis repetita?

It was Britain’s Simon Curwen who crossed the line first, followed shortly by France’s Damien Guillou on PRB, later joined by Kirsten Neuschäfer. The trio who led the previous Gijon prologue quickly took the lead of the fleet towards Cape Finisterre, 350 miles south-west of Les Sables d’Olonne, which they are expected to reach in 3 to 4 days.

The former Classe Mini and Figaro sailor and the South African ocean navigator will be keen to set a strong pace to the rest of the fleet in the early hours of the race to implement their respective strategies. This should see them seeking the low pressure system to the west before descending to the tip of Cape Finisterre. Strong headwinds, avoiding coastal traffic and possible interactions with orcas along the Galician coast are just some of the challenges ahead.

Popular local French sailor Arnaud Gaist broke the start line by about 1 minute and was asked by the official starter to recross the line. He failed to do so. This will be addressed later, but as he sails the smallest yachts in the fleet so it is not expected to have any real impact.

Christian Dumard, the meteorologist for legendary races such as the Vendée Globe, the Volvo Ocean Race and the Mini Transat, shares his analysis: “The conditions for the first few days of the race are going to be tough. After a start in good conditions,

the low-pressure system to the west of the Celtic Sea will bring strong south westerly winds. It will be followed at the end of next week by the remains of cyclone Danielle, which formed in the middle of the Atlantic. It is therefore in a prevailing SW to W flow that the competitors will sail to Cape Finisterre, then probably to the latitude of Lisbon. The sea will be rough with waves of up to 4 metres. They will then be able to hit the Portuguese trade winds, the famous northerly winds that will enable them to sail downwind towards the Canary Islands and the Cape Verde Archipelago.”

There are two options in the immediate future: westwards towards heavy weather for the skippers who will want to make the difference during the first 24 hours, and a route favouring milder but more uncertain winds along the Asturian and Galician coastline. This choice, early in the race, could well lead to the first split of the fleet into 2 groups.

The Spaniard Aleix Selles, still waiting for his mast, chose to sail alongside the fleet and test his jury rig on his Rustler 36 *Onsoro*. According to the Notice of Race, he may have one more week to rejoin the Race and cross the start line south of Nouch, and benefit from good weather conditions. He is determined and could well add another twist to this 2022 edition.

Next stop, Lanzarote!

8 September  
**Tough start and slow progress for the Golden Globe Race as strong headwinds batter the fleet**

The new September start date for the Golden Globe has not made it easy departing Les Sables d’Olonne. It is a transitional season in the Bay of Biscay and the route towards Lanzarote is uncertain as the fleet has been hit with several low pressure sys-

tems moving towards Europe.

This means strong headwinds and heavy seas for the entrants. The fleet split in two groups early with a west option to catch today’s rotation and a direct route to the Cape Finisterre and a South option along the coast of Asturias and Galicia in sheltered waters and calmer winds. Local Frenchman Arnaud Gaist, was unexpectedly and unusually headed way north raising some concerns, but finally tacked on Thursday afternoon and sent a message: “*All is well on Hermes Phoning*”.

The results will unfold Friday as Tapio Lehtinen, the only sailors who persisted in the west option pushing through the tough conditions, will converge with Pat Lawless, Simon Curwen and Abhilash Tomy who are leading the easier south option towards Cape Finisterre before starting their descent along the coast of Portugal. Watch this space as another week of headwinds is predicted. Entrants express real frustrations to GGR Control on all communications.

Race favourite Damien Guillou (FR) is returning to Les Sables d’Olonne to fix his windvane mount which came loose in the heavy weather. After spending Tuesday night in heavy seas trying to effect repairs, he had no option than to return. The GGR *Notice of Race* allows any entrant to restart up to one week from the official start. He has until Sunday the 11<sup>th</sup> at 14:00 UTC to start again.

This will no doubt stir memories for the people of Les Sables d’Olonne who saw Michel Desjoyeaux come back in 2008 after 200 nautical miles for repair, and ultimately win his second Vendée Globe. Time will tell, and the boats of both events have little in common but the headwind facing the fleet

Continued on Page 8.

## Help Support Kirsten in Golden Globe Race



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

## Keel Authenticated for Future USS Jeremiah Denton From Team Ships Public Affairs

16 August 2022

The keel for the future USS Jeremiah Denton (DDG 129), a Flight III Arleigh-Burke class destroyer was ceremonially laid at Huntington Ingalls Industries (HII) Ingalls Shipbuilding division, August 16.

The ship is named for former Senator Jeremiah Denton, Jr., a Vietnam War veteran who was awarded the Navy Cross for his heroism as a prisoner of war. Following his Navy career, he was elected to the U.S. Senate representing his home state of Alabama in 1980.

The contemporary keel laying ceremony represents the joining together of a ship’s modular components at the land level. The keel is authenticated with the ship sponsors’ initials etched into a ceremonial keel plate as part of the ceremony. Co-sponsors of DDG 129 are the daughters of the namesake, Madeline Denton Doak and Mary Denton Lewis.

“We are honored to build a ship named for the late Senator Denton and to have his family present to celebrate this important milestone on the path to delivering another Flight III destroyer to the Fleet,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “The USS Jeremiah Denton is the Navy’s next great warship, which will provide power projection with the latest advanced combat capability.”

The DDG 51 Flight III upgrade is centered on the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporates upgrades to the electrical power and cooling capacity plus additional associated changes to pro-

vide greatly enhanced warfighting capability to the fleet. Flight III is the latest Flight upgrade in the more than 30-year history of the class, building on the proud legacy of Flight I, II and IIA ships before it.

HII’s Ingalls Shipbuilding is also in production on the future USS Lenah Sutcliffe Higbee (DDG 123), the future USS Jack H. Lucas (DDG 125), the future USS Ted Stevens (DDG 128) and the future USS George M. Neal (DDG 131).

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

## Keel Laying commemorated for third ship in Gerald R. Ford-Class, the future USS Enterprise (CVN 80) From Program Executive Office Aircraft Carriers Public Affairs

29 August 2022

NEWPORT NEWS, VA – With the words, “I hereby declare the keel of the United States Ship Enterprise truly and fairly laid,” Olympians Simone Biles and Katie Ledecky chalked their initials on respective steel plates, which were then embossed by skilled welders and affixed to the keel of the future USS Enterprise (CVN 80), Saturday at the HII-Newport News Shipyard (NNS), in Newport News, VA.

Ledecky attended the historic keel laying ceremony for the nation’s most advanced aircraft carrier in person, while Biles participated via a pre-recorded message from the World Champions Center in Spring, Texas. Five years earlier, on Aug. 24, 2017, Biles and Ledecky attended CVN 80’s First Cut of Steel ceremony, marking the initial major

construction milestone for the Enterprise—the third ship in the USS Gerald R. Ford (CVN 78)-class of aircraft carriers.

On Saturday, after NNS welders Ephony King and Jonathan Rishor finished welding the athletes’ initials on small, steel plates, NNS Lead Rigger, Mike “Chile” Williams, passed a radio to Ledecky, who gave the command for NNS Crane Operator Charlie Holloway to lower the 688-ton keel unit into the dry-dock. This section of the ship will support the forward half of the Enterprise, when the CVN 80 is fully assembled. The ceremonial plates will be affixed permanently to the ship’s keel.

Work on the Enterprise has been progressing on schedule, since NNS loaded the Enterprise’s keel unit during the ship’s first “super-lift,” on April 5th, 2022. With the first main structural member in place, workers have continued erecting the aircraft carrier in the dry dock by joining together a series of pre-outfitted modules.

“This is a significant milestone for the ship and the class,” said Rear Adm. James P. Downey, program executive officer for aircraft carriers (PEO CV). “The shipyard has taken lessons from building USS Gerald R. Ford and John F. Kennedy and applied them directly to constructing Enterprise. Our industry partners are applying the best practices of Integrated Digital Shipbuilding into the process, and that enables efficiencies, both in terms of cost and schedule.”

Capt. Brian Metcalf, who leads the Gerald R. Ford-Class New Construction Program Office, offered examples of the ship’s many construction efficiencies. “Procuring CVN 80 and CVN 81 as part of a two-ship buy has already allowed us to realize efficiencies in the early construction process. And building the aircraft carrier with fewer, but larger, pre-outfitted super-lifts has been a major improvement that contributes to streamlining the construction of CVN 80 over previous Ford-class hulls.”

CVN 80’s dry-dock erection program, for example, comprises 131 such super-lifts. In comparison, crews erected USS Gerald R. Ford (CVN 78) by means of 162 super-lifts, and the Future USS John F. Kennedy (CVN 79) with 155.

Future USS Enterprise will be the ninth U.S. Navy warship to bear the name, with the first being a sloop-of-war, commissioned

in 1775, after her capture from the British during the American War of Independence. The last Enterprise (CVN 65), served as the world’s first nuclear-powered aircraft carrier from 1961–2017, and is currently moored nearby in the shipyard awaiting the results of an environmental impact statement and a Navy decision on disposal options.

**The Enterprise Legacy**

On hand to honor the legacy that unites builders and sailors during the keel laying celebration was 99-year-old, retired Chief Petty Officer Bill Norberg, who served as chief yeoman on board USS Enterprise (CV 6) during the entirety of World War II. Norberg witnessed, firsthand, countless pivotal moments during the War in the Pacific, including the Doolittle Raid launched from the USS Hornet (CV 8) and the Battle of Midway. Norberg’s ‘Enterprise’ was the seventh combatant to carry the name.

Kevin Cormier, acting executive director for PEO Aircraft Carriers, noted that Norberg represents the link between CV 6 and CVN 80. “Shipbuilding and maintenance is a tough, enduring business. And the task of readying combatants that serve the sailor and meet the challenge of the seas is more critical than ever.”

Cormier added, “Chief Norberg’s service and his consummate humility is what our business is all about—a chain that endures because of the efforts of sailors and our ship designers and builders to construct, sustain, and support the nation’s aircraft carrier fleet throughout a ship’s entire service life, from design and construction to inactivation and disposal.” In his dual-hatted role, Cormier also serves as deputy program manager for the Gerald R. Ford-Class New Construction Program Office.

**Ceremony Attendees**

Under Secretary of the Navy Erik K. Raven delivered the keynote address and spoke poignantly on the significance of the occasion. “The power of this ceremony—at this shipyard, in our country, on this day—is to mark another ship’s life being started to serve more generations of Americans, service members, friends, families, leaders, partners, and allies.”

Raven added, “Fittingly, in the presence of the previous Big E, we now lay the keel of the next Enterprise—the newest future naval warship, CVN 80.”

## Golden Globe Race Update

### Continued from Page 7

next week may well provide a good opportunity for a come-back!

The strong headwinds and seas are taking a toll. Leaks, electric shorts, radio problems, weatherfax issues have been mentioned several times. Guy deBoer (USA) was seasick and gashed his leg but is now trucking along. Ertan Beskardes (UK) was hit by a wave on deck, fell into his cockpit and was knocked unconscious, hurting his arm. Contact was made with GGR MSOS 24hr telemedicine doctors. Today he sent an encouraging message “*all good on board, just slow progress, weather good, food super*”. Edward Walentynowicz (Canada) who is otherwise having a good race mid-fleet informed GGR control today he was pondering retirement and will call his wife and Team Manager Magda to discuss his options prior to making a final decision. If he remains in the GGR he will receive an 18-hour time penalty for the banned phone call.

As the lead boats are heading out of the Bay of Biscay, the fleet is receiving regular forecasts on HF, radio and weather fax to work on their strategy, including choices

negotiating the Cape Finisterre Traffic separation Scheme. They are heading into more headwinds along the coast of Portugal over the weekend as a low-pressure system is forming over the Azores. This past week was tough, and the next days certainly interesting as sailors exit Biscay into the Atlantic towards Lanzarote. All are frustrated and longing for the following winds!


### 2022 GGR Results (as of 11 September)

	DTF
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- |                         |        |
|-------------------------|--------|
| 1. Simon Curwen         | 25,646 |
| 2. Tapio Lehtinen       | 25687  |
| 3. Pat Lawless          | 25705  |
| 4. Abhilash Tomy        | 25730  |
| 5. Ertan Beskardes      | 25740  |
| 6. Guy Waites           | 25745  |
| 7. Guy DeBoer           | 25746  |
| 8. Jeremy Bagshaw       | 25754  |
| 9. Kirsten Neuschäfer   | 25756  |
| 10. Elliott Smith       | 25801  |
| 11. Michael Guggenberge | 25809  |
| 12. Mark Sinclair       | 25889  |
| 13. Arnaud Gaist        | 25927  |
| 14. Ian Herbert Jones   | 25938  |
| 15. Damien Guillou      | 26144  |
| 16. Ed Walentynowicz    | 26236  |

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# U. S. NAVY NEWS

Raven also noted that 2022 marks 100 years of carrier-based aviation. He said that while the USS Langley (CV 1) began on 20 March 1922 as an experimental platform, it soon “proved to be the catalyst of a revolution, changing the way we fought at sea and expanding the Navy’s reach. The aircraft carrier became an icon and is recognized world-wide as a beacon of both strength and hope and an undeniable representation of U.S. diplomacy. And the future Enterprise will be another sure symbol of our commitment to protecting freedom on the oceans and around the world.”

Raven assumed the responsibilities of the Under Secretary of the Navy on April 13, 2022. He serves as the Department of Navy’s Chief Operating Officer and Chief Management Officer.

Adm. Daryl Caudle, Commander, U.S. Fleet Forces Command, explained during his remarks that “Enterprise will be key to advancing the idea of integrated deterrence through its enhanced capabilities, including its unmatched mobility and range; advanced combat and control and communication systems; it’s life-of-ship nuclear power plant; and, perhaps most important, its ability to deliver the most robust and lethal next-generation strike aircraft at unprecedented pace and persistency.”

Other distinguished visitors included Congressional Representatives Rob Wittman, (R-VA, 1st District); Elaine Luria (D-VA, 2nd District); and Bobby Scott, (D-VA, 3rd District).

The Navy-Industry team on hand to commemorate Enterprise’s keel-laying included Jennifer Boykin, president, Newport News Shipbuilding; RADM John Meier, Commander, Naval Air Force Atlantic; RADM James P. Downey, PEO CV; and Capt. Hannah Kriewaldt, Commanding Officer, Supervisor of Shipbuilding, Newport News.

Boykin, who served as master of ceremonies, recognized members of the audience, including HII President and CEO Chris Kastner, Newport News Mayor, McKinley Price; Ann Zumwalt, representing the Society of Sponsors of the United States Navy; suppliers from the Aircraft Carrier Industrial Base Coalition (ACIBC); as well as veterans who served aboard previous Enterprise ships.

### Ship Sponsors

The ship’s sponsors are internationally renowned. Ledecy is a three-time Olympian, participating in the 2012, 2016, 2020 Games, earning 10 medals. Her seven Olympic Gold medals and 15 World Championship Gold medals are the most for any female swimmer. Ledecy has broken 14 World Records and 37 American Records

during her career. And in June, Ledecy made history when she became the first swimmer to win five consecutive world championship titles in an individual event.

Biles is the most decorated U.S. women’s gymnast, with 32 World/Olympic medals. She competed in two Olympic Games, 2016 and 2020, earning seven Olympic medals—the most won by a U.S. gymnast. Biles received the Presidential Medal of Freedom on July 7, 2022 for her work as an advocate for mental health awareness.

With Ledecy’s parents, David and Mary Gen (Hagan) Ledecy, in the audience, the world champion swimmer spoke about everyday workers as the nation’s real heroes: “often unrecognized...who work in very difficult and all-consuming jobs, where things are created and built...and where our health, our society, and our freedoms are protected.” Ledecy thanked the shipyard workers, and said, “By helping to keep our military strong, you are helping to keep our country safe.”

Ledecy also reflected on the service of her late grandfather, Edward Jordan Hagan, M.D., who served with the 1st Marine Division as a combat surgeon “in some of the worst battles” in the Pacific during World War II, and recognized the sacrifices of the shipbuilders, service members, and their families.

She talked about the importance of endurance, fortitude, and consistency in swimming and in life, traits reflected in her favorite training mantras: “Take the lead, keep the lead”; and “No shortcuts.”

Ledecy said, “It’s apparent to me that even as these shipbuilders work with great efficiency—another key in swimming, to complete each task, no shortcuts are being taken to ensure that the “Big E” lives up to its great reputation.” Ledecy encouraged the “Big E” family to “keep the end-goal in mind while celebrating the small victories of your teammates...and encourage each other along the way.”

Co-ship sponsor Simone Biles, speaking in a taped message from her home gym in Spring, Texas, said she was proud to be part of the Enterprise legacy and to celebrate the next big milestone on the ship’s way toward christening and delivery.

### The Gerald R. Ford-class

Gerald R. Ford-class aircraft carriers displace approximately 100,000 tons and are 1,092 feet in length, with a beam of 124 feet; and can operate at more than 30 knots. Designed to be operated by a smaller crew than previous aircraft carrier, each Ford-class ship will afford significant savings in total ownership costs during a 50-year service life, when compared to the Nimitz-class ships they are designed to replace.

The future USS Enterprise is scheduled to replace the USS Dwight D. Eisenhower (CVN 69), which is currently slated for inactivation in 2029.

### Navy Commences Construction of First Constellation Class Frigate From Program Executive Office, Unmanned and Small Combatants Public Affairs

31 August 2022

WASHINGTON - The first Constellation Class Guided Missile Frigate, a highly capable and survivable multi-mission warship, will begin construction Aug. 31 at Fincantieri Marinette Marine shipyard in Marinette, Wisconsin. The start of construction follows a detailed Navy assessment of the maturity of the design and readiness of the shipyard to begin construction through a successful production readiness review (PRR) milestone on July 20.

The future USS Constellation (FFG 62) is the lead ship of the Navy’s newest class of warships.

Constellation Class Frigates are a key component of the recently released Chief of Naval Operations Navigation Plan (NAVPLAN) 2022, which envisions a future hybrid fleet composed of 350 manned ships and approximately 150 unmanned ships.

The Constellation Class Frigate will “be capable of defending the fleet, striking ad-

versary forces in all domains, and expanding interoperability with allies and partners,” according to the NAVPLAN.

“Our team has worked tirelessly with industry partners to develop an innovative acquisition approach to efficiently procure and produce a 21st century frigate. The start of Constellation’s construction marks a key milestone on our path to build and deliver this new capability to the fleet,” said Rear Adm. Casey Moton, Program Executive Officer, Unmanned and Small Combatants (PEO USC).

PEO USC oversees the Constellation Class Frigate program office (PMS 515) charged with the design, development and construction of the Navy’s newest warship class.

The new frigates are designed to operate in both open ocean and littoral environments, as part of a Carrier or Expeditionary Strike Group or a Surface Action Group. The ships will be equipped with proven technologies and systems already in use today, which will accelerate the timeline to get this new capability to the fleet.

“The Frigate program has worked diligently to minimize risks by selecting non-developmental systems and proven program of record equipment to meet our

Continued Page 19



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# Who Gets to Decide?

By Sheila Dassatt

As I write this article, the date is September 11, 2022, twenty-one years since the 911 attacks on our country. I will always remember that day, much like my parent's generation will always remember the attack on Pearl Harbor. It appears that from one generation to another, things don't change a whole lot. There will always be conflict, issues over power and control. I have lived long enough to see a lot of this now, with the latest conflict being an attack on our Maine Lobster Fishery. This is another case that in this country's judicial system, I understood that we are innocent until proven guilty. In this case, it appears that we are all considered guilty and have to prove our innocence.

Of course, we all know that this is concerning the latest attack on the good folks of Maine from the Monterey Bay Aquarium in California, putting us on their "Red list." This is basically a boycott on Maine Lobster, saying that we are responsible for the death and entanglement of North Atlantic right whales. This boycott includes blacklisting Maine lobster from food suppliers, markets and removing them from menus in restaurants. This is all for the sake of saving whales, which has been going on for quite a while now.

What do we all know about the Monterey Bay Aquarium in California? "The mission of the Monterey Bay Aquarium is to inspire conservation of the ocean." I looked up their

site on the web, and this is what I found: Their exhibits are transforming fisheries and aquaculture around the world, and working to protect California's ocean. They are moving toward legislation to address climate change and end plastic pollution. (Without going down another avenue, I wonder how much disposable waste that "Hello Fresh and Blue Apron" generates)? Their Seafood Watch team is shifting the global marketplace to make seafood more sustainable. "Together we inspire people from the public to politicians to take action on some of the biggest threats to ocean health." This is an exert from their website, respectfully.

I am just trying to give us all a little better understanding of who they are and what this is all about. Many Maine lobstermen and their families have probably never spent much time at the Aquarium in California and perhaps have not heard of them. Well, here it is, and I'm sure this was all started originally to simply protect otters in their environment, as I understand it. Well, this is all fine and dandy, but things have shifted just a little to politicians and legislative actions, as well as influence on the public.

You may want to read my DELA report as well, because I stated that just a few years ago, when Linda Bean and John Hathaway were working to establish sustainability for our Maine Lobster with the Marine Stewardship Council, we earned great respect from

Monterey Bay Aquarium and were granted our sustainability, claiming that we met all of the criteria for the best of the best. *I remember because I was on that Committee.*

When did this all change? I am asking this because we have not changed our conservation measures on protecting and keeping a sustainable lobster fishery, all the while enduring more regulations to protect the right whale. *I am confused?* We have spent much of our own money and invested our own time to rigging these breakaway ropes and even spent time placing purple markers on the ropes as a means of identification for the State of Maine if a whale should become entangled. There has been no entanglements with purple identification at all and hasn't been since 2004. So why are we being blacklisted and asked to do more when the changes that we have made have not even been given a chance to be tried and true? WHY? We need more answers to this question and I believe that we are owed answers for all of this bullying and harassment that we have been enduring. Why is a place in California putting so much attention to the State of Maine? I highly doubt that we check what California is doing when we start our day, and probably don't really care. All that we want to pay attention to is maintaining our livelihoods and feed our families at this point in time.

We are being unduly attacked from every angle, price of fuel is high, the price of bait is high and the price of lobsters is very low. It is about the same price that we were receiving years ago when we were fishing with my Dad. This was back in the 80's and 90's. What is next? Perhaps there were in the way of all of those windmills that were campaign promises, which goes back to politicians. The claim is that they will provide a lot of job opportunities. What about the economy of an entire state, if we are all put out of business due to hardship? We are talking the lobstermen, bait dealers, lobster dealers, truck drivers, boat builders, boat yards, marine suppliers, restaurants, seafood markets, trap builders, and the list goes on and on.

There is always an agenda, and we are usually distracted to one direction while the other direction has a chance to "take hold." It is time that we, as Maine lobstering families stand up for our tradition and stop taking this kind of abuse. Yes, we care about whales and marine life, but never in my life, did I think that a mammal would take precedence over humanity! Our families need to be taken care of with the respect that we all deserve. We have done nothing wrong and have complied with every demand. Stop trying to get us out of the way. Fishermen's lives matter too! How about it?

## Maine Dept. of Marine Resources

### Public Hearings Scheduled on Atlantic Menhaden Draft Addendum 1

3 September

The Atlantic Menhaden Board at the Atlantic States Marine Fisheries Commission (ASMFC) is currently working on draft Addendum I to Amendment 3 to the Interstate Fishery Management Plan. This management document contains several options which consider changes to the state-by-state allocations, increases in the episodic events set aside, and greater restrictions on the small-scale fishery. The draft Addendum was recently approved for public comment and is slated for final action in November.

Two public hearings in Maine will be held in-person as follows: September 13 at 6pm. Marquardt Building, 32 Blossom Lane, Room 118, Augusta, ME; and September 20 at 5pm. Jeff's Catering and Event Center, 15 Event Center Way, Brewer, ME

### Atlantic Menhaden - Draft Addendum 1

The Atlantic Menhaden Board at the Atlantic States Marine Fisheries Commission (ASMFC) is currently working on draft Addendum I to Amendment 3 to the Interstate Fishery Management Plan. The draft Addendum was recently approved for public comment and is slated for final action in November. This management document contains several options which consider changes to the state-by-state allocations, increases in the episodic events set aside, and greater restrictions on the small-scale fishery including lower trip limits and/or the potential to remove gear types, such as purse seines, from the provision.

Below are two tables from the draft Addendum that illustrate the incidental catch/small scale fishery (IC/SSF) landings from 2016-2021 for Maine and other states, as well as the total landings as a percentage of coastwide landings from 2016-2021 for Maine and other states.

### Abrahm Malloy to Join Maine Marine Patrol as an Officer in Machias

19 August

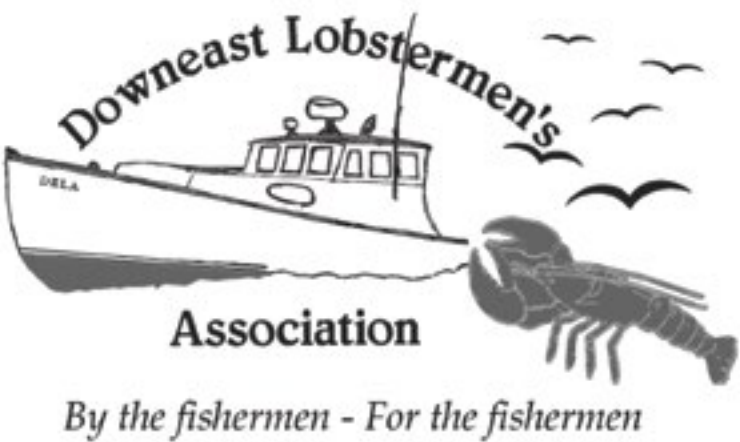
Abrahm Malloy of Bar Harbor will soon join Maine Marine Patrol as an Officer in Machias.

He was sworn in Monday, August 15 in Augusta and is currently completing Marine Patrol's nine-week field officer training program, after which he will begin serving in the Machias patrol.

Malloy is studying for a degree in Criminal Justice from Husson University, has completed the Maine Criminal Justice Academy's (MCJA) Pre-Service program, and is scheduled to attend the MCJAs 18-week Basic Law Enforcement Training Program next January.

Mallow has experience as a sternman working on commercial and recreational fishing vessels in Seal Harbor and Northeast Harbor.

"Abrahm's experience on fishing vessels combined with his commitment to law enforcement and resource protection will serve him well as a Marine Patrol Officer in the busy Washington County fishing communities," said Lieutenant Troy Dow.



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Commercial Fishing News

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

From the Director -

As I sit here planning to give you a report, my head is actually reeling with the knowledge that Maine lobster has been put on the “red list” on Seafood Watch with the Monterey Bay Aquarium and that in the same “breath”, U. S. District Court Judge James E. Boasberg rejected the lawsuit by Maine Lobstermen’s Association, the Massachusetts Lobstermen’s Association and the State of Maine to rule in favor of the National Marine Fisheries Service, posing lobstering as a risk to the whales.

We want our membership to know that we have supported the defense of our lobster fishery through and with these associations, and have donated funds to the MLA Legal Defense Fund. The support and our participation started a long time ago, before the Covid virus put a choke hold on all of us.

D.E.L.A. has worked together with fund raising as well, working with John McMillan and his great Cajun cooking at Bowen’s Tavern in Belfast. This was all in participation with MLA and DELA, knowing that we needed to work together to prepare for what was to come. We have all been at this for a long time, and realize that this is not a new threat.

What is disheartening about this situation is that fact that one man is given the power to affect the lives of thousands of people. The impact of this decision sends a tidal wave through the State of Maine economy that is far reaching. This should be a decision that is decided by a group of judges, not allowing just one person to have this much power.

It is my belief that many people have contributed millions of dollars on behalf of

the conservation groups to help influence many people in high places that don’t have a clue of what is really happening. The saddest part of this whole thing is that the hard working fishermen, their families and the industry as a whole will be the ones to suffer.

Another point that is really astonishing is that back in the early 2000’s, the Monterey Bay Aquarium praised the lobster industry for its sustainability and conservation measures and yet without any proof, is now willing to condemn us. **So what has changed? MONEY!!** Unfortunately, as the old saying goes, “if you want to know the truth, just follow the money.” There are people in this country who think because they have billions of dollars, they can always get their way and that’s not right. In the end, the only ones that will make out for the good are the lawyers.

Some people may think that I am being sarcastic with my words and I apologize if they offend anybody, but as my Dad, Corliss would say “the truth hurts sometimes.” This is what we need to continue to fight for, is that the truth not be ignored and that Maine fishermen are not entangling the right whales. The majority of these whale deaths have been due to ship strikes which is obviously the contributing factor in this situation. Even NOAA has hit a whale on Stellwagen Bank while they were not abiding by their own imposed speed limit and still yet, they wish to blame our industry. Again, “Follow the Money.”

This subject is very trying for us as an industry. I truly urge everyone involved in any aspect of the lobster industry or the fishing industry as a whole, from the boats to the tourism trade, to contact our senators and representatives and let your voices be heard. This is a time that we cannot just sit back and say “it will go away.” Living in a small fishing community myself (Stonington, Maine), which is heavily dependent on the fishing industry, there are many communities and islands that are in this same situation, so please make your voices heard. I encourage you to call, write, face book, tweet or whatever it takes, but “Stand up and Fight!” As D.E.L.A. will as well, and are facing this every day, making our presence known.

We are known for standing up for what we believe in and will not change our minds, nor back down. Our livelihoods and future depends on this. We have real lives and have worked hard for many generations to sustain our fishing industry and want our next generations to have the same opportunity.

Please feel free to contact me at any time, we have been communicating at the dock and firsthand understand how we are all feeling. It is our job to pass this knowledge along to our representatives that we can trust. We will survive this together!

My contact information is dassatt711@yahoo.com and my phone is 207 322-1924. We also have a Face book site under Downeast Lobstermen’s Association and can be reached there also.

Take care, Sheila

MISC. COMMERCIAL FISHING NEWS

Streams Rich in Baseflow are Important for Atlantic Salmon

Atlantic salmon are an endangered species in the United States with the only remaining populations in the state of Maine. Atlantic salmon need access to a wide variety of habitats during their lives as they move from rivers to the ocean and back again. In rivers, they also need relatively cool freshwater, ideally below 70°F. As the climate continues to warm, stream habitat that remains cool enough for Atlantic salmon during the summer may become increasingly rare. Atlantic salmon are among the most vulnerable species to the effects of climate change in the Northeast, partly because of their temperature sensitivity. With expected rises in stream temperature, the amount of suitable habitat will likely decrease. This makes it critical to focus conservation and restoration efforts in areas that the fish are most likely to favor.

Cool Streams Make for Good Habitat

Stream temperature is affected by many factors including air temperature and shading from vegetation. Another important factor is how much of a stream’s flow comes from underground sources rather than land surface runoff. Streams with a high proportion of groundwater tend to be cooler than those with greater quantities of surface water because surface runoff is exposed to sunlight and land surface air temperature as it travels to the stream. Areas along a stream network that are rich in groundwater, or “baseflow”, are important for coldwater fish like Atlantic salmon and brook trout. They can buffer the effects of increasing air temperature. These areas also usually have more flow, and therefore more habitat, during periods without significant rainfall.

Predicting to Help Prioritize

Continued on Page 24

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Commercial Fishing News

# ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

Continued from Last Issue

Atlantic States Marine Fisheries Commission 2022 Summer Meeting  
August 2-4, 2022

SCIAENIDS MANAGEMENT BOARD  
(AUGUST 4, 2022)  
Meeting Summary

The Sciaenids Management Board met to consider several items: Traffic Light Analysis reports for spot and Atlantic croaker, a research project on estimating regional spot abundance and mortality rates, Fishery Management Plan Reviews and state compliance reports for red drum and Atlantic croaker, and an update on the ongoing Black Drum Benchmark Stock Assessment.

The Chairs of the Spot and Atlantic Croaker Technical Committees (TCs) presented the findings of the 2022 Traffic Light Analysis (TLA) reports to the Board. The TLA assigns a color (red, yellow, or green) to categorize relative levels of indicators based on the condition of the fish population (abundance metric) or fishery (harvest metric). For example, as harvest or abundance increases relative to a reference period, the proportion of green in a given year will increase. The Board annually evaluates the proportion of red against threshold levels to potentially trigger management action. In 2020, the TLA for the 2019 fishing year indicated that both species triggered at the 30% red threshold. State implementation plans for management measures were approved in early 2021 and all new management measures were enacted by the end of 2021. These management measures cannot be relaxed for at least two years for spot and three years for Atlantic croaker. Therefore, spot management is due to be reevaluated this year for any potential changes in management in 2023 and Atlantic croaker management will be reevaluated next year. Due to multiple years of missing fishery independent survey data and the lack of concerning trends in the available data, the Spot TC recommended that any determination on the spot TLA should wait until 2023 when it is expected that complete data from all surveys will be available, and maintaining management measures. Similarly, the Atlantic Croaker TC also recommended maintaining management measures, and reevaluating the Atlantic Croaker TLA in 2023 when all data are expected to be available.

The Board received a presentation on a research project that will be conducted by Drs. Rob Latour and Mike Wilberg of

the Virginia Institute of Marine Science and the Chesapeake Biological Laboratory, respectively. The study will estimate spot abundance and mortality rates in specific regions using a spatial model. This research project will be separate from but occur in conjunction with the upcoming spot 2024 benchmark stock assessment.

The Board reviewed and approved the 2021 Fishing Year FMP Reviews and state compliance reports for red drum and Atlantic croaker. *De minimis* status was approved for New Jersey's and Delaware's 2023 red drum fisheries. For Atlantic croaker, *de minimis* status was approved for New Jersey (commercial and recreational), Delaware (commercial and recreational), South Carolina (commercial), and Georgia (commercial).

The Board received an update on the ongoing Black Drum Benchmark Stock Assessment. The Black Drum Stock Assessment Subcommittee has met several times, most recently for a Stock Assessment Workshop in July 2022. A peer review workshop for the Black Drum Benchmark Stock Assessment is tentatively scheduled for December 2022. The assessment is on track to be completed by January 2023.

Erika Burgess (FL) updated the Board on new management regions and regulation changes for red drum in Florida state waters following a final rule hearing by the Florida Fish and Wildlife Conservation Commission, which will go into effect on September 1, 2022. More information on these changes can be found here. Doug Haymans also informed the Board that Georgia is in the process of considering regulatory changes for red drum to restrict harvest. The Board will receive an update on these changes at the Sciaenid Management Board's Winter 2023 meeting.

The Board elected Doug Haymans as Vice-Chair for the Sciaenids Management Board. For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at [tbauer@asmfc.org](mailto:tbauer@asmfc.org) or 703.842.0740.

Motions

Move to approve the Red Drum FMP Review for the 2021 fishing year as amended today, state compliance reports, and *de minimis* status for New Jersey and Delaware.

Motion made by Ms. Fegley and seconded by Mr. Haymans. Motion passes unanimously.

Move to approve the Atlantic Croaker FMP Review for the 2021 fishing year,

state compliance reports, and *de minimis* status for New Jersey, Delaware, South Carolina, and Georgia commercial fisheries and New Jersey and Delaware recreational fisheries.

Motion made by Mr. Gary and seconded by Mr. Fote. Motion passes unanimously.  
Move to nominate Doug Haymans as Vice-chair of the Sciaenids Management Board.

Motion made by Mr. Geer and seconded by Mr. Woodward. Motion passes unanimously.

INTERSTATE FISHERIES MANAGEMENT PROGRAM (ISFMP) POLICY BOARD (AUGUST 4, 2022)

Meeting Summary

The ISFMP Policy Board met to address a full slate of issues; the details of which follow. The Commission Chair Spud Woodard presented the Executive Committee Report (see Executive Committee meeting summary earlier in this document).

Appeals Process

The ISFMP Charter includes an opportunity for a state to appeal species management board decisions. A process was implemented in 2003 and revised to clarify appeal criteria. After the 2021 appeal decision regarding black sea bass commercial allocation, it was suggested additional improvements to the process may be appropriate. Staff presented a revised Appeals Process that included changes to addresses (1) when the current or past Commission Chair or the Vice-Chair is from the appealing state, (2) requirements for the scope of the potential corrective action designated by the Policy Board, and (3) what happens if the management board is unable to make the changes necessary to respond to the findings of the Policy Board. The Policy Board approved the revised Appeals Process.

De Minimis Provisions

The Commission includes *de minimis* provisions in interstate FMPs to reduce the management burden for states that have a negligible effect on the conservation of a species. The *de minimis* provisions in FMPs vary by species and include a range of requirements for management measures, reporting requirements, and *de minimis* qualification periods. The Policy Board tasked a Work Group to draft a policy that would establish *de minimis* standards across all FMP but allow for exceptions for unique

characteristics of a species. The Policy Board provided staff with preferred options for the draft policy which will be considered for approval at the Commission's Annual Meeting in November.

East Coast Climate Change Scenario Initiative

Over the past year, East Coast fishery management bodies have been collaborating on a climate change scenario planning initiative designed to prepare fishing communities and fishery managers for an era of climate change. The goals of this project are to assess how climate change might affect stock distribution and availability of East Coast marine fisheries over the next 20 years and to identify the implications for fishery management and governance. Staff reviewed progress of the initiative including the draft future scenario created at the June. Workshop. This scenario describes how changing oceanographic, biological, and social/economic conditions could combine to create future challenges and opportunities for East Coast fisheries. Staff outlined the next steps in the scenario planning process including deepening webinars, manager brainstorming work groups, Commission input and a summit meeting.

NOAA Climate, Ecosystems, and Fisheries Initiative

Jon Hare with NOAA Fisheries reviewed the NOAA Climate, Ecosystems, and Fisheries Initiative (CEFI). Climate change is significantly impacting the nation's valuable marine and Great Lakes ecosystems, fisheries, and the many people, communities, and economies that depend upon them. Warming oceans, rising seas, melting sea ice, and increasing acidification are affecting ecosystem structure and the distribution and abundance of marine species. These changes affect many parts of NOAA's mission, from fisheries management and aquaculture to conservation of protected resources and habitats. To safeguard fisheries and other resources in the face of rapidly changing oceans, resource managers and stakeholders urgently need better information on what's changing, who's at risk and how to increase resilience. CEFI is a cross-NOAA effort to build the nation-wide, operational ocean modeling and decision support system (system) needed to reduce impacts, increase resilience and help marine resources and resource users adapt to changing ocean conditions. The end-to-end

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## Commercial Fishing News

# ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

system will provide decision makers with the actionable information and capacity they need to prepare for and respond to changing conditions today, next year and for decades to come.

### Draft Risk and Uncertainty Policy

Jason McNamee provided an update on the Commission's draft Risk and Uncertainty Policy. At the 2021 Winter Meeting, the Policy Board recommended using tautog as a pilot case for the policy. The Tautog Board reviewed the decision tools and the Preliminary Tautog Risk and Uncertainty Report at the 2021 Fall Meeting. However, because the Tautog Board did not initiate a management action at the meeting, the final steps of the risk and uncertainty process were not completed. In the absence of a management action to apply the process to, the Tautog Board tasked staff with developing hypothetical scenarios to illustrate how the tool would have worked in order to complete the tautog pilot case and improve understanding of the process.

The Policy Board provided feedback on the next steps for the Risk and Uncertainty Policy. The Board recommended moving forward with conditional approval of the policy (which will be considered at a future meeting), while also exploring the possibility of conducting another test case and developing a version of the process for data poor species. There was also discussion of the pros and cons of applying the policy to species that are managed under joint or complementary FMPs.

### Northeast Area Monitoring and Assessment Program (NEAMAP)

Nicole Lengyel Costa presented an overview of NEAMAP and the new NEAMAP survey definition, as well as the planned next steps for developing NEAMAP principals and protocols. NEAMAP is a co-operative state/federal program facilitating fishery-independent data collection, analysis and dissemination in the Northeast (ME to NC). Current NEAMAP surveys include the Southern New England/Mid-Atlantic Nearshore Trawl Survey (VIMS), Maine-New Hampshire Inshore Trawl Survey, and the Massachusetts Division of Marine Fisheries Bottom Trawl Survey. However, a number of other trawl surveys are conducted by NEAMAP partner state and federal agencies which could be included under the NEAMAP umbrella. In addition, there has been an ongoing need to clarify what criteria NEAMAP surveys must meet, as well as whether or not NEAMAP should develop common protocols. The NEAMAP Operations Committee (OC) developed a draft NEAMAP survey definition to clarify to the public what constitutes a "NEAMAP

survey." The new definition would expand the NEAMAP survey label to the other NEAMAP partner trawl surveys. The OC is also working to develop a high-level set of NEAMAP principles and guidance documents on specific technical topics. These principles and guidance documents will not require methodology changes from ongoing survey but will serve to define best practices.

### Legislative Committee Update

Legislative Committee Chair, Bill Hyatt of Connecticut, summarized the committee's recent activities, including Congressional engagement on the Recovering America's Wildlife Act, the Forage Fish Conservation Act, the Shark Fin Sales Elimination Act, and FY22-24 appropriations to address state/interstate priorities. The Policy Board agreed to send a support letter to the U.S. House Committee on Natural Resources in support of the Resilient Coasts and Estuaries Act. The Policy Board requested consideration of the Reinvesting in Shoreline Economies and Ecosystems Act by the Legislative Committee.

**Updates from the Atlantic Coastal Fish Habitat Partnership (ACGHP) and ASMFC Habitat Committee** Dr. Lisa Havel provided updates on ACFHP and the Habitat Committee (HC). The ACFHP Steering Committee met in July where it focused on drafting the next five-year strategic plan for 2022-2026. Dr. Havel presented a brief overview of the five National Fish Habitat Partnership-funded projects in the ACFHP region for FY2022. A total of \$250,000 is being distributed to projects in Maine, Massachusetts, Connecticut, New Jersey, and Maryland to open 185 river miles, provide access to over 9,000 acres of spawning habitat, and restore 4.5 acres of benthic estuarine habitat.

At the May HC meeting, the HC discussed the status and next steps for the documents it is currently working on: *Acoustic Impacts to Fisheries, Fish Habitats of Concern*, and the next *Habitat Hotline Atlantic*. The Committee also received presentations on the current status of Delaware River Atlantic sturgeon and on the Northeast Regional Habitat Assessment. Dr. Havel provided an update to the Policy Board on the status of the fish habitats of concern designations. The Policy Board unanimously approved the Update to the 2018 Atlantic States Marine Fisheries Commission State Climate Change Initiative Gaps and Recommendations Report.

### Assessment Science Committee Report

The Policy Board approved the revised Commission stock assessment schedule. Changes include (1) a delay in the black sea bass research track assessment from

fall 2022 to spring 2023, which will be followed by management track assessment in June 2023; and (2) the addition of a tautog assessment update for 2024. In addition, assessments for 2025 and 2026 were added to the schedule. Staff gave an update on the progress of the river herring and American eel stock assessments. River herring recently started work on the data workshop and the eel assessment will be ready for peer review later this year.

### Blue Catfish Science in the Chesapeake Bay

A review of blue catfish science in the Chesapeake Bay was presented to the Policy Board. Mandy Bromilow with NOAA Fisheries Chesapeake Bay Office presented an overview of the Invasive Catfish Work

Group. The workgroup coordinates activities and recommends actions to implement the five policy objectives outlined in the Invasive Catfish Policy Adoption Statement. The Work Group emphasizes bay-wide communication among jurisdictions and engagement of a broad group of members representing the commercial and recreational fishery, seafood processing industry, state agencies and the science community. In addition, it is responsible for coordinating the best available science and developing methods to evaluate the impacts of invasive catfish species on the Chesapeake Bay ecosystem. Christine Densmore with the U.S. Geological Survey Eastern Ecological

Continued on Page 24



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# Boat And Ship Yard News



At Downeast Custom Boats in Yarmouth they are making major repairs to this Lowell built cruiser HARPOON. They have wooded the hull, repaired the keel and refastened. There are places that were not refastened, but these are places where they need to add sister frames.



At Johnson’s Boat Yard on Long Island was the lobster boat PAMELA JOY, a Young Brothers “Slippery” 38. She is owned by Riley Johnson and will be refurbished this winter.

### Downeast Custom Boats Yarmouth

The project that they have been focusing on is HARPOON. She was designed by Royal and then built by Carroll in 1969. She was built for an owner on Mount Desert Island and later sold to someone in Sedgwick and then she went to Oyster Pond, New York. They have refastened about 80 percent of her and the areas that we have not been refastened are areas that they are going to do more work to. We have cut the dead wood down, removed the old shaft log, put in a new shaft log, a new horn timber. “The keel had been done over at some point in time, not the way the Lowell family builds them or designs them,” said Joe Lowell. “That was one of the detrimental effects and she didn’t hold together well the way. Another thing, when they stuck that second keel in they let the bow and stern sag. They didn’t adjust it and keep the boat in shape. We have had to try and keep her in shape. Every 3 or 4 weeks we readjust her and make sure she’s is back in shape the way she should be. Also, when we removed the horn timber and in taking the shaft log apart, we realized there was a lot more wrong. Most all of the keel bolts were gone from electrolysis. Some of the keel bolts that we were able to get out were missing an inch or two inches in between. We replaced some keel bolts. We redid the shaft log more like the way that it should be done and we redid the horn timber the way that they did it, otherwise it would have cost a lot more money. Now that we

have got that all bolted in, we will replace the six frames, port and starboard, from the stern forward along with the floor timbers in that area over the horn timber. Then we will move forward and do the stem and the fore foot. We are going to put sister ribs in back to the last six frames. Next we will fix the rest of the planking and finish the rest of the refastening.”

This will take them most of the winter to complete with the goal of getting her overboard next spring.

ROYAL’s keel has been fitted together and is all bolted up. They have put the taper on one side and are laying out the rabbet line. They will cut that out and scallop shape the skeg and flip her over and do the other side. Joe was hoping to have the keel place by early September. Once keel is in they will start re-ribbing her. They have the rib stock for HARPOON, but need to order the wood for ROYAL’s ribs.

Joe had a customer that was interested in a 45-foot lobster boat but he has decided to do a 40-footer instead. Joe said that he thinks it will be one of Carroll Lowell’s designs. Joe added, “We might push the cabin forward a little bit. We are still in the talking stages with that one.”

He also has some one talking about a 32 or 34-footer. Then there are number of other talking about 22s or 26s, which are fiberglass boats, but none that are definite yet.



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# Boat And Ship Yard News



Work is progressing quickly on this Mussel Ridge 42 at Farrin’s Boat Shop in Walpole. This one is being finished off as a sportfishing boat for a fisherman from New Jersey.

### Farrin’s Boat Shop Walpole

In the back shop, they have a Mussel Ridge 46, which they are finishing off for a customer from California. She is going to be a family cruiser from the main salon bulkhead forward and the rear cockpit will be finished off for commercial fishing. The husband fishes crab traps in central California, but he and his wife want a boat that they could retire on and do some commercial fishing in Washington. She is powered with a C18 1,150-hp Caterpillar. As for accommodations the forward cabin has a queen-sized berth, aft of that on the starboard side is another stateroom with an upper and lower berth and to port is the head with separate shower. Step up and on the starboard side they will have a galley, with a U-shaped settee with a dinette that will drop down to make a double berth to port. There will be no bridge, but will probably have a ladder so the owner can go up on top of the pilothouse, where they can carry items like paddle boards or surf boards.

She is about a third done. They have much of the items (engine, running gear and tankage) under the platform in as well as a Seakeeper gyro. The platform is down and they are now working on the putting the washboards together. They had to move the windshield back 16 to 18 inches so there would be more room in the forward cabin. Then they had to add to the top and the sides. Bruce said that Albert added a couple of feet to the cabin when it was in the mould, but they needed much more added. They are hoping to have her finished late spring or early summer.

In the front shop, they have a Mussel Ridge 42, which will be a pure sportfisherman for a customer from Cape May, New Jersey. She is also powered with a C-18 1,150-hp Caterpillar with a genset. Down

forward there is a V-berth with a drop in to make it queen-size. Aft of this on the starboard side there will be a utility room and behind that a hanging locker. On the port side is the head and shower. Up in the shelter is the galley on the starboard side and a U-shaped settee to port. There will be Stidd seats at the helm station and a storage compartment below the companion seat on the port side which again might be a Stidd seat with short stanchions. Heading out of the shelter you will pass through a sliding door into the cockpit. To port, will be a tackle station and to starboard a steering station with a 12-inch pot hauler for anchoring. She will also have a bow thruster, two AC units, and a spot-free water system. This project is also expected to be completed the end of spring or early summer.

The end of spring they launched a Wayne Beal 36, which was finished off as a full-fledged yacht for a couple from California. Forward she had queen berth and to starboard aft was a single guest bunk. There was also an electrical and hydraulic locker to starboard and to port a head/shower. In the shower they had placed a Bomar hatch door that allowed access to the engine room. Up in the shelter is a helm station to starboard with a sliding door. Behind that there was a settee and with a pull out, which makes a double-berth. Behind the companion helm seat is the galley. The galley contains a LP three-burner cooktop with an oven and just aft of that was a wine locker and further aft is a draw type refrigerator. She also sported the first dishwasher the Farrin’s had ever installed and the owners loved it. In the cockpit is a freezer unit built into the settee and the opposite settee is for storage. They had also rigged up an awning over the cockpit with stanchions at the aft end of the cockpit.”

After being launched the end of April, her owners took her down the coast where



There is more progress on the model of the cruiser OREGON at Blue Jacket Shipcrafters in Searsport. This is a close-up of the mid-section with the stacks and mast in place.

they cruised around Buzzards Bay and Cape Cod. They then came back up and cruised the coast of Maine and a great time and absolutely loved the boat. She was loaded on a trailer the end of August and headed for California.

What is next? They have two 42-foot lobster boats to build using Calvin Beal hulls. One of the fishermen wants his boat’s top to look just like his father’s Mitchell Cove 35, which was also built by Farrins. One of the boats will be powered with a C-18 800-hp Caterpillar and the other they think will be a Volvo, but that has yet to be finalized.

They then have another Calvin Beal 42 to finish off for the Maine Marine Patrol.

### Rollins Boat Shop York

Paul has kept as busy as he would like.

Presently, he is building three wherries for the grandchildren. One is done and another is nearing completion. He explained, “It’s a Piscataqua River Wherry. It was the first boat that I ever built under Bud McIntosh’s direction. I wanted to sail around the world and go off over the horizon and he said you are going to need a dinghy anyway why don’t you build that first. So, this is what I built and they are great rowboats, but they are tippy. Part your hair in the middle. That is good training too, teaches people to be aware of stability and buoyancy. I still had the molds after all these years, so I set them up.

“When I was 23, I could build them in about a week and a half and now it takes me all winter,” continued Paul. “It is very simple, and I’ve come to appreciate the hardest

Continued on Page 18



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# Boat And Ship Yard News



This is a Crowley 33 being finished off as a lobster boat for a fisherman in Casco Bay.

### Continued from Page 15

thing to do is a simple project because everybody has so many options that they complicate things. The plans for a Piscataqua River Wherry are in the Mystic collection. I had one that they built at Strawberry Banke in here for repairs a couple years ago and I said ‘Well, I want to be a sport and I will do it according to Hoyle’ so I called Mystic and got a set of plans and it turned out that the boat that I had was nothing like the plans. Yeah, because Ed McClave and Bud McIntosh had cooked up some improvements. So, I just rebuilt it the way it was and the guy got a great rowboat.”

Paul built four of them back in the 1970s, but there were other builders on the Piscataqua. He remembers hearing the names Phillips and Remick.

Next to the wherry is another tender, which is known as a MARY WING. Paul said, “This boat here was a replica of a Portsmouth built boat that we had the bones of. The Adams, on Adam’s Point in Durham, had this boat and Ned McIntosh came in one day and saw that and he said, ‘that is the old MARY WING.’ It was a tender for a gundalow. It is nice and steady, but more complicated to build.”

Next to the two dinghies was a wooden sloop, which has an interesting story. Paul sold his boat several years ago and one day a three years ago he was looking through an issue of WoodenBoat and in the back they have a section called “Save a Classic.” She was a Bud McIntosh boat built in 1965. Paul added, “There was a famous sailor in Portsmouth who had one built and won all kinds of races with it and this was her sister. This one was never raced, but was a great cruising boat. I remember Bud being very proud of this model.”

For accommodations she has a V-berth and aft of this to port is the head and a locker to starboard, aft of this are a settee on each side and then the galley to port and a nav-station to starboard. However, she had been sitting in a pasture in Vermont for 20 years and this did not do her condition any favors. Paul was not deterred, he purchased her and had her trucked to his shop. When asked if she was in decent shape, he replied, “No. I started with the bottom I replaced the keel, all the floor timbers, re-planked up to the waterline, reframed from the bridge deck up to the chain plates, new sister frames, and then I took the deck off. The deck was pre-fiberglass deck so the water had gotten in and the frames were soggy, so, I rebuilt the deck frame and the deck, which is glassed. Then paint, no more varnish.”

This project has been underway for three years and she is almost ready for the water. It would have been done sooner, but there was a little issue with an unknown heart murmur. Paul ended up in Boston having

valves redone and incredibly found the whole process totally fascinating, saying, “It was fun!” Needless to say, he was out of commission for a while.

A friend has all the standing rigging done and ready to put on, the engine turns over and with little else left to do, why not put her in? Paul has decided to finish everything that needs to be done and put her over next year.

Recently he repaired a spar for someone, but with the sloop done he is looking for another project. If you have a wooden boat that needs work give him a call.

### Sargent Custom Boats Milbridge

In the left bay, they have a 33 Crowley being finished off as a lobster boat for a fisherman in Casco Bay. She is a very basic boat powered with a 400-hp John Deere. Down below she has a V-berth with cabinets for storage on the starboard side. She was started a month ago and owner Joe Sargent said that he was having trouble keeping up with his crew getting what they need for the build. The hulls they normally finish are usually a lot bigger and more complicated and take several months to complete. This boat they have been working on for five weeks and they have down forward and most of what is under the platform in

Before this one, they finished off a Mussel Ridge 42 as a split-wheelhouse lobster boat for Duncan Haass of Lamoine. She had berths, shelving for toolboxes, rope locker under the platform and is powered with a 1,000-hp FPT. She was also set up for porgy seining with a mast and boom.

Next, they will be finishing off a Westmac 46 as a split-wheelhouse lobster boat for a local customer. She will have some amenities down forward, but the owner has not fully decided on that yet.

This will be followed by two Mussel Ridge 42s.

As for the Crowley 23s, they have one that is being laid up by S. S. Boats in Sedgwick now, where it will also be finished off by Bagaduce Boats. There is another one, which was started by her owner in New York, coming up to them to be finished.

### Wayne Beal Boat Shop Jonesport

The Wayne Beal 36 with hard-chines being finished out as a lobster boat for Alfred Osgood of Vinalhaven is presently at Dennis Welding & Marine on Beals Island getting her hydraulics installed. At last update, they were still waiting for hauler components and some fuel fittings that did not come with the engine, a 1,400-hp MAN. Other than that, she is standard with a compartment down forward for storage and a solid winter back. They did modify the bulkhead dash making



The fishing schooner ERNESTINA-MORRISSEY on the railway at Bristol Marine’s Boothbay Harbor Shipyard at Boothbay Harbor. She has been on the railway several years for a major rebuild and this day they tried to launch her, but developed a problem with the roller boxes and she had to be hauled back up and the roller boxes repaired.

it low profile all the way across the boat as she is portside haul. Jeremy added, “The stern deck is old school, it’s like 32 inches from the stern. She is done up well. There is a lot of question marks because it is one of a kind really. The motor is the most power we have had in one, the furthest sitting back in the boat and the chine. I think everything is going to work out alright.”

As soon as she is finished, Jeremy will sea trial her as he wants to see how she performs.

They have the 42-foot mould in the shop and are laying up two hulls. They are both going to be finished out as lobster boats for fishermen from the westward. The first one is in the mould and she will be going out as a kit to Mainely Boat in Cushing to be finished off. They had a few more layers to put down and then she will popped out and delivered in September. The other 42 will be started as soon as the first one is out and this one will be finished off here.

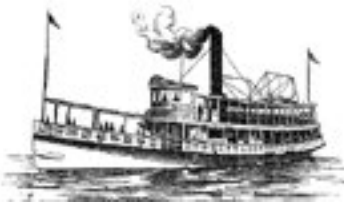
They also will be laying up a Wayne Beal 36 with hard chines and she is going to be powered with a 900-hp Scania for a customer from Martha’s Vineyard. They built the father one of the first 32s and the son as opted for a 36.

Outside, they have a Young Brothers 38 that needs to be refurbished and they will be adding hard chines to her. Also, outside is a Stanley 36 that was in a collision and they need to make repairs to the starboard side at the deck and hull joint as well as the cabin. When the repairs are complete they will also refurbish the hull. A Crowley 33 from Vinalhaven will be coming in after hauling

season is over and she will be given a facelift and have hard chines put on.

There was a rumour that Jeremy had sold his Wayne Beal 32 race boat MARIA’S NIGHTMARE II, but he has not. He did throw it up on the internet to see if there were any bites, but then pulled it down. She was still sitting on the mooring where she was placed after the Winter Harbor races. Jeremy added, “We took a couple of passes the night before we went to Winter Harbor. I had taken off my goodies and detuned it and I saw 61.1, but she had a bad piston slap and she’d smoke. I was just hoping and praying it would hold together and not come apart and she did. I would have gone to Pemaquid if she’d have held together, if she hadn’t have locked up. She locked up after that first run. She was binding on her fuel because she couldn’t burn it. So, I had two blown pistons when I sailed to Winter Harbor and then sailed her home on two blown pistons. I didn’t have to worry about mosquitos, just a dirty stern.”

Jeremy is hoping to have her ready for next season. He said, “I’ll pull the engine out this winter if we get time or in the spring. There are a couple things I just want to fix, little stuff, nothing big. The reason why it blew up was my fault after I figured it out, it took four pistons to figure it out though.”





# U. S. NAVY NEWS

Continued from Page 9

requirements, and by conducting this rigorous PRR,” said Capt. Kevin Smith, PMS 515 Program Manager.

The ships will aid the fleet by executing an array of missions, including Anti-Submarine Warfare (ASW), Surface Warfare, Electromagnetic Warfare/Information Operations (EW/IO) and Air Warfare.

“I am proud of the Government acquisition professionals and industry teammates for all their hard work to get the Constellation program to this milestone as we transition from design development to building the ship,” said Smith. “Building a first of a class warship is an exciting moment.”

**USS Providence Decommissioned After 37 Years of Service**  
**From Petty Officer 1st Class Brian Reynolds, Commander, Submarine Group Nine**

02 September 2022  
NAVALBASE KITSAP—BANGOR, Wash. (Sept. 1, 2022) --The Los Angeles-class fast-attack submarine USS Providence (SSN 719) held a decommissioning ceremony at the U.S. Naval Undersea Museum in Keyport, Washington, Sept. 1, 2022.

The submarine was officially decommissioned on Aug. 15, 2022 at Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS-IMF).

“The decommissioning of USS Providence was an enormous success,” said Cmdr. Bill Howey, the final commanding officer of Providence. “I could not have been happier with the performance of my crew, our shipyard project leadership team, and our close relationship and bond with USS Oklahoma City who decommissioned alongside of us. My crew from the very beginning, back in early December, dealt with every adversity that was presented to us and we overcame them to complete the fastest defueling to date at PSNS-IMF. Even more importantly, we kept the crew engaged with their warfighting skills by utilizing more than 400 hours of trainers ensuring we lived up to our mantra, ‘Warfighters to the End!’”

Providence was the first fast-attack submarine to be equipped with a vertical launching system for Tomahawk cruise missiles. Its operations and deployments have spanned the globe and include combat operations in support of Operation Enduring Freedom, Operation Iraqi Freedom and Operation Odyssey Dawn.

At the dawn of the Global War on Terror, Providence was the first to respond to the September 11, 2001, terrorist attacks and was named “The Big Dog of the Red Sea” during Operation Iraqi Freedom for launching the most missiles during 2003.

“Providence’s crew is her most precious resource, exemplifying the competence, character and teamwork typical of United States Navy Submariners,” Howey said. “The crew represents those who have gone before us in service to our nation and they are ready to carry on that fine tradition today.”

Providence has been awarded the Navy Unit Commendation (with bronze star), Meritorious Unit Commendation (with bronze star) and Battle Efficiency “E” (five awards). The boat continued the tradition set by her predecessors: to protect and defend the United States of America against all enemies.

Providence left its homeport of Groton, Connecticut, and arrived at PSNS-IMF for inactivation on Sept. 23, 2021. During the inactivation process, PSNS-IMF defueled the submarine’s nuclear reactor and retained the hull for safe storage until decommissioning.

Measuring more than 300 feet long and weighing more than 6,000 tons when submerged, Providence was one of the stealthiest submarines in the world and was capable of operating at depths greater than 800 feet and at speeds exceeding 25 nautical miles per hour. The submarine was able to support a multitude of missions, including anti-submarine warfare, anti-surface ship warfare, strike, intelligence, surveillance and reconnaissance.

**Start of Fabrication Begins for Future USS Pittsburgh**  
**From Team Ships Public Affairs**

09 September 2022  
PASCAGOULA, MS – The start of fabrication of the future USS Pittsburgh (LPD 31) began at Huntington Ingalls Industries (HII), Ingalls Shipbuilding division, Sept. 7.

This milestone signifies the first 100 tons of steel for the ship having been cut.

LPD 31 will be the 15th San Antonio-class amphibious transport dock ship and the second ship built in the LPD Flight II configuration. Continuity of LPD Flight II production configuration is intended to fulfill Navy and Marine Corps requirements to lift troops, aircraft, landing craft, vehicles, and cargo.

“We are proud to have the future USS Pittsburgh under construction, the fifth ship to bear the name,” said Capt. Cedric McNeal, program manager, Amphibious Warfare Program Office, Program Executive Office (PEO) Ships. “With this ship, we will continue to honor the legacy of the great city of Pittsburgh and the state of Pennsylvania.”

The first USS Pittsburgh was an ironclad gunboat that served during the American Civil War, and the second USS Pittsburgh (CA 4) was an armored cruiser that served during WWI. The third USS Pittsburgh (CA 72) was a Baltimore-class cruiser that served during WWII, supporting the landing at Iwo

Jima. The fourth USS Pittsburgh (SSN 720) was a Los Angeles-class submarine that served the Navy from December 1984 to August 2019.

At a 2021 reception celebrating LPD 31, Pittsburgh city officials also designated November 15 as Navy Day. Rear Admiral Thomas J. Anderson, Program Executive Office Ships was in attendance and recognized Pittsburgh as, “A tough, hard-working and patriotic town with a legacy of resilience and selfless sacrifice.”

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

**The future USNS Apalachicola Achieves Milestones with Acceptance Trials and Completion of Unmanned Logistics Prototype Trials**  
**From Team Ships Public Affairs**

09 September 2022  
The future USNS Apalachicola (EPF 13), the Navy’s 13th Spearhead-class expeditionary fast transport successfully completed Acceptance Trials and Unmanned Logistics Prototype Trials.

Acceptance Trials consists of a series of in-port and at-sea demonstrations that allow the Navy and the shipbuilder, Austal USA, to assess the ship’s systems and readiness prior to delivery to the Navy.

“The completion of this milestone is another win for our Navy and industry partners and a testament to the hard work of our shipbuilding team,” said Tim Roberts, program manager, Strategic & Theater Sealift, Program Executive Office (PEO) Ships. “USNS Apalachicola will enhance the operational flexibility needed by our Sailors.”

EPF 13 also completed Unmanned Logistics Prototype trials assessing autonomous capabilities integrated into the shipboard configuration, demonstrating that a large ship can become a self-driving platform.

In transit from Mobile, Alabama, to Miami, Florida, Apalachicola’s autonomous system completed a stress test in high-traffic coastal areas by taking appropriate ship handling actions while operating around other ships, boats, sailboats, and craft. Overall, the ship was in autonomous mode for approximately 85 percent of the multiple day at-sea period.

The unprecedented development of

autonomous capability on Apalachicola is the culmination of collaborative efforts with the Navy’s shipbuilding and industry partners, Austal USA, L3 Harris and General Dynamics.

EPFs are shallow draft, commercial-based, catamaran designed for rapid, intra-theater transport of personnel and equipment. The EPF’s high speed, shallow draft, and ability to load/unload in austere ports enables maneuver force agility in achieving positional advantage over intermediate distances without reliance on shore-based infrastructure.

USNS Apalachicola is scheduled to be delivered to the Navy later this year.

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

**Statement on Incident in Red Sea**  
MANAMA, Bahrain - The U.S. Navy intercepted an Iranian warship that seized and detained two U.S. unmanned surface vessels operated by U.S. 5th Fleet in the Red Sea, Sept. 1, two days after Iran was unsuccessful in seizing a similar vessel in the Arabian Gulf. Jamaran (FFLG 76), an Islamic Republic of Iran Navy ship, seized two Saildrone Explorer unmanned surface vessels operating near one another in international waters before returning the vessels to the U.S. Navy the next day.

The unmanned surface vessels were unarmed and taking unclassified photos of the surrounding environment while loitering in an assigned patrol area at least four nautical miles from the nearest maritime traffic lane. The vessels posed no risk to naval traffic and had been operating in the general vicinity of the Southern Red Sea for more than 200 consecutive days without incident.

At around 2 p.m. (local time) on Sept. 1, U.S. 5th Fleet detected the Iranian ship approaching both unmanned vessels and removing them from the water. U.S. Navy guided-missile destroyers USS Nitze (DDG 94) and USS Delbert D. Black (DDG 119) were operating nearby and immediately responded. Nitze and Delbert D. Black also each launched an MH-60R Sea Hawk from Helicopter Maritime Strike Squadron 48.

Nitze and Delbert D. Black remained on scene communicating with the Iranian warship to deescalate the situation and recover the seized Saildrones. The Iranian warship released the Saildrones at 8 a.m. on Sept. 2.



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# LOBSTER BOAT RACING RESULTS: LONG ISLAND, PORTLAND & END OF THE YEAR



Bow to bow Ron Pottle’s DELUSIONAL [Corson 18; 225-hp Evinrude] and Dave Johnston’s CASCO MISS [Eastern 22, 250-hp Honda] fighting for the top spot in Work Boat Class C, which went to DELUSIONAL by a mere few feet at Long Island.

### LONG ISLAND LOBSTER BOAT RACE

20 August 2022

#### WORK BOATS UNDER 24 FEET.

**Race 1 –Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old:** 1) *Jenily*, Jennifer & Emily Noyes (16.6 mph) and 2) *POS Express II*, Max Byers. **Race 2 –Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Zippin Too*, Jacob Noyes; 2) ---, Andy Correa; 3) *Zippin*, David Noyes; **No position given:** *Red Lightning*, Nate Neumann and *Scream Time*, Mason Vintinner. **Race 3 –Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Delusional*, Ron Pottle (38 mph); 2) *Casco Miss*, Dave Johnston; 3) *Contentious*, Matt Byers; and 4) *Gull*, Marshall Spear.

#### GAS POWERED WORK BOATS 24 FEET AND OVER.

**Race 4 –Class A, Four and Six Cylinder, 24 feet and over:** 1) *All Day Long*, Tim Day (17 mph). **Race 5 –Class B, V8, Up to 375 cid, 24 feet and over:** *No Entrants*. **Race 6 –Class C, V8, 376 to 525 cid, 24 feet and over:** *No Entrants*. **Race 7 –Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman; and DNF) *Thunderbolt*, Bruce Engert. **Race 8 –Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers:** 1) *Downeast Nightmare*, Mark Davis (40 mph).

#### DIESEL POWERED WORK BOATS 24 FEET AND OVER.

**Race 9 –Class A, Up to 235 hp, 24 to 31 feet:** 1) *Lynn Marie*, Riley Johnson. **Race 10 –Class B, Up to 235 hp, 32 feet to 40 feet:** 1) *Harry-N-Larry*, Steve Johnson (7.6 mph). **Race 11 –Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Ruthless*, Bruce Hamlin (23.8 mph). **Race 12 –Class D, 236 to 335 hp, 34 feet to 40 feet:** *No Entrants*. **Race 13 –Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (32.7 mph); 2) *Guilty Pleasure*, Jake Dugas (25.2 mph); and DNS) *Red, White & Blue*, Dave O’Brien. **Race 14 –Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Karamel*, Josh Audet (23.8 mph); 2) *Blue Dolphin II*, Cameron Murphy; 3) *Carl & Co.*, Craig Stewart; 4) *Donna Elaine*, Harold Stewart; and 5) *Kathy B.*, Brennan Strong. **Race 15 –Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Entrapment*, Tom Cloutier (29.9 mph). **Race 16 –Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *Omega*, Shawn Rich (20.6 mph); and 2) *Mistress*, Ben Perry. **Race 17 –Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (36.4 mph); and 2) *Misty*, Chris Smith. **Race 18 –Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Mean Kathleen*, Sean Clemons. **Race 19 –Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *Blue Eyed Girl*, Andrew Taylor (45.2 mph); 2) *La Bella Vita*, Jeff Eaton; and 3) *Regency*, Zach Donnell. **Race 20 –Class L, 901 hp and over, 28 feet to 40 feet:** *No Entrants*. **Race 21 –Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (25.6 mph); 2) *Sea Urchin*, Allan Knowlton; 3) *Pull n’ Pray*, Justin Papkee; and 4) *New Ledge*, Parker Poole. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard (32.9 mph); 2) *Dominator*, Lee MacVane; and 3) *Windy*, Adam Clay. **Race 23 –Class N, 40 feet and over, 751 hp and over:** 1) *Whistlin’ Dixie*, Andy Johnson; 2) *4 Ladies*, Tom Clemons; and 3) *Jacalwa*, Marshall Spear. **Race 24. Class O. Non-working boats, any length, any horsepower:** *No Entrants*.

**Race 25 –Wooden Boat Race, up to 35 feet 11 inches:** *No Entrants*. **Race 26 – Wooden Boat Race, 36 feet and over:** *No Entrants*.

**Race 27 – Boats Built by Johnson’s Boat Yard:** 1) *Casco Miss*, Dave Johnston (26.2 mph); 2) *Omega*, Shawn Rich; 3) *Blue Dolphin II*, Cameron Murphy; 4) *Lynn Marie*, Riley Johnson; and 5) *Pull n’ Pray*, Justin Papkee.

**Race 28 – Royal River Boat Yard Race:** 1) *Jacalwa*, Marshall Spear (30.4 mph); 2) *Carl & Co.*, Craig Stewart; 3) *Donna Elaine*, Harold Stewart; **No position given:** *Guilty Pleasure*, Jake Dugas; and *Domination*, Lee MacVane.

**Race 29 –Gasoline Free-for-All:** 1) *Downeast Nightmare*, Mark Davis (27.4 mph); and 2) *Foolish Pleasure*, Mark Freeman.

**Race 30 –Diesel Free-for-All:** 1) *Blue Eyed Girl*, Andrew Taylor (40.1 mph); 2) *Jacalwa*, Marshall Spear; 3) *La Bella Vita*, Jeff Eaton; and 4) *4 Ladies*, Tom Clemons.

**Race 32 – Fastest Lobster Boat:** 1) *Downeast Nightmare*, Mark Davis (48.4 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *La Bella Vita*, Jeff Eaton; 4) *Foolish Pleasure*, Mark Freeman; 5) *Alexsa Rose*, Matt Shepard; and 6) *4 Ladies*, Tom Clemons.

### PORTLAND LOBSTER BOAT RACES

21 August 2022

#### WORK BOATS UNDER 24 FEET

**Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger:** 1) *Jenily*, Jennifer & Emily Noyes (24.3 mph); and 2) *Baby Baron*, Gavin Holland (16.1 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin’ Too*, Jacob Noyes (42,3 mph); 2) ---, Andy Correa (38.4 mph); 3) *Hooligan II*, Matt Williams; 4) *Zippin’*, David Noyes; and DNS) ---, Anthony Fish. **Race 3 – Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Casco Miss*, Dave Johnston (41.4



Taking fifth place in Diesel Class F at Long Island was Brennan Strong’s KATHY B. [Calvin Beal 36; 375-hp John Deere].

mph); 2) *Delusional*, Ron Poland (40 mph); and 3) *Double Trouble*, K. Smith.

#### GAS POWERED WORK BOATS 24 FEET AND OVER.

**Race 4 – Class A, Four and Six Cylinder, 24 feet and over:** *No Entrants*. **Race 5 – Class B, V8, Up to 375 cid, 24 feet and over:** 1) *Tilly*, Jeff Croft. **Race 6 – Class C, V8, 376 to 525 cid, 24 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling (26 mph). **Race 7 – Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer):** *No Entrants*. **Race 8 – Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers:** 1) *Downeast Nightmare*, Mark Davis (45.9 mph).

#### DIESEL POWERED WORK BOATS 24 FEET AND OVER.

**Race 9 – Class A, Up to 235 hp, 24 to 31 feet:** 1) *Relentless*, The Dyers (16.8 mph); 2) *Seabound*, Joe Arsenault (10.8 mph); and DNS) *Lynn Marie*, Riley Johnson. **Race 10 – Class B, Up to 235 hp, 32 feet to 40 feet:** 1) *Lil’ More Tail*, Kurt Brown (12 mph); and 2) *Harry-N-Larry*, Steve Johnson (10 mph). **Race 11 – Class C, 236 to 335 hp, 24 to 33 feet:** *No entrants*. **Race 12 – Class D, 236 to 335 hp, 34 feet to 40 feet:** *No entrants*. **Race 13 – Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (39.3 mph). **Race 14 – Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Blue Dolphin II*, Cameron Murphy (20 mph); and 2) *Karamel*, Josh Audet. **Race 15 – Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Pretty Broad*, Sheldon Pope (18.6 mph). **Race 16 – Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *Pretty Woman*, Nick Martinez (25 mph). **Race 17 – Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (45.2 mph). **Race 18 – Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Danica Haley*, Carl Anderson (37 mph); 2) *Mean Kathleen*, Sean Clemons (31 mph); and 3) *Delusional*, Alan Dugas (21 mph). **Race 19 – Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *La Bella Vita*, Jeff Eaton (45,2 mph); and 2) *Regency*, Zach Donnell (22 mph). **Race 20 – Class L, 901 hp and over, 28 feet to 40 feet:** *No entrants*. **Race 21 – Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (27.6 mph); 2) *Sea Urchin*, Allan Knowlton (20 mph); 3) *Pull n’ Pray*, Justin Papkee (16 mph); and 4) *New Ledge*, Parker Poole (10.2 mph). **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (33.7 mph); 2) *Alexsa Rose*, Matt Shepard (33 mph); 3) *Rolling Stone*, Alan Dugas (19.5 mph); 4) *Sand Dollars III*, Scott Dugas (16.9 mph); and 5) *Windy*, Adam Clay (15.9 mph). **Race 23 – Class N, 40 feet and over, 751hp and over:** 1) *Whistlin’ Dixie*, Andy Johnson (37.9 mph); 2) *Jacalwa*, Marshall Spear (30 mph); and 3) *4 Ladies*, Tom Clemons (26 mph). **Race 24. Class O. Non-working boats, any length, any horsepower:** *No entrants*.

**Race 25 – Wooden Boat Race, up to 35 feet 11 inches:** 1) *Seabound*, Joe Arsenault (10.9 mph); **Race 26 – Wooden Boat Race, over 36 feet:** 1) *Rolling Stone*, Alan Dugas (19.1 mph); 2) *Sand Dollars III*, Scott Dugas; and 3) *Delusional*, Alan Dugas.

**Race 27 – Gasoline Free for All:** 1) *Downeast Nightmare*, Mark Davis (44 mph); and 2) *Brown Eyed Girl*, Jim Koehling (27 mph).

**Race 28 - Diesel Free for All:** 1) *Whistlin’ Dixie*, Andy Johnson (39.9 mph); 2) *La Bella Vita*, Jeff Eaton (35 mph); 3) *Kimberly Ann*, Eric Beal; 4) *Jacalwa*, Marshall Spear; 5) *Alexsa Rose*, Matt Shepard; 6) *4 Ladies*, Tom Clemons; 7) *Mean Kathleen*, Sean Clemons; 8) *Sand Dollars III*, Scott Dugas; and 9) *Regency*, Zach Donnell.

**Race 29 - Fastest Lobster Boat:** 1) *Downeast Nightmare*, Mark Davis (44 mph); 2) *La Bella Vita*, Jeff Eaton (39 mph); 3) *Kimberly Ann*, Eric Beal; and 4) *Alexsa Rose*, Matt Shepard.

### 2022 YEAR END RESULTS

#### GAS POWERED WORK BOATS 24 FEET AND UP

**Gasoline Class A – 4 & 6 cylinder 24 feet and over:**

1) *Cindy Jen*, Jon Johansen

**Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:**

1) *Black Diamond*, L. Durkee

**Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over.**

1) *Foolish Pleasure*, Mark Freeman**Gasoline Class E - V-8, Over 525 cid, 28 feet and over, superchargers/Turbos.**

1) *Downeast Nightmare*, M. Davis

#### DIESEL POWERED WORK BOATS 24 FEET AND UP

**Diesel Class A - Up to 235 hp, 24 to 31 feet:**

1) *First Shot*, Abby Waterman

1) *Lynn Marie*, Riley Johnson

**Diesel Class C - 236 to 335 hp, 24 to 33 feet:**

1) *Last Design*, Roy Fagonde

**Diesel Class E - 336 to 435 hp, 24 to 33 feet:**

1) *Audrey May*, Randy Durkee



# LOBSTER BOAT RACING RESULTS: LONG ISLAND, PORTLAND & END OF THE YEAR



Tom Cloutier’s ENTRAPMENT [Crowley 33; 490-hp Cummins] got the win in Diesel Class G at Long Island.



Second in Diesel Class H at Long Island went to Ben Perry’s MISTRESS [Calvin Beal 38; 500-hp C9 Caterpillar].

**Diesel Class F - 336 to 435 hp, 34 feet and over:**

- 1) *Faith Melle*, Winfred Alley
- 2) *Bounty Hunter*, Mitch White
- 3) *Karamel*, Josh Audet

**Diesel Class G - 436 to 550 hp, 28 to 35 feet:**

- 1) *Split Second*, David Osgood

**Diesel Class H - 436 to 550 hp, 36 feet and over:**

- 1) *Miss Norma*, Travis Otis
- 2) *Melynda M.*, William Coombs
- 3) *First Team*, Travis Otis

**Diesel Class I - 551 to 700 hp, 28 to 35 feet:**

- 1) *Lil’ Lisa Marie*, Gary Genthner
- 2) *Misty*, Chris Smith

**Diesel Class J – 551 to 700 hp, 36 feet and over:**

- 1) *Gold Digger*, Heather Thompson

**Diesel Class K – 701 to 900 hp, 28 feet and over:**

- 1) *Blue Eyed Girl*, Andrew Taylor
- 2) *La Bella Vita*, Jeff Eaton
- 3) *Regency*, Zach Donnell

**Diesel Class L – 901 hp, 28 feet and over:**

- 1) *Maria’s Nightmare II*, Jeremy Beal

**Diesel Class M(A) – 40 feet and over, up to 500 hp:**

- 1) *Old School*, Chris Pope
- 2) *Sea Urchin*, Alan Knowlton
- 3) *Pull N’ Pray*, Justin Papkee

**Diesel Class M(B) – 40 feet and over, 501 to 750 hp:**

- 1) *Kimberly Ann*, Eric Beal
- 2) *Alexsa Rose*, Matt Shepard
- 2) *Miss Madelyn*, Jason Chipman
- 3) *Sand Dollars III*, Scott Dugas

**Diesel Class N – 40 feet and over; 751hp and over:**

- 1) *Natalie E.*, Dana Beal
- 2) *4 Ladies*, Tom Clemons

**Wooden Boats (A) Any hp, up to 35 feet 11 inches).**

- 1) *Cindy Jen*, Jon Johansen

**Wooden Boats (B) Any hp, 36 feet and over).**

- 1) *Sand Dollars III*, Scott Dugas

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Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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# Lobster Boat Racing Season Comes to an End



This was a battle of who could push more water between Rusty Permenter’s PATRICIA ANN [42’ Novi] and Parker Poole’s NEW LEDGE [Stanley 44; 304-hp 871 Detroit] in the Royal River Boat Yard Race.



Mark Davis’ DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] coming up the course in the Gasoline Free-for-All at Long Island.



Dale Dyer’s RELENTLESS [BHM 28; 200-hp Yanmar] gets the top spot in Diesel Class A at Portland.



All the way from Gloucester, came Joe Arsenault’s SEABOUND [J. Ervin Jones 32; 120-hp Perkins], which took second place in Diesel Class A and first on Wooden Boat A at Portland.

## Continued from Page 1

ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] came all the way from Stonington to win Class M(B) and in second was Lee MacVane’s DOMINATOR [Newman 46; 700-hp Volvo] followed by Adam Clay’s WINDY [Stanley 44; 615-hp Volvo]. Andy Johnson’s WHISTLIN’ DIXIE [Holland 40; 1,000-hp Caterpillar] does not race as much as she used to, but she came and proved she still had it by winning Diesel Class N. The big battle in this class was for second between Tom Clemon’s 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar], which ended up third with Marshall Spear’s JACALWA [Wesmac 46; 1000-hp Caterpillar] placing second.

There were no entrants in either of the wooden boat classes so next up was the race for Boats Built at Johnson’s Boat Yard, which was won by CASCO MISS, followed by OMEGA and BLUE DOLPHIN II.

Another special race every year at Long Island is the Royal River Boat Yard Race and the winner was JACALWA with CARL & CO. second and DONNA ELAINE third.

Only two boats were on the line for the Gasoline Free-for-All and DOWNEAST NIGHTMARE led the way to the finish line with FOOLISH PLEASURE back a couple of boat lengths.

In the Diesel Free-for-All no one was surprised to see BLUE EYED GIRL out in front, but second did not go to LA BELLA VITA, she got third with JACALWA sneaking in for the second spot.

Six boats were on the line for the final race of the day, Fastest Lobster Boat. This could be a good battle as DOWNEAST NIGHTMARE would get the jump at the start, but could she hold off BLUE EYED GIRL? DOWNEAST NIGHTMARE had another problem: if there were wakes on the course, she might get airborne. As the

two neared the finish line DOWNEAST NIGHTMARE was in the lead, but if he had to let off the throttle BLUE EYED GIRL would certainly get by, but he did not have to pull back and got the win. Third went to LA BELLA VITA.

There was a benefit held over at Cow Island raising money for cancer and that pulled a few boats away from this race. Hopefully, next year they arrange it so both events can benefit.

It was a great day of racing and now there was just one race left in the season.

## Portland Lobster Boat Race 21 August 2022

After a perfect day for the Long Island Lobster Boat Races on Saturday we were blessed with another on Sunday: bright sunshine and a light sou’west breeze. Signups were out on the water along with T and sweatshirt sales, plus the prizes were given out after each race on the finish line committee boat. This makes for a quicker day, which I am sure is much appreciated by those traveling back way Downeast. I had signed up about 20 boats at the Long Island races and to this I added another 21 for a total of 41 registered racers.

The Portland races are a fund raiser. Initially it was for MS, but the MS Society dropped this waterfront event several years ago and Katie Werner, who heads the Portland races, decided to keep it a fundraiser, but for the scholarship fund associated with the Maine Fishermen’s Forum. So, for those that donated THANK YOU.

There were 10 entrants in the Work Boat Classes. In Class A Jennifer and Emily Noyes’ JENILY [Corson 14; 30-hp Johnson] faced off against BABY BARON [Holland 14, 30-hp Yamaha]. JENILY got the win as BABY BARON had a tough time battling her way through the wakes and at one time pointed her bow towards heaven. Five boats



One of the closest races of the day was between Sean Clemons’ MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] and Carl Anderson’s DANICA HAILEY [Calvin Beal 36; 675-hp Scania] in Diesel Class J, with the win going to DANICA HAILEY by two boat lengths.



Eric Beal did not make it to the Long Island Races, but he brought his KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] all the way from Milbridge and slipped by Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] for a one-two finish at Portland.



# Lobster Boat Racing Season Comes to an End



Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar] repeated their day before win at Long Island with another victory in Diesel Class N and then she won the Diesel Free-for-All at Portland.

came to the line for Class B and no one was surprised to see Jacob Noyes' ZIPPIN' TOO [Corson 15; 90-hp Nissan] get the win, followed over by Andy Correa [Boston Whaler 15; 70-hp Evinrude] and then Matt Williams' HOSTILE II [Skiff; 90-hp]. Class C was going to be a rematch of the day before battle between Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda] and Ron Pottle's DELUSIONAL [Corson 18; 225-hp Evinrude]. CASCO MISS had been out playing with different propellers early that morning and it must have made the difference as he got the win. However, DELUSIONAL had developed an issue in the race and was taking on water. He had to run for the beach and ground out before she went under.

There were only three boats entered in the five Gasoline Classes, all in different classes, so they were run together with each getting the win: Jeff Croft's TILLY [Brownell; 350 260-hp Mercruiser] won Class B; Jim Koehling's BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] Class C; and Mark Davis' DOWNEAST NIGHTMARE [Mussel Ridge 28; 1,000-hp Chevrolet] Class E.

In the Diesel Classes there were no entrants in classes C, D, L and O. There were also several others with just one entrant, which meant they would be combined with another race. In Class A there were three registered, but just two came to the line. Riley Johnson's LYNN MARIE [Sisu 26; 235-hp Isuzu] had developed a gear issue the night before and he was the no show. The win went to Dale Dyer's RELENTLESS [BHM 28; 200-hp Yanmar] followed over by Joe Arsenault's SEABOUND [J. Ervin Jones 32; 120-hp Perkins] all the way from Gloucester, MA. The winner of Class B went to Kurt Brown's LIL' MORE TAIL [Calvin Beal 33; 225-hp John Deere] with Steve Johnson's HARRY-N-LARRY [34' Dragger, 175-hp] in second. Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] was the only entrant in Class E so he ran up with the two boats in Class F. This was another rematch from Long Island as Josh Audet's KARAMEL [Crowley 34; 410-hp Hyundai] had gotten the win over Cameron Murphy's BLUE DOLPHIN II [Crowley 36; 402-hp 3406 Caterpillar], but today the win went to BLUE DOLPHIN II. There was just one entrant in Classes G, H and I so they were run together with each getting the win in their respective classes: Sheldon Pope's PRETTY BROAD [RP-35; 500-hp Cummins] Class G; Nick Martinez's PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] Class H; and Gary Genthner's LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT] Class I. Three boats were on the line for Class J and the win went to Carl Anderson's DANICA HAILEY [Calvin Beal 36; 675-hp Scania]

followed by Sean Clemons' MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] and Alan Dugas' DELUSIONAL [38' John's Bay Boat, 600-hp Cummins]. Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] won Class K with Zack Donnell's REGENCY [Calvin Beal 38; 800-hp Scania] coming over in second. Four boats were on the line for Class M(A) and Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] got the win with Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere] taking second. Five boats lined up for Class M(B). Eric Beal did not make it to the Long Island Races as he was out hauling, but he brought his KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] down from Milbridge to run in the Portland races and got the win with Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] second. Alan Dugas' ROLLING STONE [John's Bay Boat 44; 700-hp Lugger] made her first appearance on the racing scene and took third in this class. Following up his win at Long Island in Class N Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar] repeated their first-place finish with Marshall Spears' JACALWA [Wesmac 46; 1000-hp Caterpillar] in second.

SEABOUND was the only entrant in Wooden Boat A so she ran down with Wooden Boat B. Wooden Boat B had three boats on the line, all built by John's Bay Boat Co. of South Bristol and all owned by the Dugas of Yarmouth. They finished: ROLLING STONE; Scott Dugas' SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar]; followed by DELUSIONAL.

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

Nine boats were on the line for the Diesel Free-for-All and WHISTLIN' DIXIE flew up the right side getting the win with LA BELLA VITA second and KIMBERLY ANN third.

Four boats came out for the final race of the day and year. The question was would DOWNEAST NIGHTMARE be able to keep those big diesel boats behind her? As they made their way up the course DOWNEAST NIGHTMARE had the lead but the diesel boats were right on her stern. At the line it was DOWNEAST NIGHTMARE followed by LA BELLA VITA then KIMBERLY ANN and ALEXSA ROSE.

It was a great day and year of racing and I cannot wait for next year.

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In Wooden Boat B Scott Dugas' SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar] tries to keep pace with his brothers ROLLING STONE [John's Bay Boat 44; 700-hp Lugger], but just could not as they finished one-two at Portland.

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## ASMFC - SUMMER MEETING

Continued from Page 13.

Science Center presented research which provides information related to blue catfish life history in Chesapeake Bay tributaries to inform resource managers as to (1) the potential ecosystem-level impacts of this aquatic nuisance species and (2) possible mitigation strategies to minimize these impacts. It included blue catfish dietary analyses and other life history indicators related to health and reproduction, as well as range and movement studies by partner agencies.

### Draft Action Plan for Atlantic Sturgeon Bycatch

The Policy Board agreed to submit comments to NOAA Fisheries on the Draft Action Plan for Atlantic Sturgeon Bycatch (see the summary of the presentation earlier in this document). The Policy Board is concerned NOAA is not considering the Atlantic Large Whale Take Reduction Team (TRT)

actions in the gillnet fishery and the potential impacts those measures could have on Atlantic sturgeon. The Board recommends NOAA evaluates any draft TRT measures before impacting the gillnet fishery with the Draft Action Plan.

Sharon Benjamin presented NOAA Fisheries first-ever draft Equity and Environmental Justice Strategy. NOAA Fisheries endeavors to serve stakeholders equitably by engaging underserved communities in the science, conservation, and management of the nation's ocean resources and their habitat. This national strategy builds on previous equity and environmental justice (EEJ) efforts to provide guidance for incorporating and prioritizing EEJ in ongoing and future activities in support of NOAA Fisheries' mission. NOAA Fisheries' science, conservation, and management activities serve a diverse array of communities across the United States and Territories. Recognizing that not all communities have equal opportunities and access to its services, three overarching goals have been identified. Identifying and recognizing underserved communities, as well as addressing access barriers they face, will allow NOAA Fisheries to more equitably and effectively serve all communities.

For more information, please contact Toni Kerns, Fisheries Policy Director, at [tkerns@asmfc.org](mailto:tkerns@asmfc.org) or 703.842.0740.

### Motions

No motions made.



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Continued from Page 6

came to the store last year call him and tell him to keep the place open. There is no question there is a major need for a boat salvage yard here in the State of Maine. Go through a boat yard or look out in the backyard of numerous homes in the summer and what do you see, a boat or boats that have been abandoned. Capt. Jim had an advantage, he owned a hydraulic trailer and was able to pick up boats that an owner wanted to get rid of. Businesses are businesses and that means

they have to make a profit in order to stay in business. This one certainly could, but one needs to devise a plan that allows it to be profitable. Linda has a plan and that includes starting to strip the boats in the yard and then scrapping them, making sure that there are plenty of items for those coming to search for that obscure item.

Looking for an adventure, visit Maine Marine Salvage. They are open Wednesdays 11:00 to 4:00 and Saturdays 9:00 to 3:00 or by appointment. I was surprised at what they had and I am sure others will be too.

## Ed Thelander, Former SEAL

Continued from Page 5

the video of the parade of our armament? The Taliban did a parade with our stuff, that is not good. Don't think that won't be used against us. Also, the respect we lost in the world and within our own troops. By serving my country, am I going to be hung out to dry for some crazy back door deal. Not good."

Ed is also looking for transparency in our schools. "Some don't think that the parents should have a say in what is being taught at schools. People need to get involved in the school board or PTA and see what is going on. School should be about learning. Our education system has gone downhill ever since we started a Department of Education, why would we continue with that? Sorry, but students in Maine do not need to be taught the same way students are taught in New York City or San Francisco. All that stuff needs to be local, not state, back down to the town or the county."

Another major issue with Ed is the regulations being imposed on our fishermen. He said, "The insanity of NOAA directing what our lobstermen are doing out here. Again, something else that doesn't make sense. I believe in local regulations that is smart because you are looking at it. Look at windmills out on the water, which they want to put on the mountains in the sea. This is where all the sea-life goes. I can't even picture a 9-foot link dragging on the bottom, 3:1 ratio, so that means a ton of bottom raking and they are going to daisy chain the power cables in

between the windmills. What about the new line requirements to save the right whale. No one who has ever worked with line, knows you don't tie a knot in the middle of line, that is why you splice. You definitely don't put a weak link made out of ballistic plastic that is going to go through a davit under pressure. You get a surge, that is gone and so is your eye or... I want to find out why they decided to do that."

Ed is like most, he wants cleaner air and cleaner water. He added, "But how do we get there? It is not by building solar panels with coal fired plants. It is a nice thing to put on your roof, but you don't do solar panels in a field. They have a 12 percent efficiency rate."

What should be known is that technology is coming that will make all this so-called green energy ideas obsolete in the not too distant future.

For centuries foreign diplomacy was performed by naval officers. Lord Horatio Nelson and Admiral Collingwood of the Royal Navy were two that had made major decisions in how things transpired in the Mediterranean Sea in the late 1700s and early 1800s. American officers also made foreign decisions during the Barbary Wars. The reason was they understood what was going on firsthand and knew the position they wanted for their country. Ed certainly has a background of foreign understanding and common sense to solve the issues that are currently facing us today.

## MISC. COMMERCIAL FISHING NEWS

Continued from Page 11

To help identify stream reaches likely to be favored by coldwater fish, the U. S. Geological Survey, NOAA Fisheries, and the Maine Department of Marine Resources identified environmental attributes that can be used to predict stream reaches that are rich in baseflow. We developed a model to predict where these reaches are likely to occur across the freshwater range of Atlantic salmon in Maine.

"Atlantic salmon are like a canary in a coal mine. If they can't complete their life cycle, it tells us that something is wrong with

their habitat. We are concerned that there is not enough cool water for them. Our partners were critical in helping to start to identify areas that will sustain Atlantic salmon and other temperature-sensitive species like brook trout in the future," said Rory Saunders, fisheries biologist with NOAA Fisheries' Greater Atlantic Regional Fisheries Office. Using maps derived from these predictions, we can identify and prioritize conservation actions like fish passage projects that ensure Atlantic salmon can access baseflow-rich stream sections.

For more information contact Pam Lombard (USGS) or Matt Collins (NOAA).

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## MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

5 September  
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### COMMERCE AND TRADE

Portland's imports last week were as follows: 4700 railroad ties; 688 quintals dry fish; 300 doz. eggs. No exports were recorded.

The ship WILLIAM G. DAVIS which arrived in Portland Saturday from Japan, with a cargo of rags for Cumberland Mills, and a consignment of curios for New York, was quarantined but was able to show a clean bill of health.

Freights of all kinds are reported very quiet now by Bangor ship brokers. Ice freights are flat and nominal prices are \$1.40 to New York and \$1.00 to \$1.10 to Philadelphia. Lumber freights are also dull with rates at \$3 and \$3.25 to New York and \$2.25 to Boston.

The foreign exports from the port of Bangor for the past week were 15,156 bundles of fruit boxes in shooks, 33 pieces spruce spars and spruce deal, total value \$5,746, shipped per Italian bark FRANCESCO OLLENTO to Piano di Sorrento or Castellamare, Italy, by T. J. Stewart & Co.

The Bath Times says that never in the history of navigation on the Kennebec River have coal freights been so low as they are at present. A vessel discharging coal for Dingley Bros., Saturday, received but 60 cents per ton freight from New York. The owner of this vessel who was in the city, says that freights from that port are almost nothing as compared with other years, and assigns the cause to high ice freights. Many vessels return light rather than be bothered with coal at such low rates.

Among recent charters are the following: brig JOHN H. CRANDON, Bangor to New York, ice \$1.25, and deckload lumber \$2.50, loaded and discharged; sch. KENDUSKEAG, Port Liberty to Bangor, coal, 60c; brig SCREAMER, Portland to St. Johns, P. R., lumber \$7.50; sch. NELLIE F. SAWYER, Sargentville to New York, ice \$1.75; schs. WM. A. MARBURG, EDWARD WAITE and EDW. P. AVERY, Portland to New York, ice \$1.25; sch. BRAMHALL, Bangor to New York, lumber \$2.75; sch. A. W. ELLIS, Frankfort to New York, paving \$1.50 per ton loaded and discharged and free of wharfage; sch. W. B. HERRICK, Portland to Philadelphia, paving at \$20; sch. TERESA WOLFE, Kennebec to Camden, N. J., ice \$1.15; sch. W. H. ALLISON, Bangor to Richmond, ice \$1.60; sch. DAVID TORREY, Kennebec to New York, lumber \$2.50; schs. CUMBERLAND and ABBY L. DOW, Kennebec to New York, ice \$1.25; sch. CARRIE T. BALANO, Gun Point to New York, ice \$1.

In the ocean freight market the tonnage entries lately have been somewhat more numerous, but a considerable proportion of the accession having been previously committed for business, the available supply remains moderate, though quite sufficient to meet the present limited requirements of shippers. Deal and timber freights from the provinces and the South for Europe are weaker, and the demand for tonnage is not urgent. The River Plate trade as yet shows no indication of revival, and rates in that direction are nominally steady. For Brazil the enquiry for lumber vessels from the South appears to have been nearly satisfied, but there are some orders from the St. Lawrence. West India freights continue exceedingly dull, but substantially unchanged, for the principal reason that masters of vessels are, for the most part unwilling to proceed to the tropical and semi-tropical latitudes at this season without extra inducements, particularly as they find remunerative employment in the ice trade. The same is true of Southern

lumber freights coastwise, which are comparatively quiet but steady. Coal freights are inactive and rates are so slow that many vessels are going East in ballast after ice.

### SHIPBUILDING NOTES

N. J. Jacob, successor to G. J. Degulo, 21 Cross St., Portland is now building a small tender boat for Dr. Bray's steam yacht. He can make boats of all descriptions.

Schooner FLEUR DE LIS, built by John McDonald for George Trotter, of New York, for a cruise around the world, was launched at Bath Saturday. She is of net tonnage, 86.34, and will cost when completed \$60,000.

The schooner LOUIS V. PLACE, three-masted, of 751 tons, was launched from Christenson's shipyard at Kennebunkport, Saturday. Her momentum was so great that she struck the opposite bank of the river and stuck fast.

The first frame of the new steamer for the Portland - New York line, but has been put into position at Bath. This vessel will be a duplicate of the Cottage City and will be constructed like her, under the superintendence of Wm. F. Pattee.

The sch. MARTIN C. EBEL, which has been building in Hodgdon Bros. yard, East Boothbay, is now finished and will probably be launched the last of the present week. She is a strong vessel and an honor to her builders, who have spared no pains to make her first-class in every particular. She will be engaged in the West India trade.

Kelley, Spear & Co., Bath, are now planking the big 1700 ton giant for Joseph H. Church of Taunton, Mass., says The Independent. She measures 230 feet keel, 46 feet beam and 21 feet deep. When completed she will be the largest four-masted schooner afloat. This firm is also ceiling a three-masted schooner for Saco parties. At this yard a commodious new office is now being built.

The barkentine building at the New England yard, Bath, for Capt. Wm. H. Besse, of New Bedford, Mass., is to be ready for launching about Nov. 1st. She measures 165 feet keel, 36 feet beam and is 14 feet deep. Her frame is of oak with hard wood flooring. Among her ship machinery she will have a Hyde hoister and windlass, patent chain stoppers and pumps. She is intended for the South American trade.

W. B. Bowne, of West Dennis, Mass., makes frequent trips to Camden to inspect

the vessels building there for him by Capt. H. M. Bean. In the early summer there was launched from the Bean yard for M. Bowne the Alice Holbrook, a four masted schooner of 690 tons and there is now on the stock in the same yard a four masted schooner of about 1350 tons, and they are expected to leave the ways in January, March and April respectively. That Capt. Bean produces some good sailers is demonstrated by the fact that the Alice Holbrook on her maiden voyage made the trip from Monhegan to New York in the quick time of 24 hours. Mr. Browne, notwithstanding his extensive navigation interests, is a young man, being considerably under 30 years of age.

Belfast shipyards are very busy at the present time, according to the Journal, three being in active operation. At McDonald & Brown's forty-five men are at work on a 900 ton four masted schooner to be launched early in September. The vessel is being planked and in about three weeks will be closed in. This firm has not yet crossed the contract for the 1200 ton four master, as announced, but in all probability they will build her. If so the keel will be laid as soon as the present one is launched. The vessel will be built after the Burgess model, but the owners want to increase her length to 191 feet on the keel. George W. Cottrell has his four masted barkentine well along and will launch her in October. This vessel has double beams, both upper and lower decks, something never before put into a vessel built in Belfast. She contains one third more deck beams than under the old method of building. These beams have hanging knees, but no fore and aft (?), except where the hatchways come. Some builders claim that this gives the vessel additional strength. This vessel is very substantial and will be

one of the best ever sent out from Mr. Cottrell's yard. Mr. Cottrell said he refused a contract for a large vessel this summer, but thought he would build another year. He is working thirty-five men. In Carter & Co.'s yard the keel for a three-masted schooner has been laid, but the crew is now at work upon the vessel repairing on the marine railway. Now that the Carters are again prepared they will doubtless build other vessels. They are working a large crew of men.

### THE FISHERIES

Messrs. Stimpson & Parker will soon close their sardine factory at Jonesport, and have made arrangements to operate the Grady factory at Kendall's Head, Eastport.

There were at Boothbay on Wednesday of last week about 35 sail of vessels, that arrived in harbor to be safe from a heavy north-east rain storm. They had been fishing off Monhegan and in that vicinity having caught within a few days small schools of mackerel, and one vessel, the sch. Caroline Vought, of Boothbay, John Seavey, master, had the good fortune to catch a school of 85 bbls. of large mackerel.

Advices from the Boston Fish Bureau are that the catch of codfish to date foots up 220,593 qtls. The total catch of mackerel by the mackerel fleet to date is 5,469 bbls., against in 1889, 7,020 bbls., in 1888, 19,992 bbls., in 1887 39,405 bbls., in 1886, 40,083 bbls., in 1885, 227,333 bbls., and in 1884, 221,440 bbls. The total imports of salt mackerel to date is 31,755 bbls.

A few years ago Charles H. Burd, of Boston, who thought of engaging largely in the cultivation of oysters in Belfast Bay, planted a quantity of the bivalves as an experiment, placing some at the mouth of Little River and others off Murphy's Point.

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

Last week Mr. Burd undertook to look up his colonies but could find no trace of them. It is probable that the oysters were buried under the mud and gravel thrown up by south-easterly storm. There is not water enough in Little River to carry off the sediment it brings down and the action of the sea in a southeaster drives it in, and is fast filling up what was once a deep channel.

12 September  
Page 1.

INDUSTRIAL NOTES

The Columbia Falls Brick Co., is erecting two patent kilns, each having a daily capacity of 30,000 bricks.

D. L. Newcomb at 7 and 9 Central street, Portland manufactures fish drums, dry and air tight barrels and casks and keeps constantly on hand patent coiled hoops and liners. He has recently purchased some fine teams and does trucking all over the city.

Albert H. Waite has a fine sail loft nd office on Widgerey wharf, portland, and now employs six hands. He makes sails awnings and tents and since 1880 has made up from 20,000 to 50,000 yards of canvas yearly. Some of his late work has been in furnishing the sails for the four-masted schooner MAJOR PITCA’RN built in East Deering.

The Waldoboro granite has again taken the lead says the Lincoln County News. This time it is to be used in the far west Mr. George Green has been awarded the contract for the granite to be used around the State Capitol in Iowa. Out of the numerous samples submitted was the Waldoboro granite and proposal for the same was accepted on the 28th of last month. This is about \$25,000 job and work is to be commenced at once. This work calls for several thousand cubic feet more granite than was taken from this quarry for the Augusta State House extension.

D. Wyer & Co. have a large establishment at the foot of Franklin St., Portland, and are among the pioneers in producing the delicious Finnan Haddie. During the past 3 years the average weight of fish which they have smoked is 1,200,000 lbs. and they will cure about the same this year. Haddock are the fish which when pickled and smoked are known as finnan haddie and herring make their Yarmouth bloaters. D. Wyer started the business 35 years ago and 3 years ago his son, Geo. A. Wyer, became sole proprietor but the old firm name is still used. His leading markets are in the Dominion, but the demand in this country is now increasing.

Huge O’Brien at his brick yard in Brewer has just completed putting in 500 feet of additional side track making about 1500 feet of track running to both yards. He has recently finished burning a kiln which makes his total output this season 600,000 and in about two weeks, if the weather continues favorable, he will start two more kilns, containing the same number in addition.

Page 7.

NAMES THAT SKIM THE SEA.  
HOW THE PORTS, THE HEROES,  
AND THE LADIES ARE REMEM-  
BERED BY THE SKIPPER.

Only a few great names of history adorn the wave-kissed counters of deep sea craft, according to the “Record of American and Foreign Shipping.” The divine William of Avon does not seem to have a big place in the memory of his nautical kinsmen of the tight little island he has immortalized. One little British bark bears his name, with all the letters allowable - Shakespeare. On two German ships he appears as Shake-speare and Shakspere. Another German ship, originally a Yankee clipper, was also christened in his honor. She went to pieces

after a frightful struggle with a hurricane last winter. Her Captain an da part of her crew, who were rescued by a passing steamer after several days of great suffering, said they never wanted to hear the bard’s name again.

A modern poet and dramatist, Hendrik Ibsen, has achieved nearly as much sea glory as Shakespeare. Two Norwegian barks are called after him. Norway also honors Longfellow with two barks, and America dedicates a schooner and a steamer to his memory. Nova Scotia rescues Mark Twain from utter oblivion on the main by naming a bark after him. One American schooner carries the name of Whittier to many domestic ports. John Wesley traverses the seas on the American barkentine and a Norwegian bark. John Bunyan makes progress as a sea pilgrim only on a Yankee coaster. The mermaids see the name of Wellington under the stern of a British steamship. The great Napoleon is remembered only by the owners of an American schooner and a Norwegian bark. A British steamship, a Norwegian bark and a British schooner carry the fame of Byron around the world. Tennyson is not caressed by waves in any port. Oliver Cromwell sails along our coasts on two schooners and Robert Emmett on one. George Washington has international sea fame. His name appears on a French and an Italian steamship, three American schooners, a German ship, and an Italian bark. Three Norwegian bark, a Chilian schooner and three American schooners are named after Franklin.

Feminine names are, as they have been since men first went to sea, the most popular on sailing vessels. There are only two Nancy’s (the name dear in song to the sailor’s heart), and just as many Susans in the record. There are three Mauds, fourteen Emmas, four Rebeccas, three Roses, five Esmeraldas, six Estellas, five Eleanors, seven Doras, six Ediths, five Mary Janes, eight Mary Ellens, one Minnie, for Mirandas, two Mariannes, four Evelyns, nine Maggies, eight Ellens, four Evas, one Lulu, ten Helens, eight Helenes, twelve Louises and four Louisas, three Lucilles, ten Elizabeths and eight Lizzies, fifteen Berthas, twenty-seven Annas, and eleven Annies, twenty-two Alices, eight Agneses, twenty-five Maries, fourteen Emmas, and thirteen Lauras. Sam Weller has an American schooner named after him. Two sailing craft are called WHITE WINGS, one TOP GALLANT, one BIG BONANZA, and one JAY-EYE-SEE.

Page 8.

COMMERCE AND TRADE

The following were the exports from Portland for the week ending Sept. 4: 12 tons coal, 90 gallons oil, 1 boat, 1 seine. The imports were 350 tons lump plaster, 4,100 railway ties, 3,000 bbls. plaster.

Rockland’s fine large granite wharf is not large enough to meet the want for the business that is carried on at that place, so an addition is being built to the southern part of it. This wharf is the landing place for several lines of steamers.

Ice freights are weak, with a very marked falling off in the volume of business. The coastwise lumber trade is rather quiet, but rates are fairly steady and unchanged, with coal freights easy. Not much inquiry for long voyage tonnage.

The directors of the Knox & Lincoln railroad formally transferred that road to the Penobscot Shore Line Company on Wednesday forenoon of this week. Waldoboro voted no on the transfer and has filed a protest. A hearing will be held Sept. 15.

The foreign exports from the port of Bangor for the past week has been one cargo of lumber, ice and spars per the brig, Talos to the Dutch West Indies also one cargo fruit

boxes in shooks per Italian bark Andrea Lo Vico to Palermo, Sicily. The total value of the exports was \$11,040.

In an item in our shipbuilding department last week reference was made to the fine sailing qualities exhibited by the four-masted schooner Alice Holbrook launched the past summer from the yard of Capt. H. M. Bean, of Camden, for W. B. Bowne of West Dennis, Mass. Through a typographical error the figures were transposed, it being our intention to state that the time made on her maiden trip from Monhegan to New York was 42 hours.

The following are recent charters: Bark S. R. LYMAN, Philadelphia to Portland, coal 75c; brig ANNIE R. STORER, Sheet Harbor, N. S., to New York, ice \$1.90; schs. GRACE DAVIS and FRED JACKSON, New York to Portland, coal at private terms; sch. ROSA MUELLER, Bangor to Camden, N. J., lumber \$3, loaded, discharged, free of wharfage and towage; sch. ISAIAH HART, Gun Point to New York, ice at private terms; sch. BLOOMER, Boston to Portland, pig iron at \$1.

SHIPBUILDING NOTES

Work is progressing rapidly on the four-masted barkentine, building at George W. Cottrell’s yard, Belfast. Work has been somewhat delayed in Carter’s yard on account of timber not arriving.

It is expected that the launching of the new barkentine building at Beazley’s shipyard, Bucksport, will occur on Thursday of this week, when she will be taken to the old yard in Verona where her spars will be set and she will be rigged.

A three-masted schooner of about 350 tons will be launched at Yarmouth on Saturday from the Giles Loring yard. She is owned by Horace M. Sargent and others of Portland, and will be commanded by Capt. Wallace, now master of the schooner ANDREW J. YORK.

At Sewall’s yard the big ship SHENANDOAH is being planked and no small amount of timber is required for a single stroke. She is to have four masts. Captain James F. Murphy formerly of the ship W. F. BABCOCK will command this giant. The Sewall’s have also frames up for a three-masted schooner.

The work of repairing the wrecked schooner EDWARD H. BLAKE is progressing at the yard of E. & I. K. Stetson at Brewer, and in a short time the vessel will be ready to go from the railway and it is hoped enter upon a more successful career. The work of repairing the rigging is being done by the captain and a crew of men.

The new four master building in McDonald & Brown’s yard, Belfast, has been named the YOUNG BROTHERS. The firm has received a portion of the plans for the Burgess four master and Mr. M. P. Woodcock will draft the moulds. The outlines as prepared by designer Burgess present a very rakish look and it is safe to say that this vessel will be one of the handsomest ever turned out from a Maine shipyard.

At the New England Company’s yard at Bath everything is lively. At the upper end of the yard is the keel laid for the Portland and New York steamer MANHATTAN. This vessel will be a propeller and her machinery will be furnished by the Bath Iron Works. Below the steamer is a 1000 ton four masted schooner for Capt. H. M. Randall of Port Jefferson, N. Y. Then comes the two Anderson schooners of 900 tons and four masts each. The Theodore Anderson schooner which will launch bow foremost is a keel schooner, while the William Anderson schooner is a centreboard craft. At the lower end of the yard is the barkentine now building for

Captain William H. Besse of New Bedford, Mass.

THE FISHERIES

Schs. MABEL LEIGHTON and THOMAS W. KNIGHT, from Georges arrived at Gloucester Saturday, bringing about 18,000 pounds of codfish each. Sch. SARAH E. LEE from the Banks, 20,000 pounds halibut.

A letter from Hewett’s Island, Maine to the Master Mariner’s Association, Gloucester, says that Edward C. Brown took 1,200 bushels of large herring in his trap last week. They can be taken out at any time of tide.

About two hundred barrels of mackerel have been landed at Portland in two days of this week, mostly by Swampscot vessels, some which sold as high as \$32 per barrel.

Rockland harbor for the past few days has been full of mackerel. Most of them caught are of moderate size, though some of the larger ones are taken daily. The fleet off Matinicus and Monhegan are taking considerable quantities of number one and two, and landing them in Boston.

Sch. FRANK FOSTER from seining on the Maine coast brings 50 barrels of mackerel, of which eight barrels are large. Mackerel can be raised almost anywhere down east, but do not school. Sch. ALICE C. JORDAN has about 75 barrels, LOTTIE M. HASKINS has 50 barrels, Geneva Martis 30, sloop Breeze 18.

The weekly report from the Boston Fish Bureau states that there has arrived from the mackerel fleet: schs. CAROLINE VOUGHT, 90 bbls. mackerel; HENRY MORGENTHAN, 20 bbls. mackerel; EDITH ROWE, 11 bbls. mackerel. A number of other small lots landed aggregating 65 bbls. They were all caught on the coast of Maine, and are about half large and half small. A few schools have been taken off Matinicus, Maine, where there are about 60 sail, and a few mackerel are being caught on hook in some localities along the coast of maine where they have not had any for several years past. Sales reported from vessel at \$25.50 and \$26.00 per barrel for large and 14.00 for small mackerel. The imports of mackerel consist of 2,933 bbls from Nova Scotia, 834 bbls from Prince Edward Island and 130 bbls. from Norway. Tinkers are worth \$11 per bbl; Nova Scotia mackerel \$17.50 per bbl. Prince Edward Island mackerel \$20 to \$22 per bbl. The receipts of cod fish at Gloucester the month of August amounted to about 16,000 qtls. more than during the corresponding month last year. Sales from the vessel at 3.25 and 2.60 per cwt. for large and small from outside vessels. Sales from home vessels at a little less prior. The total catch of codfish to date is 231,850 qtls., last year 238,200 qtls. Receipts from the outports very light. A cargo of hake arrived today from Tremont, Maine. No changes to note in prices. Bloaters have begun to arrive and sell from first hands at \$1.00 per box. Medium box herring 14 cents per box. Newfoundland barrel herring \$5.50.

19 September  
Page 1.

Business is booming at the works of the Portland Company. Among the improvements is a new boiler shop 130 x 73 which when completed will be one of the best equipped in the country. One of their new machines will roll iron 13 feet in width. They have a pair of shears that will cut plate 1 1/2 inches thick, a travelling crane that will run the whole length of the shop and lift 80 tons, a punch iron plate 1 1/2 inches thick, a machine that will cut 6 bolts at once and in fact everything will be first class for doing



# MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

big jobs in the most expeditious manner. John W. Estle is the superintendent of this shop.

Page 8.  
**COMMERCE AND TRADE**  
Portland's exports last week comprised 728,599 ft. lumber and 51,175 clapboards. There were no imports.

An assorted cargo consisting of ice, country produce, lumber etc., to the value of 3641.26 was shipped from Bangor Sept. 16th, per brig STACY CLARK to Port Spain, Trinidad.

Brig ABBIE CLIFFORD, which recently foundered at sea in a gale, was built at Stockton in 1867. She registers 428 tons and was 123 feet in length, 29 feet breadth of beam and 16 feet depth of hold.

The five masted schooner, GOV. AMES has been chartered to carry a cargo of 3,000 tons of coal from Baltimore to San Francisco. Capt. Charles E. Davis will sail on the long voyage around Cape Horn.

The dulness prevailing in the ice business has led to a decline in freight rates. Ice rates from Bangor to New York are now 90c. per ton and lumber freights are \$2.25, per M. to Boston, \$2.50 to the Sound and \$2.75 to New York.

The fine ship ST. MARY, built within the past year at Phippsburg by C. V. Minot is a total loss. May 30th she sailed from New York, bound for San Francisco. Her captain was a Maine man, Jesse Carver, of Searsport. Aug. 22, when off the Falkland Islands, she went ashore at Lagoon. An English vessel, the Eaton Hall, is supposed to have run her down, and her cargo is being saved. The report says that Carver was killed. The St. Mary is 1,942 tons burden, and was owned principally by C. V. Minot and her captain. The value set upon the ship is \$120,000, and she carried \$30,000 worth of freight.

In the ocean freight market long voyage cargo ships are in small supply, but the demand for the Pacific, Australia, etc., being at the moment very light, rates favor shippers. The deal and timber trades are without improvement. No improvement can be noted in the River Plate trade. For Brazil a fair demand still prevails, especially for lumber vessels, at \$16.50 @ \$18 from the South to Rio Janeiro, as to size, position and ports, with \$12.50 paid from the lower St. Lawrence. West India and southern coastwise freights show an easier tendency, due to a lessened demand and reduced rates in the ice trade, and consequently more disposition on the part of captains to proceed South on the approach of cool weather. The coal trade remains very dull and decidedly unprofitable to small carriers, the current quotations from local shipping points to Boston and ports this side of Cape Cod being 50 @ 60 cents.

Among recent charters are the following: sch. CHARLOTTE FISH, New York to Bangor, pig iron \$1.50; sch. JOEL F. SHEPPARD, Friendship to New York, ice \$1.00; sch. ELLA M. WATTS, Darien to Rockland, lumber \$8; bark AU SABLE, and schs. MAJOR PICKARDS and ADDIE CHARLESTON, Kennebec to Philadelphia, ice 90c; sch. MAYNARD SUMNER, South Amboy to Portland, coal 65c; sch. LIZZIE CHADWICK, Charleston, S. C., to Portland, lumber \$7.50; sch. W. A. MARBURG, Clark's Cove to Norfolk, ice \$1; sch. BAY STATE, Kennebec to New York, ice \$1.15; sch. F. L. GODFREY, Kennebec to Elizabethport, ice \$1; sch. R. S. SPOFFORD, Kennebec to Wilmington, Del., ice \$1; sch. CHAS. E. MORRISON, Somes' Sound to New York, paving \$20; sch. JAS. A. GARFIELD, Kennebec to New York, ice \$1; sch. HENRY LIPPETT, Norfolk to Portland, iron \$1.60; sch. SAMUEL DILLAWAY, Kenne-

bec to Washington, ice 90c.; sch. CHARLES HEATH, Perth Amboy to Bangor, coal 60c.

**THE FISHERIES**  
Mackerel have recently been plenty in Rockland Harbor and large numbers have been caught by local fishermen.

Mr. Bryant Chapin, the artist, who has been at the Marble Ridge, Grand Manan, caught recently a forty-five pound cod only a few gun shots from Swallow's Tail Light.

The Long Wharf Fish Company deal in fish of all kinds and have a roof for drying 100 x 50 ft. which gives them a capacity to dry 100 quintals of fish at one time. They have a smoke house on the back bay where they cure a large amount of finnan haddie and bloaters. They are finely fitted up for freezing fish and can freeze 50,000 lbs. at one time. They established their business on Long Wharf June 1889. C. & H. Trefethen and J. E. Fickett are the proprietors. They run from eight to ten vessels and lots of fishing boats.

Advices from the Boston Fish Bureau are that quite a number of vessels have arrived in Boston the past week from the coast of Maine having from 10 to 75 bbls. each of mackerel mainly small, which have sold from the vessel at \$15.00 to \$15.25 per bbl. A few large mackerel brought \$26.50 per bbl. The catch of mackerel on the coast of Prince Edward Island, especially on the southern coast, is the smallest for 20 years. The receipts of salt mackerel at Boston from foreign ports consist of 2,986 bbls. mainly small mackerel from Nova Scotia and 1260 bbls. large mackerel from Prince Edward Island. Tinkers are worth \$11.00 per bbl., Nova Scotia large 3's \$18.50 to \$19.00 per bbl. Prince Edward Island Extra 1's \$25.00 to \$26 per bbl, 1's \$23 to \$24 and 2's \$22 per barrel. Unculled \$21 to #22 per bbl. The catch of cod by the fleet is light as the fares landed are small. The total catch of codfish to date is 243,459 qtls., last year 239,790 qtls. The New England catch of mackerel to date is 6,707 bbls., against 9,573 bbls. in 1889, 24,473 bbls. in 1888, 46,950 bbls. in 1887, 51,259 bbls. in 1886, 243,611 bbls. in 1885, and 263,759 bbls in 1884.

**SHIPBUILDING NOTES**  
The barkentine, GRACE LINWOOD, was launched from the yard of Beazley & Co. at Bucksport on Saturday of last week in stead of Thursday as before reported. The GRACE LINWOOD is 146 feet, keel; 34 feet, beam; 19 feet, hold. Her net tonnage is 658. She is owned by Miller, Bull & Co. of New York, her builders, and Capt. A. L. Gilley, who will command her.

Indications are that the Brewer ship yards will not be idle this winter. When the barkentine now building at the Stetson yard is completed one will probably be commenced on the same stocks. Mr. J. B. Hathorne of Bangor is draghting the models for the schooner to be 146 feet keel; 35 1/2 ft. beam and 17 ft. hold. Work will also be carried on by Capt. Barbour at his yard on the schooner previously mentioned.

The fine new schooner DAMIETTA AND JOANNA was launched from the yard of Giles Loring, Yarmouth on Wednesday of this week. The schooner is three-masted of abut 350 tons and cost about \$20,000. She is of handsome model and finished up finely with all modern improvements. She was launched all rigged. She is owned by Horace M. Sargent and others of Portland and will be commanded by Capt. Wallace of Cape Elizabeth.

H. J. Leach of Brewer, has been engaged in making the moulds for a new steamer he is to build for parties at Moosehead Lake. He now has the plans completed and will soon

leave for there and commence work upon it at once. It will be a substantial craft, sixty feet long and will make a good addition to the Moosehead fleet. Mr. Leach has a crew of men at work upon the steamer Fairy of the Lake, putting her in good condition to run.

Thomas Laughlin & Son, Portland, manufacture marine hardware, tackle, blocks, anchors, steerers, galvanized yacht and boat trimmings, etc. Their business during last July and August was 50 per cent larger than ever before. They now employ 25 men and have a constantly increasing business. They have manufactured their patent Dirigo folding anchor two years and have sold over 1000. They weigh from four to 150 lbs. Some have been sent to New York for export. They have recently invented an adjustable flag staff holder and have applied for a patent.

26 September  
**NOVA SCOTIA'S SHIP RAILWAY. SIR BENJAMIN BAKER TELLS ABOUT THE WORK ON IT. THE COST OF FINISHING THE PANAMA CANAL.**

Sir Benjamin Baker, one of the constructors of the Forth Bridge, who is paying a flying visit to this country as head engineer of the English syndicate which bought the Hudson River Tunnel, visited the tunnel the present week with Mr. Moir, the manager of the company. After a long inspection he expressed his entire satisfaction with the progress of the work. The tunnel is of cast iron, and is being driven with the aid of a shield made by Sir William Arrol.

Sir Benjamin is also here for the purpose of inspecting the work on the new ship railway from the Bay of Fundy to the Gulf of St. Lawrence, which is now in course of construction at Amherst, Nova Scotia. He is chief engineer of the railway, and represents the syndicate of English and American capitalists who control the scheme. "The project of a ship railway is by no means new," he said. "It has been mooted any time within the last thirty years. Captain Eads, of Mississippi jetty fame, proposed it many years ago as an alternative to the Panama Canal. M. Eiffel, who built the great exhibition tower and has contracts for locks on the Panama Canal, lately consulted with me as to the feasibility of converting the Panama Canal into a ship railway. Thus the works now going on at Amherst is exciting profound interest.

"The earthworks and masonry of the docks of this ship canal are being constructed by an American firm of contractors, Messrs. Dawson, Symes & Usher. The machinery, including powerful hydraulic lifts, each capable of hoisting to a height of forty feet the total weight - 3,500 tons - of a ship and cradle, is being manufactured by Easton & Anderson, of London. About two-thirds of the railway and docks are finished. Nearly the whole of the machinery has been made and the greater part of it shipped to this country.

The railroad will be about seventeen miles in length. The locomotives for hauling the ship over the railroad are exceptionally powerful, being eight-wheeled tank engines, each weighing eighty tons. The saving of time in transit will be enormous when you consider, that it now takes a ship three days to go from the Bay to the Gulf, while the time occupied on our road will be about two and one-half hours. We have now 1,400 men at work and hope that the railway may be opened in the spring of 1892, if not earlier. The Canadian Government has guaranteed the company \$170,000 a year for twenty years.

Referring to the possibility of convert-

ing the Panama Canal into a ship railroad, Sir Benjamin remarked: "The cuttings of the canal, so far as completed, are adapted for the construction of locks as proposed by De Lessens, and not for the inclines necessary for a ship railroad. In order to make a railway a considerable portion of the excavations already made would have to be refilled. The gradients would be steep and the cost of transport in the case of ships of 6,000 tons, for which the canal is adapted, would be enormous. From a careful examination of the working plans of the canal as it stands at present, I estimate that the lowest possible cost of its completion would be \$200,000,000. It is, in my opinion, quite impossible by any financial combination to raise money sufficient to complete the Panama Canal either as a canal or a ship railway. The latter scheme would involve an outlay of \$150,000,000, including all appliances. The plan of the Nicaragua Canal is, entirely different from that of the United States that I have no doubt that some means will be found of making it."

Page 5.  
**RAILWAY AND STEAMSHIP**  
Upon the rise of water in the Kennebec River the City of Waterville which has been unable to run to Waterville during the summer months, has assumed regular trips up the river from Waterville to Gardiner.

The International Steamship Co. has chartered the propeller steamer GEORGE A. CHAFFEE to be put on their route immediately, to carry freight between Eastport and Boston in addition to the trips of their regular steamers.

The steamer EMMELINE which has been running this summer between Rockland, Castine and Islesboro has been taken off the line and is at Castine where she is having a saloon put on. About Nov. 1st, she will placed on the route between Belfast and Castine, the ELECTRA being taken off.

Page 8.  
**COMMERCE AND TRADE**  
Congress is to appropriate \$35,000 for the improvement of the St. Croix river, but upon condition that the Dominion government shall expend a like sum for the same purpose.

The foreign exports from the port of Bangor for the past week have been one cargo white birch spool bars, 717,654 ft. shipped per bark JAMES LIVESEY to Greenock, Scotland.

There is no great activity in the freight market on the Penobscot at present. Lumber freights are \$2.25 to Boston, \$2.50 to the Sound and \$2.75 to New York. The last ice quotations have been 75c to Philadelphia and the same price to Washington.

The ship ST. MARY, recently wrecked while en route from New York to San Francisco, was built at Phippsburg, this state, and launched this year. She was one of the best ships ever built in Maine, and was owned by C. V. Minott, the captain, and others. Captain Jesse Carver lived in Searsport, and was considered one of the best shipmasters out of the State. The ship was valued at \$120,000; freight, \$30,000.

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



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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, (207) 865-4103.



21' SCOUT 215 XSF, 2022. With Mercury 150XL outboard and 2022 Venture trailer. Midnight blue hull color, custom canvas console cover, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



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