

Maine Coastal News

Volume 36 Issue 1

January 2023

FREE

80th Atlantic States Marine Fisheries Commission Annual Meeting



Wayne Canning's TWIGGENS hauling traps in West Penobscot Bay.

Atlantic Herring Management Board 7 November Meeting Summary

The Atlantic Herring Management Board met to receive an update on the New England Fishery Management Council's (NEFMC) recommended 2023-2025 specifications for Atlantic herring; set the quota periods for the 2023 Area 1A fishery; and consider the vacant ASMFC seat on the NEFMC's Herring Committee.

The Board received an update on the NEFMC's recommended Atlantic herring fishery specifications for the 2023-2025 fishing years. In September 2022, the NEFMC voted on the 2023-2025 specifications package to be submitted to NOAA Fisheries for review and approval. NEFMC's recommended specifications are based on the 2022 Atlantic herring stock assessment and recommendations from the NEFMC Scientific and Statistical Committee, which are consistent with the Atlantic herring biomass-based control rule and with the Atlantic herring rebuilding plan. The specifications include the sub-annual catch limits (sub-ACL) for each Atlantic herring management area, which for Area 1A would be 3,592 metric tons in 2023. NOAA Fisheries final rule to implement 2023-2025 specifications is expected to be published in January or February 2023. The Board will consider action to approve 2023-2025 specifications

after publication of NOAA's final rule.

Per Amendment 3 to the Atlantic Herring Fishery Management Plan, quota periods shall be determined annually for Area 1A. The Board can consider distributing the Area 1A sub-ACL using bi-monthly, trimester, or seasonal quota periods. The Board can also decide whether quota from January through May will be allocated later in the fishing season, and underages may be rolled from one period to the next within the same year. For the 2023 Area 1A fishery, the Board adopted a seasonal quota approach with 72.8% available June-September and 27.2% available October-December with underages from June through September rolled into the October through December period, if applicable.

During the discussion of quota periods, the Board raised concerns about the challenge of managing the Area 1A fishery under low quotas. It was noted the postponed Draft Addendum III (postponed as of May 2020) was developed to consider new approaches for managing the Area 1A fishery under low quotas, including alternative quota period options. The Board will likely discuss postponed Draft Addendum III at a 2023 Board meeting to consider whether the types of management options in Draft Addendum III should be revisited.

The Commission's seat on the NEFMC's Atlantic Herring Committee is currently va-

cant with the recent retirement of Ritchie White, past New Hampshire Governor appointee. The Board selected Mr. Ray Kane from Massachusetts as the new ASMFC representative on the NEFMC's Atlantic Herring Committee. Mr. Kane stated that he would step down from his current role on the NEFMC's Atlantic Herring Advisory Panel to take on this new Committee role.

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

Motions

Move to allocate the 2023 Area 1A sub-ACL seasonally with 72.8% available from June through September and 27.2% allocated from October through December. The fishery will close when 92% of the seasonal period's quota has been projected to be harvested and underages from June through September shall be rolled into the October through December period. Motion made by Ms. Griffin and seconded by Mr. Reid. Motion approved by unanimous consent.

Move to select Ray Kane as the ASMFC representative on the New England Fishery Management Council's Atlantic Herring Committee. Motion made by Mr. Abbott and seconded by Ms. Griffin. Motion approved by unanimous consent.

Habitat Committee 7 November Meeting Summary

The Habitat Committee received updates on the Atlantic Coastal Fish Habitat Partnership, the Northeast Regional Habitat Assessment Data Explorer, East Coast Climate Change Scenario Planning, aquaculture advancements at NOAA's Greater Atlantic Regional Fisheries Office, and the New England and Mid-Atlantic Fishery Management Councils. The Committee also checked-in on the status on the next Habitat Management Series publication on Acoustic Impacts to Fish Habitat, the 2022 issue of Habitat Hotline Atlantic, Fish Habitats of Concern designations, and the habitat section for the upcoming Bluefish Benchmark Stock Assessment. The Habitat Committee welcomed Robert Atwood (NH Fish and Game) and Forrest Vanderbilt (U.S. Geological Survey) as new members. Russ Babb (NJDEP) was unanimously voted in as the new Chair, and Kate Wilke (The Nature Conservancy) was unanimously voted in as the new Vice-Chair.

American Lobster Management Board 7 November Meeting Summary

The American Lobster Management

Continued on Page 23

C o n t e n t s

Publisher's Note	4	U. S. Navy News	9	Boat Yard News	14
Calendar of Events	4	<u>Commercial Fishing News</u>		<u>Maritime History</u>	
Delano's Seafood Market & Shack	5	Reflections	10	Industrial Journal - 1890	27
Passed Over the Bar - Beal & Pratt	6	Maine DMR News	10	Classified Ads	28
Golden Globe Race Update	7	Directors Report, DELA	11		
Globe 40 Race	7	Misc. CFN News	12		

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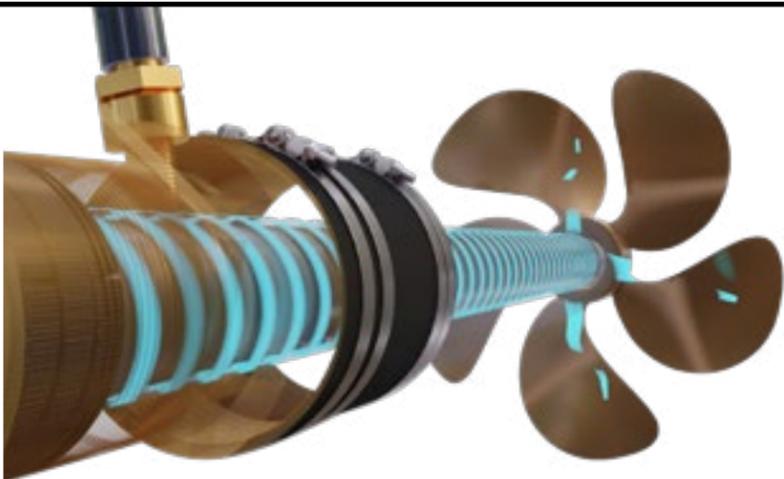
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Publisher	Jon B. Johansen
Editor-in-Chief	Rachel Elward
Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the February issue is January 6.
The deadline for the March issue is February 3.

Publisher's Note

Change is enviable, actually constant, even though at times it does not seem so. Some go along in life seemingly with few changes, but there is the age factor, whether we care to admit it or not. At some point everyone reaches that end point and there is not a thing we can do to change the outcome. I credit three people with being significant in how I got to be where I am today. I grew up next to noted boatbuilder and writer Alan Vaites and when I was employed at various departments at Eastern Maine Medical Center in Bangor and the desire to continue in the medical field was in doubt, author John Cayford assisted me in becoming a writer. However, the most significant person would have to be my uncle Brad Luther. He probably never realized the influence he had on me. When I was young, we did not see him often even though he lived in the next town over. I remember trips with him while he went SCUBA diving either by car with a boat in tow or on one of his WRECK MASTERS. They were not frequent, but they made a lasting impression as did his work ethic. When my father passed away, I remember going with my uncle that winter to a Sea Rover's gathering at MIT. I met Doc. Edgerton, not realizing at the time who he was and what he had developed. He developed the "Penetrator," now known as side scan sonar. He worked with my uncle to find a significant wreck that would make the news. They did when they located the missing Vineyard Sound Lightship. Now I wish I had been inquisitive. When I went away to school, I saw my uncle less and time passed with us only getting together once or twice a year. He really took notice when I developed this publication and realized that documenting the people and businesses, digging into maritime history, was important. At a family gathering about ten years ago he asked me if I would have come back to New Bedford to run the ferry boat ALERT out to Cuttyhunk, which he had owned in the '70s. It would have taken a lot for me to leave Maine, but I told him I would have at the time. Several years ago, and wanting to know more details about his life I did a couple of interviews, but looking back I should have done more. Unfortunately, just after Thanksgiving he passed away. The last few years were not kind, he lost his wife of over 65 years three years ago and his memory was fading. He still fought to stay independent and remain in Florida. He did well until he drove off and got lost, ended up in a hospital with issues that simply kept getting worse. It was a sad day, but also one you realize was for the better.

Over the last year or so I have been asked by several history lovers when the 1890 write-up from the Maine Industrial Journal was going to come to an end in the paper. Well, it has in this issue. I realize how long this was, more than 400 pages and that it ran for more than two years. The point in running it was to give those interested an idea of what was going on during that period of time. I am now going to run the marine articles from the Republican Journal for 1850. This was an interesting time too, but I am going to have to finish the transcription as there is four months still left to do. It is another long history, but I will omit the Marine News of the comings and goings of vessels, unless there is something interesting. It will take a number of issues to complete but should not take more than a year to finish.

no listing of vessels. However, there was plenty of other information that made it well worth the price. When I was in the Portsmouth Public Library in early December, I happened to find their directories and sure enough there was a section on the vessels hailing from there. The general information (i.e., name, rig, tons and dimensions) was there, but these listings also included the captain and the builder, which can be difficult to find. I am not sure how many other cities listed vessels in their directories, maybe I do not want to know, but certainly the time I will spend adding the information to the big database will be well worth it.

I enjoy reading all sorts of subjects and one book I recently read was "Lost for Words, The Hidden History of the Oxford English Dictionary, (OED)" by Lynda Mugglestone. Pages marked with corrections had been located and from the writing they could generally determine who had made the notations in the margins. The process of putting this together was immense and took decades to complete. Now many have read the "Professor and the Madman," which is a fascinating book about an American doctor who developed severe paranoia following his time in the Civil War. After the Civil War he went to England and there one night killed a man who he thought was following him. He was arrested, tried and deemed not guilty by reason of insanity. He was placed in an asylum and during his stay he compiled thousands of entries for the OED. Each entry traced a word back through history noting its definition or definitions with examples of its usage. I was told that this book had been turned into a movie and after a few keystrokes one was on its way. Good movie and a very impressive performance by Sean Penn, who played Dr. William Minor. What was interesting was that the book I was reading never mentioned him. One wonders if they omitted his contribution due to his mental instability and murder as his contribution was certainly significant.

The papers have been passed on SARI ANNI. I wished I had had more time to get some cosmetic work done but will try to do what I can when the weather permits. I am okay doing some basic things, but there are systems on this boat that I need to learn. The hatch on the trunk cabin was missing so Peter Kass of John's Bay Boat sold me one. My stepson, Noah, who works for Front Street Shipyard in Belfast, has been down and he is telling me what needs to be replaced or repaired. That has been a big help, expensive I am sure, but will probably eliminate potential problems. I even picked up a 3208 Caterpillar for parts. Now dealing with gasoline engines you can easily move them around. I learned really quickly that you do not just pick up and move a 3208. She was loaded with a bucket loader and when I got it home, I had to figure how to get it into my workshop. Fortunately, the person who does work on my home has a good-sized John Deere tractor and after he said it would handle 1,500-pounds he came over and moved it into the shop. Now I need to see if I can free the engine up. I am also chasing down her history and located her California owner who said he would be more than happy to talk about the boat. It is always good to have progress.



In working in William Fairburn's "Merchant Sail" he made mention that he used city directories that listed the ships hailing from that port compiled from the Custom House records. I had just purchased a directory for Gloucester for 1900, but there was

MCN's Calendar

On-going Exhibits

Maine Maritime Museum

Cotton Town: Maine's Economic Connections to Slavery
Arthur Beaumont: Art of the Sea
Sustaining Maine's Waters
Shipwrecks & Salvage
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Window on the Marsh
Fitz Henry Lane Gallery
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Loomings: Christopher Volpe
Turn the Tide, Courtney Mattison
The Azorean Spirit: The art of Domingos Rebelo
Enlightening Encounters: The Two Nations of Manjiro Nakahama
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Sentinels of the Sea
Whaleboat
Voyaging in the Wake of the Whalers
Sea as Muse
19th Century Navigation
Mystic, CT
Info: mysticseaport.org

2023

MARCH

2-4 Maine Fishermen's Forum
Samoset Resort
Rockport

JUNE

17 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
18 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879
25 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Colyn Rich (207) 479-7288

JULY

1 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607
9 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Jeff Eaton (207) 598-0488
14-15 Maine Boatbuilder's Show
Portland Yacht Services
100 Commercial Street
Portland
Info: Jon Johansen (207) 223-8846
23 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

Delano's Seafood Market & Shack in Waldoboro

WALDOBORO – Those of us who live out on the road have our favorite places to grab a bite to eat. I am not one who will gravitate to fast food, I am looking for something a little better and one that supports the locals. Over the years I have located a number of great places to get good food, but unfortunately, many of these places are small take-outs that close in the off-season. However, a couple of them, in good locations, have discovered that they can remain open all year long and do so successfully. One such place is Delano Seafood in Waldoboro.

I always noted Delano Seafood sitting just east of Waldoboro proper on my way through. Then several years ago they added a take-out just to the left of their seafood store. One day I was running through and looking for a quick bite and stopped in and now I make sure to plan my day so I can have lunch there.

I knew Kendall Delano from the Friendship Lobster Boat Races when he was part of their race committee on the prize float and I knew he had some involvement with Delano Seafood. He explained, "Delano's Seafood started 20 years ago in Waldoboro, technically my dad started buying clams in Friendship in 1984. That is where we lived, Friendship. He was always a clamdigger and he started buying clams and started the shop and probably 10 years after that he switched the name. It used to be Friendship Clam Company, so he changed the name to Delano Seafood. It was like the end of 2000, this land came up for sale...well, the year before that, I started Delano Seafood Market across from Irving's."

Kendall graduated from high school in 1991 the same year that he started lobstering. He started in a 20-foot Seaway and then moved up to a 24' steel boat built by the Darling's Center. This was followed three years later by a Five Islands 35 and then a Mitchell Cove 37, the last two named NORTHERN PRIDE. When he opened the seafood market across from Irving in Waldoboro, he found that lobstering and running a retail store was a bit much. Kendall added, "I had it for a year across from Irving's. It did well, but it was just too much. There wasn't time for me to do lobstering plus that, so my brother Scott took over for one year and he went lobstering and realized it was a lot of work."

When a piece of property just east of Moody's Diner came up for sale, Kendall said, "I told Dad, this land is for sale, why don't we buy it, you and mom can run a seafood market and I will go lobstering and later in life I will do it. So, we bought it together. There was just a little building 24' x 28'. Everything was in there for 20 years. They ran it, but I ran it in the winter when they went to Florida."

"I wanted to do a takeout before someone else did it," continued Kendall. "I said, 'I am going to do it.' So, three and a half years ago, the first of June we started up Delano Seafood Shack. That took off and then Covid hit. That helped us. Everybody was eating out; they weren't going in restaurants and we got more well-known."

It is extremely important to have good employees and the Shack does. "I had a couple cooks and they got different jobs," said Kendall, "then Glendora (Lash) started and she has been here for three years. Stephanie Miller started three or four months after Glendora and she has been here ever since. Glendora's daughter, Brianna and Stephanie's daughter, Emma, works here. I am lucky, that I have two good cooks, and I am glad they have stayed."

What is next? Kendall said, "In April 2023 we are going to build a new shack. We have a 16 x 52-foot building coming here. The kitchen is going to be two and a half times bigger and going to have some sit-down tables on one end so people can come in during the wintertime. A lot of people like sitting in their cars, but there are some that just won't eat in vehicles. We will probably have eight or ten tables but it will still be self-serve. When their order is done, we will take it to them, but there will be no wait staff."

With the business growing, Kendall explained, "Two years ago, I just decided I can't go lobstering, run the take-out and the market so I had to give up one. So, in April 2021 I stopped lobstering. It was hard getting out of lobstering, but when my sister Michelle died that changed it. I am going to do what I want to do. I know I am going to miss lobstering, but I've got out of it."

With the Seafood Shack doing well and constantly growing, next came another major change. Kendall said, "I wanted to make a bigger store. I wanted to make it more convenient. We are going to have everything seafood I can fit in there. Normally I have 20 fresh seafood items in the display case and 200 frozen seafood options, which is huge. We have over 100 beer options, over 300 wine options and all kinds of Maine gifts. Another year or two, I am going to expand that part of it and have some more Maine business items in there. If we do better selling their items they do better."

When the price of lumber and lobster doubled Kendall wondered if he had made a mistake. Before he added the addition on the market and opened the Shack business was growing, but not like it is now. Kendall realizes that the local customer is the most important aspect to his business and the tourist that come in help get the business to another level. Those that visit the Shack



Delano's Seafood Shack located in Waldoboro, just east of Moody's Diner.

wonder over to the market and are shocked by what is offered there and those customers fall in love with the numerous selections.

Next Kendall said they are going to begin shipping seafood, which should add to the success of this business.

The Seafood Shack and market is open every day 0900 to 1730, but the Shack is closed Mondays and Tuesdays. Kendall added, "Last year was the first time the market was closed. Last spring, I said, 'I'd never gone to Florida and seen my parent's place' so we closed in February for a couple of weeks. This year I am not sure, the girls might run it while I am gone."

Looking back on his decision to quit lobstering Kendall has no regrets. He still has his license, but he is not at the point where he wants to go back fishing. One thing he does not miss are the days out on

the water in the dead of winter or the toll it takes on your body. Kendall loves dealing with the public and making them happy and he certainly has done that with the changes that he has made to the Market and Shack.

So next time you are running through Waldoboro stop in and see just why the locals love to eat and shop there. If you have a classic car join them on Wednesday night for the drive-in.

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BENNY'S BITCH racing at Boothbay Harbor.



Bennie Beal's STELLA ANN racing **MARK I** at Jonesport.

Bernard "Bennie" Adrian Beal
23 July 1932 – 19 November 2022

Bernard "Bennie" Adrian Beal passed away November 19, 2022, at the age of 90, at Marshall Health Care and Rehabilitation, Machias, Maine. He was born on Beals Island, July 23, 1932, the son of Elihu and Laura (Backman) Beal.

He attended Beals Elementary School and graduated from Beals High School in 1950. Bennie was a member of the Jonesport Masons Lodge No. 188. Bennie's occupation was commercial fishing. If a species lived in the ocean, he has probably fished for it - lobsters, scallops, quahogs and he also hand-lined for fish, fishing all along the Eastern coast from the Canadian border to Rhode Island and everywhere in between. He was the first to lobster fish near Seal Island, and he fished the Canyons on the Continental Shelf alongside Russian fishing vessels in a 45ft boat, the "Ann Marie." Bennie worked to form his own lobster company, Beals Lobster Co. Inc. As a wholesale seafood dealer, he sold not only lobsters but built a business around quahogging. He lived an

adventure-filled life and has been referred to as a "Pioneer."

Bennie grew up building boats of many types with his father and grandfather, Riley Beal. He built many of his own fishing and racing boats and chose to finish purchased boat hulls to his own specifications.

Bennie was well-known for his love of lobster boat racing. One of his better-known boats was the "Stella Ann," which he built and raced for years before selling it. Years later, he located the boat which was found deteriorated in a wooded area. He and his uncle, Herman Backman Jr., rebuilt the "Stella Ann" in the cellar of Bennie's home. He then began racing the "Stella Ann" again. The "Stella Ann" is now housed at The Beals Historical Society, Beals, Maine, where many of his race trophies will be moved. He raced other boats as well, the most infamous being "Benny's Bitch." Not to be outdone, he even rowed and won peapod races with his son-in-law, Dale Smith.

Bennie loved to go to hunting camps with friends and family. The time spent hunting, being with his friends, meant a lot to

him, whether hunting for deer, bear, moose or seabirds.

Bennie is survived by his wife of 71 years, Ann Oulton Beal; his daughters, Estella and husband, Dale Smith, Rebecca Beal and life partner, Robert Johnson, and Bessie and husband, Brent Crowley; grandchildren, Rebecca and husband, Charles Peabody, Jennifer and husband, Daniel Francis, Melissa Beal, Kristina and husband, Cole Knabenshue, and Meghan Crowley; great-grandchildren, Johanna Peabody, Jar-eb Peabody, Hailey and husband, Michael Scott, Kellen Beal, and Terra Knabenshue; and great-great-grandchildren, Preston Scott and Harlow Scott. Bennie is also survived by his brother, Elihu Beal IV "Pepper" and wife, Donna; sister-in-law, Sara Beal; and a special godson, Bernard Pratt and his wife, Lorraine, both who offered constant support for the family during Bennie's illness. Bennie was predeceased by his parents; sister; Alverna Williams and husband; Donald Williams; brother, Lewis Beal; and great-granddaughter, Jessalyn Peabody.

Arrangements have been entrusted to Bragdon-Kelley Funeral Home, Machias, where online condolences may be shared: bragdonkelley.com.

STELLA ANN

Boatbuilder: Riley Beal, Beals Island, ME
Dimensions: 28'
Construction: Wood, covered with glass
Engine(s): Gasoline: 502 cu. in. Chevrolet,
Owner(s): Bernard Beal, Jonesport, ME
Year's Raced: 1994; 1995; 1996; 1997, 1998, 1999; 2002; 2005

Racing Class: Gasoline Class D
Results:
 1994: BOOTHBAY: 1st 8 Cylinder Gas, 376 CID and over up to and including 32 feet 11 inches; 1st Gasoline Free-for-All; 1st Fastest Lobster Boat Afloat. MOOSABEC: 1st Gas 376, 28 to 32-feet 11-inches; 1st Gasoline Free-for-All.
 1995: MOOSABEC: 1st Gas 376 to 502 CID, 28 to 32-feet 11-inches; 1st Open Class; 1st Boatbuilder's Class; 1st World's Fastest Lobster Boat.
 1996: MOOSABEC: 1st Gasoline power boats, Inboard with rails, 376 cid and up to 502 cid, 28 to 32-feet 11-inches; 1st Gas Powered Free-for-All; 1st Boatbuilder Class, Unlimited with the exception of nitro; 1st World's Fastest Lobster. STONINGTON: 1st Gas V8, over 502 cid, 450-hp, up to 29 feet (50.4 mph); 1st Gasoline Free-for-All; 1st Jimmy Stevens Cup. WINTER HARBOR: 1st Gas, 26 to 32-feet; 1st Gasoline Free-for-All.
 1997: MOOSABEC: 1st Gas 376 to 502 cid; 28 to 32-feet 11-inches; 1st Gasoline Free-for-All; 1st Boatbuilder's Class; 1st World's Fastest Lobster Boat Race.
 1998: MOOSABEC: 1st Gas Class E, V-8 over 502 cid, 24 feet and over; 1st Gasoline Free-for-All (44 mph); 1st World's Fastest Lobster Boat (52 mph). SEARSPORT: 1st Gas Class E V-8 over 502 cid, 24 feet and over, Dean Alley (51.9

mph); 1st Gasoline Free-for-All, Dean Alley (50.4 mph); 1st Maine's Fastest Lobster Boat, Dean Alley (54.5 mph). 1999: MOOSABEC: 1st Gasoline Class E (Dean and Bennie Beal)(51.2 mph); Gasoline Free-for-All (Dean Beal) (51.1 mph); 1st World's Fastest Lobster Boat (Dean Alley). 2002: MOOSABEC: 1st Gas Class E. 1st Gasoline Free-for-All. 1st World's Fastest Lobster Boat. 2005: MOOSABEC: 1st Gasoline Class E. 1st Gasoline Free-for-All. 1st World's Fastest Lobster Boat.



Bernard Elverson Pratt
April 29, 1948 - November 24, 2022

I, Bernard (Ben, Bennie) Pratt, am writing this obituary during the pandemic of 2020-2021, and updating it afterward to convey my thoughts and feelings at this time of my life.

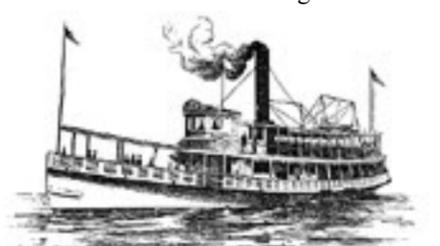
I am survived by my wife of nearly 27 years, Lorraine, daughters Amy Pratt Emerson and her husband Shane of Columbia Falls, Jennifer Tandy Cooke Boynton and her husband Christopher of Augusta, and Elizabeth Darcy Cooke of Ellsworth, Maine, two grandsons, Evan Emerson of Columbia Falls and Jack Boynton of Augusta, and a sister, Laura Pratt Alley of Jonesport, as well as several nieces, nephews, and cousins.

I was predeceased by my father and mother, Malcolm and Frances Alley Pratt, a brother, Gary Pratt, a very special nephew, Todd Michael Alley, a brother-in-law, John Alley, and several aunts, uncles, cousins and friends. All were loved and are still missed to this day.

Being an organ donor, I would like all my organs or body parts that can be used to help others removed prior to my cremation if possible. I do not want a funeral or a memorial service. My ashes are to be spread at high tide off the point of Great Wass Island overlooking Slate Island.

I offer no apologies other than what I have made in life. Friendships have been important to me throughout my life, and many true friends have stayed in contact with me during my entire life. "There are friends in life . . . and there are friends for life."

I leave this life believing in God.
 "Fair Winds and Following Seas."



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Golden Globe Race 2022 Update

Golden Globe sailors through Cape Town gate and heading deep South

Simon Curwen first in Cape Town and back in the Southern Oceans after sorting halyard issues. Kirsten Neuschäfer second in her home town after a daring option and Tapio Lehtinen a close third just 90 minutes behind. Pat Lawless expected later today, struggling with windvane failure, unsure if he will continue. First Rustler 36 expected tomorrow with Abhilash Tomy and Damien Guillou. Back of the fleet struggling with the real possibility of not making the Hobart Gate closure of Jan 31st!

9 November

Dreams shattered for a \$20 part, some too slow to finish the challenge, others living life to the extreme and loving it, while a few are troubled by the mind game that is the Golden Globe. The challenges are building as the fleet moves out of the South Atlantic and contemplates the Southern Ocean on their doorstep! The stories are rich, but just as it was in 1968 and 2018, who will sail past the first Cape?

Simon Curwen (UK) on Clara/Howdens was first to the Cape Town Photo Gate, which he crossed at on Sunday 6th of November. The British sailors who had not been able to communicate with the rest of the fleet, possibly due to a faulty SSB radio installation, was happy to see people greeting him in Granger Bay. During the live interview, he was surprised and delighted to learn he was still in first position and told the Team he was keen to go South!

"Bill King and Loïck Fougeron did not make it past Cape Town in 1968, and five 2018 entrants, so I'm very happy to be here and very impatient to go in the South. It has not been too hard so far, as we had manageable winds, but it's gonna be very different now. (...) I am OK at sea, the only things I miss are people, my family, friends and the other entrants. The only contacts I've had were with passing ships which is rather limited." Simon told us.

Simon went up the mast again for 3 hours and sorted his halyard issues, disentangling the mouse line and replacing the genoa halyard, but unlike other entrants he has not found any barnacles on his hull. He had several (loads, he said) coats sprayed with Nautix A9000 self-polishing antifouling with copolymer, specially destined for long periods of use in heavy fouling areas.

"With the first test of the Atlantic, the issues faced by the fleet have mostly been two fold. Barnacle invasion for the majority and various issues with wind vanes. Simon has had none of those, and apart from a broken halyard faced no significant issues, which is a testament to his good preparation and the simplicity of his choices. I am surprised however he did not get second halyard for foresails" Don McIntyre, Founder and President of the Golden Globe Race.

Kirsten Neuschäfer (RSA) and Tapio chose very different strategies in rounding the south Atlantic High, with Kirsten choosing the longer route and a very southern route to head to Cape Town the right way from the

South. She has been covering more ground than Tapio Lehtinen (FIN) but arrived 5 miles before the GGR 2018 veteran, after sailing an extra 420 miles since Les Sables d'Olonne, or a 5% distance.

She has a few barnacles albeit using 3 coats of hard and 2 of ablative antifouling, cleaned one side of the hull and will be waiting for better conditions to do the other side. Kirsten was excited to sail home and share this moment with her many friends and family on the water late at night, sharing an unusual amount of words in her daily tweet: "land ho. whales. seals. birds. no wind.k"

Despite their different routes and conditions, Kirsten has mostly been sailing downwind while Tapio was working his way close-hauled upwind, both sailors have enjoyed their Southern Atlantic sailing and their choice of boats. They can't wait to get into the Southern Oceans!

Kirsten told the team on arrival: "I really am enjoying the Southern Ocean and stopped being too fussed about what my position is. Because I'm having such a good time, I almost don't want this time to go by so quickly. (...) I really enjoy not having a GPS, because it forces me to be observant, I enjoy not having detailed weather forecasts because it forces me to think more, and because it's a race and not a delivery, I like sailing the boat as fast as I possibly can!"

Tapio Lehtinen, despite a thorough preparation with Jotun hard coating and ablative, has not been able to totally avoid the dreaded barnacles that cost him a hundred extra days in his 2018 GGR but not at the same scale since he counted 60 in 2022 against 3000 in 2018!

This year, Captain Barnacles was determined not to let the crustaceans ruin his round-the-world voyage. Overcoming his fear of sharks and the slightly disturbing thought of swimming alone in the ocean, Tapio did not hesitate to go overboard and get rid of them at the first opportunity!

"It's funny how I hadn't sailed the boat for 3 years after the last race. After the start, I gradually got accustomed to her again and it was like continuing the previous race. I love being at sea and sailing her. (...) I know this gate is part of the race, but the proximity of land stresses me, I am a lot happier a hundred miles out." Tapio shared with the team in Cape Town.

It has not been the case for Pat Lawless (IRL) who has been facing both the barnacle invasion and a windvane issue. He solved the first one at the first opportunity, but his tweet indicates that he does not have the spares for his Aries windvane broken bearing. Should he stop in Cape Town for a replacement part and repair, he could always continue his voyage in Chichester Class and complete his circumnavigation.

Pat showed tremendous courage and seamanship in the Atlantic, always sailing in the front of the fleet, while addressing various injuries at sea, but his ultimate goal is to be the first Irishman to sail solo, unassisted, non-stop around the world. He has explained to Race Control today that he might retire from the race in Cape Town, should he not



Kirsten Neuschäfer (SA) onboard her Cape George 36 - "MINNEHAHA" has been full speed toward Tapio Lehtinen (FIN). Picture Credit: Nora Havel / GGR 2022

be able to continue unassisted towards his goal.

Battling out at close range for 5th place on the water are the first Rustler 36 in the capable hands of GGR Veteran Abhilash Tomy (IND) who lost big in the centre of the high pressure. His latest tweet suggests he is battling with the mind games of watching the leaders sail away and the others catching up. Damien Guillou (FRA) who sorted his barnacles and windvane issues, escaped the high pressure and trucking in 25 knots of wind and big seas, being this morning the fastest in the fleet.

On the other Biscay 36 of the fleet, Michael Guggenberger (AUT) got rid of the barnacles, put the disco ball back together, and gave the "Rustler Brothers" a run for their money. He was posting similar speeds over the last week, and is expected in Cape

town on Saturday.

For Estimated Times of Arrival at the gates, our friend Jonathan Endersby added an ETA function based on average speeds that - while not taking coming weather conditions in consideration- gives a fair idea of their arrival times on the GGR Stats Website.

The second half of the fleet is facing a variety of issues, in addition to a problematic lack of wind for the back end. Update the graphic above...

Ertan Beskardes (UK) is managing the lack of news from his family that cost him his 2018 GGR, taking advantage of the traffic to talk to his family through passing ships. He too faced barnacle problems and dove several times to clean them off, fixed minor issues with his hydrovane mounts,

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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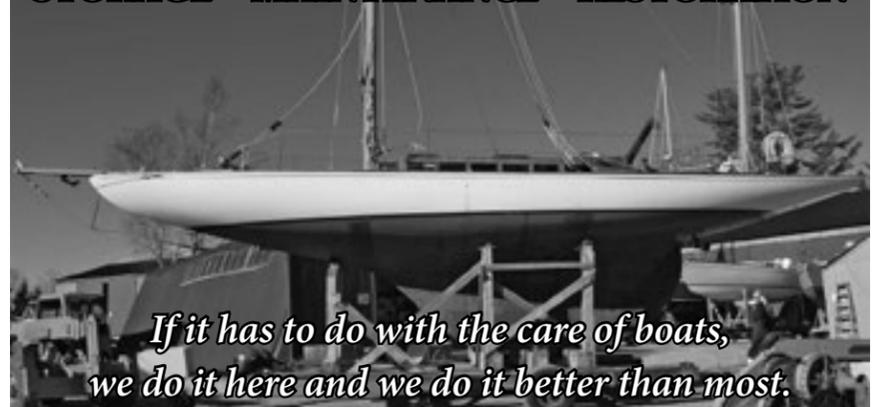
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Golden Globe Race 2022 Update

Continued from Page 7

solved his electrical problems and recently repaired his mainsail traveler. He is in 25 to 30 westerly winds and big seas pushing him towards Cape Town.

Jeremy Bagshaw (RSA) is also doing the 'South African slingshot' south of the high pressure, heading south for more wind in order to land in Cape Town from the south. He has posted several days between 100 and 130 nm so the strategy is working well for him despite his barnacles luggage which he's planning to leave at home. All seems good onboard Olleanna, apart from lack of water.

For the back end of the fleet, including Elliott Smith (USA), Ian Herbert-Jones (UK), Arnaud Gaist (FRA) and Guy Waites (UK), it's a lot more complicated as they are in very unstable winds, the lottery favours some one day, others another day, but they are mostly in light winds. Elliott is actually doing well, posting good daily distances, but lost his only spinnaker this week as he shared in his latest tweet: "learned a new trick last night.. how to make your only spinnaker become two sea anchors!"

This is a critical issue. Not only will the front of the fleet make a bigger gap, diving in the Southern Oceans pushed by strong westerly winds and waves, but also to make the Hobart Gate in time!

To avoid sailors getting too late in the season at Cape Horn with significantly worse weather conditions, there is a time limit to cross the Hobart gate, although there is no time limit for the race itself.

The notice of race stipulates that a sailor arriving "at the Hobart Gate after 1200 hrs. Local time on 31st January 2023 becomes a GGR Voyager on arrival and

may not continue toward Cape Horn earlier than 1000 hrs. Local time on 1st December 2023. A Chichester Class entrant arriving at the Hobart gate after 1200hrs Local time on 31st January is withdrawn from the event."

This is why Suhaili's position is important on the GGR Tracker: if Suhaili is ahead of you, then you are late for the Hobart Gate. Most sailors have the log and positions of Bernard Moitessier and Robin Knox Johnson during their 1968 Golden Globe, and know their own positions respective to theirs.

It is specially an issue for Arnaud Gaist who has the slowest boat in the fleet, and may not make the Hobart gate on time, since he will be making slow progress this week. Same for Guy Waites, plagued by barnacle problems and currently behind the French entrant. While Guy said in his weekly call that he would try by all means not to lift and end in Chichester Class, he still has a hard task with an uncertain outcome ahead.

Skipping the Cape Town gate to make time for Hobart is not a solution either, because missing a gate for speed issues will automatically put the sailor in Chichester Class. Any other subsequent stop, missed gate or rule infringement, would mean disqualification from the Golden Globe Race.

We knew the GGR entrants were racing against themselves rather than against one another, but now, the race against time is on...

Half of the Golden Globe fleet in the Southern Ocean, Pat Lawless and Damien Guillou out

Pat Lawless (Green Rebel) and Damien Guillou (PRB), two great GGR forerunners forced to retire due to wind vane failures. Simon Curwen (Clara, sponsored

by Howdens) first taste of the Southern Oceans in 50+ knots and six metre seas as he holds the lead! Weather systems making progress difficult in both the Atlantic and Southern Oceans. Tailenders at risk of not making the Hobart gate. Ertan Beskardes expected on Wednesday, Jeremy Bagshaw on Thursday

15 November

Two front runners of the Golden Globe Race have retired into Cape Town with wind vane failures. Damien Guillou arrived in Cape Town this Monday having lost his windvane rudder. Pat Lawless retired on November 10th after the failure of a critical bearing bush, caught without a spare. Both sailors did not wish to continue after repairs in port.

Pat Lawless (IRL), who had been struggling with his failing Aries wind vane for days, arrived at Cape Town sailing sheet to tiller on the 10th of November.

Hailing from a family of seafarers, his father circumnavigated the globe solo in his 70s, while his brother Peter also attempted it. Pat's goal was to become the first Irishman to sail solo, non-stop, unassisted around the world. Without a self-steering system he was unable to achieve his dream. He could have made repairs and continued the voyage under Chichester Class as a one stop circumnavigation, but decided to retire.

"I realised I wouldn't be competitive without the self-steering; I could sail but I wouldn't be competitive. And then in a storm, I would end up broaching so it took a day or two to accept that I was out of the race. If this had happened in Hobart, I would have continued, but not here," Pat Lawless.

Pat had a life in the North Sea as a fisherman, a past that overshadowed his skill

as a dinghy sailor and offshore racer. His experience became obvious as Pat remained in the lead pack all the way to Cape Town which he reached in 4th place.

Meanwhile, he has been managing injuries, a knee infection in the North Atlantic and later a cracked rib and torn shoulder muscle, never departing from his infectious enthusiasm and happiness at sea!

Pat's Aries windvane had several thousand miles on her, and was serviced before starting the race, but not a full rebuild of bearings and bushings. The headed bush on the spindle shaft that the servo pendulum rudder swings on failed. A fix at sea, while difficult, is possible but only if you have the spares. He did not have them.

He is planning to sail back home as soon as repairs are completed. The Irish competitive sailor is looking forward to cruising time going north, with the opportunity this time to visit the islands and archipelagos he just sailed by on the way south to Cape Town.

Damien Guillou (FRA) arrived Monday 14th November at the RCYC dock.

The Finistère sailor was in 3rd position, following a dashing option at the coast while waiting for the wind shift, when he lost the rudder on his Hydrovane. "I was doing fine, in the zone, in harmony with the boat, I didn't know my ranking but I knew I was in a good position". Damien Guillou.

Winner of the Prologue Race before the start in Les Sables d'Olonne, and one of the favourites for the event, he was a great fixture of the GGR. He was leading the GGR in the Bay of Biscay, But had to return to Les Sables d'Olonne to repair a bolt that broke on his wind vane mount, and left 6 days later in

Continued on Page 20

Globe 40 - Leg 5

The Challenge of Cape Horn

Today at 15:00 hours local time (01:00 UTC Sunday 27 November), the GLOBE40 crews set sail on leg 5 in Matavai Bay to the north of the island of Tahiti, bound for the Argentinean stopover of Ushuaia via the legendary yet feared Cape Horn. A striking moment in this GLOBE40 project, this start symbolizes a return to offshore racing for French Polynesia, a truly exceptional maritime region thanks to its sheer scale and scope, and the intrinsic beauty and diversity of its islands. Ahead of the skippers lie some 4,500 miles (8,334 km) along the direct route, and doubtless more than 5,000 miles in reality, before they officially earn the title of Cape Horners (with the exception of American Joe Harris who already boasts this particular badge of honour.)

An exceptional leg

The coming leg boasts a course that is as unique as it is rare: setting out from the shores of French Polynesia at around 20° south, navigating a large section of the Pacific, powering along the coast of Chile and Patagonia, rounding Cape Horn at 55° south, and then making headway amidst the magnificent backdrop of mountains and wild nature towards the town of Ushuaia via the Beagle Channel, which links the Atlantic to the Pacific and to the centre where the Argentinean resort town is located. This latest voyage equates to a passage of 22 to 24 days according to Christian Dumard's latest weather forecast.

"To kick things off, the competitors will have to carve out a route due south after sailing around the northern edge of the Polynesian atoll, making the most of a fairly moderate SE'ly trade wind, which will help them avoid stumbling into the zone of high pressure, which is blocking the direct

course towards the Horn. As a result, their dive due south will involve a four or five-day beat. At 35° south, they'll begin to hook onto the low pressure system sweeping around the area, the centres of which are located between the Roaring Forties and the Furious Fifties. By heading eastwards towards Cape Horn, they'll remain to the north of these depressions, so they'll be sailing downwind because depressions move clockwise in the southern hemisphere of course. To avoid dropping down too far to the south with its increasingly hostile areas, the skippers will have to negotiate a compulsory waypoint (Chilean Gate) some eight or nine days later at 46° south and 110° west, or around a thousand nautical miles to the south of Easter Island. The passage around the Horn should take place on day 22 to 23. They'll make landfall here during the equinox, the last few days of spring in the southern hemisphere, so it's likely to be a fabulous passage with 17 to 18 hours of daylight. In theory, it's the perfect time to round Cape Horn, but of course the situation there could easily change out of the blue. Naturally, all this is relative, even if it is synonymous with the first few days of summer. The water temperature will still be 6 or 7°: so a chilly ambiance awaits at best..."

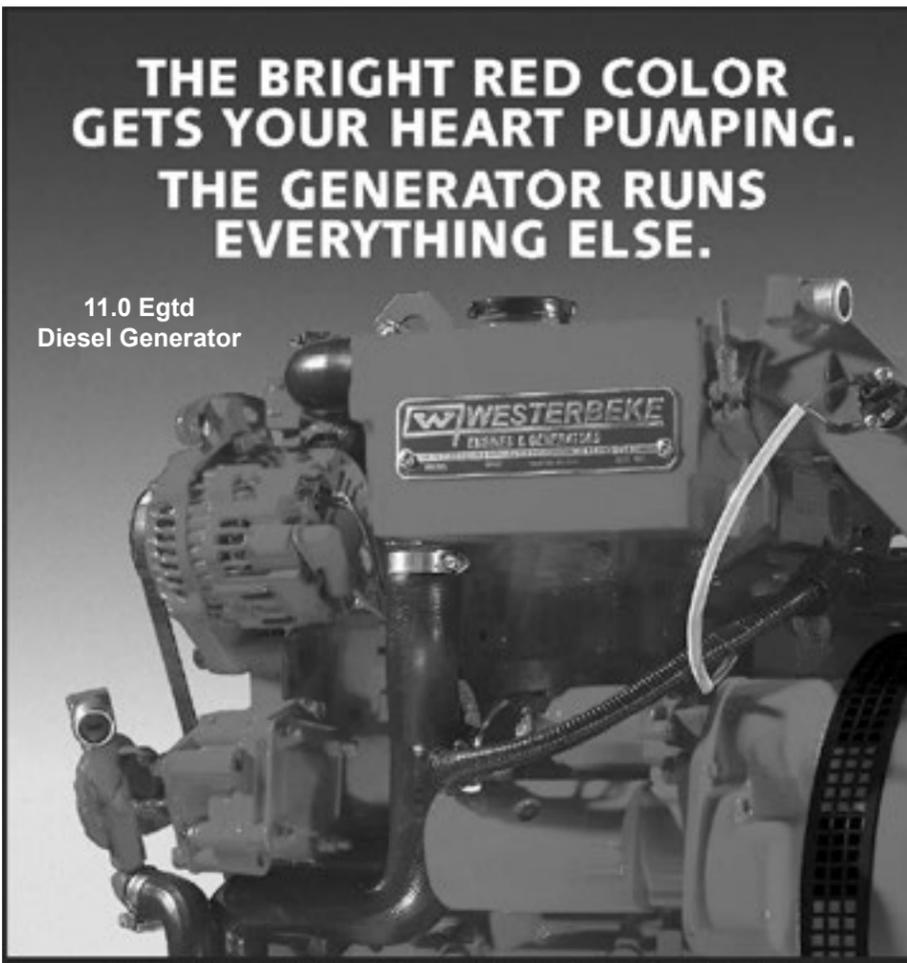
French Polynesia reconnects with off-shore racing

Historically, Matavai Bay is the site where the great explorers made landfall in Tahiti and the Society Islands: Wallis, Cook, Bougainville, as well as the mutineers from the Bounty in 1788, disembarking here to make the most of this far-reaching bay free of coral reefs. Today, to the north of the

Continued on Page 20

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U. S. NAVY NEWS

U.S. Navy's Newest Aircraft Carrier USS Gerald R. Ford (CVN 78) Arrives in Portsmouth From Carrier Strike Group 12 Public Affairs

14 November 2022

PORTSMOUTH, United Kingdom - Sailors assigned to the first-in-class aircraft carrier USS Gerald R. Ford (CVN 78) and the Arleigh Burke-class guided-missile cruiser USS Thomas Hudner (DDG 116) arrived in Portsmouth, U.K. for a scheduled port visit, Nov. 14, 2022.

During the visit, Sailors will have a chance to experience the rich culture of Portsmouth through morale welfare and recreation tours to popular cultural and historical landmarks around the city. This port visit marks the first stop for the ships while deployed in the U.S. Naval Forces Europe (NAVEUR) area of operations.

"The crew of USS Gerald R. Ford is honored and excited to visit Portsmouth, heart of the Royal Navy, during Ford's first deployment," said Capt. Paul Lanzilotta, commanding officer of Ford. "The United Kingdom is a cherished ally. We are here to work together, strengthen our partnership, and give our Sailors the opportunity to explore this beautiful city."

Ford deployed from Norfolk, Virginia on Oct. 4 and has been conducting exercises with NATO allies, including Canada, Spain, Denmark, the Netherlands and Germany, throughout their deployment.

As a founding member of NATO, the United States shows continued support to fellow founding member, the United Kingdom, with a port visit from its next generation aircraft carrier. The United States and England have a strong naval history and partnership that is highlighted in the city of Portsmouth.

NAVEUR and the Royal Navy share a proud maritime partnership and defense cooperation focused on promoting security, stability and prosperity across NATO territories. The U.S. and the U.K. share a commitment to upholding and advancing the rules-based international system.

"So honored to meet the sailors of the USS Gerald R. Ford. The patriotism, commitment, and professionalism of the men and women of the Ford is so inspiring and I know how much it means to our British friends to see them here in British waters. It's yet another example of the Special Relationship in action," said Jane Hartley, U.S. Ambassador to the U.K.

The NATO alliance is vital to European security and also to U.S. national interests. NATO allies and partners take every opportunity to train together to refine tactics, techniques, and procedures to increase our

interoperability.

The Gerald R. Ford Carrier Strike Group consists of Carrier Strike Group (CSG) 12, Carrier Air Wing (CVW) 8, Destroyer Squadron (DESRON) 2, USS Normandy (CG 60), USS McFaul (DDG 74), and USS Thomas Hudner (DDG 116).

For over 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa (NAVEUR-NAVAF) has forged strategic relationships with allies and partners, leveraging a foundation of shared values to preserve security and stability.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

Vice Chief of Naval Operations Visits Portsmouth Naval Shipyard From Matthew Maher

18 November 2022

PORTSMOUTH NAVAL SHIPYARD, Maine - Portsmouth Naval Shipyard (PNS) hosted Vice Chief of Naval Operations Adm. Lisa Franchetti Nov. 17.

During her first visit to the shipyard, Franchetti met with Portsmouth's senior leaders, toured production facilities and received an overview of the progress on Shipyard Infrastructure Optimization Program (SIOP) projects including the \$1.7 billion Multi-Mission Dry Dock.

Alongside Shipyard Commander Capt. Michael Oberdorf and Naval Facilities Engineering Systems Command (NAVFAC) Commander Rear Adm. Dean VanderLey, Franchetti toured the Inside Machine Shop and was briefed on Naval Sustainment System - Shipyards (NSSY-SY) improvement and optimization initiatives. The tour concluded with an update on the progress of SIOP projects by Officer in Charge of Construction-PNS Capt. Frank Carroll and PNS SIOP Director Russ Gagner.

"The Shipyard Infrastructure Optimization Program is a no-fail mission," said Franchetti. "Projects like these at Portsmouth Naval Shipyard are critical to the future of our Navy's operations and undersea dominance and getting our submarines back to the fleet. The Sailors and civilians here have a direct impact on the Navy today and on the fleet of tomorrow."

SIOP is a holistic plan that integrates all infrastructure and Industrial Plant Equipment investments at the Navy's four public shipyards to meet nuclear fleet maintenance requirements. SIOP will also improve Navy



An MH-60S Knighthawk, attached to the "Tridents" of Helicopter Sea Combat Squadron (HSC) 9, prepares to land on the flight deck of the aircraft carrier USS Gerald R. Ford (CVN 78). (U.S. Navy photo - Mass Communication Specialist 2nd Class Jackson Adkins)

maintenance capabilities by expanding shipyard capacity and optimizing shipyard configuration. The Multi-Mission Dry Dock expands the maintenance capacity at PNS from three dry docks to five.

"These projects ensure Portsmouth has a path forward to meet the maintenance demands of the submarine fleet. In addition we are ramping up construction and hiring efforts to meet the Navy's needs," said Ober-

dorf. "These SIOP projects prepare us for the next century of submarine maintenance with improved facilities outfitted with modern equipment bringing with it a new era of productivity."

"On behalf of PNS, I would like to thank Adm. Franchetti for taking the time out of her busy schedule to make this visit," said

Continued on Page 19



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Reflections

By Sheila Dassatt

This title, "Reflections" could have a lot of meaning. Generally, at the time of the year for this issue, I look over the year and hope for a better year ahead. It can also mean reflections in general, boat racing, lobster fishing, halibut fishing, scalloping or simply enjoying some music and a family gathering.

I was reading over last year's article for the end of the year. Well, here we are, we have survived it, but the winter is definitely going to be a bleak one for some of our fellow fishermen and their families. The price of fuel and bait was very high and the price of lobsters to the boat was very low. This left a lot of the captains fishing by themselves, not really being able to afford a sternman. Unfortunately, a lot of guys put their fishing operations up for sale and retired, if they were close to retirement age anyway. Some of the younger ones threw in the towel as well, and I know that I discussed this in my last article, so I won't repeat myself too much. All I can say, though, is that most of the year was a total threat to our livelihoods. The social media, the evening news and most newspaper articles were gloom and doom...but, the judge did grant a two year reprieve at the end of the year. Kind've like a "cliff hanger" isn't it?!

I kept saying at the dock when we got in at the end of the day, you never know, things

can change in the blink of an eye. So don't sell out too fast, one way or another, we will survive this. There is way too much at stake for an entire industry to simply be shut down. What are we going to do, roll over and just let our opponents lead our livelihoods? Not likely.

One of my reflections from years ago, comes to my mind when I have that feeling of giving up. It's been twenty-two years now, but one of our closest fisherman friends and mentor spent a fair amount of time in a hospice unit, with dreaded cancer. They called him Shorty Gauge, one of the famed characters in Mike Brown's articles in the National Fisherman, called Cap'n Perc Seine. It was one of those fun articles about the antics of Saturday Cove. Most people thought these stories were just made up, but actually, they were quite true!

Mike and I went to visit him every day during his last days of his life. It was a time in my life that I learned a lot and will never regret. He always said to us at the end, "promise me that you will continue the lobster fishing for the next generation, because I won't be here much longer to teach them." I thought that was a pretty sincere request and we took him seriously. When he passed, it was the beginning of losing the Great Generation and it certainly was. So with that being said, it isn't totally about

whales, windmills or territory, it has a lot to do with carrying on a heritage and tradition. This is one reflection that I will never forget and a promise made. Capt'n Dick passed away on the last day of November, 2000, peacefully with Mike, Barry Crawford and myself sitting by his side. I was always told, and I pass it on to my next generation, "there's one thing that no one can take away from you, and that's your heritage." We do need to hang in there and carry on.

Another reflection goes back to the Lobster Boat Races, when what we call the Heyday all began for us. One of the last icons of racing just passed away, Benny Beal. We are so sorry to hear about his passing, and give our condolences. Benny, my Dad, Andy Gove, Arvid and Arvin Young are all part of those years with great memories. You know, it appeared to be a great rivalry

at the time, but they were all pretty good friends when they weren't competing in the races. Benny would stop at the boat shop wearing a Red Baron hat and they would be reminiscing about some of the close races. All of these legends are gone now, in the big Boat Race in the Sky, having a great time. So there's no reason why we can't continue on and have a great Heyday again. Who's gonna take their place? We can take all of these reflections and do something positive once again, I'm sure that this is what they all would want.

We still have the next generation and even the generation after them, so let's make some new memories and reflections. With the 2023 season coming along, we can certainly give it a try and get rid of all of this gloom and doom. How about it?

MAINE DMR NEWS

DMR Receives Funds to Improve Sea-Run Fish Passage and Economic Opportunity in Downeast Maine

30 November

The Maine Department of Marine Resources (DMR) has received \$5 million in funds to improve the population of sea-run fish on the St. Croix River, which will enhance freshwater and marine ecosystems and job opportunities.

The funds, from the National Fish and Wildlife Foundation – America the Beautiful Challenge 2022, will be used to restore access for six species of native fish to over 600 miles of historic habitat. Work will begin in 2023 to remove the Milltown dam in Calais and in 2024 to construct a state-of-the-art fish lift at the Woodland dam in Baileyville and will conclude in 2026.

Both sites are located on the mainstem of the St. Croix River which forms part of the border between the US and Canada and discharges into Passamaquoddy Bay.

"By increasing access to historic habitat, this project has the potential to produce the most significant river herring population in the United States - with tens of millions returning annually to the river," said Maine DMR Searun Fisheries and Habitat Bureau Director Sean Ledwin.

"It will restore watershed health, increase nearshore productivity of commercially important fish species, and help re-establish the cultural link between the

Passamaquoddy people and the St. Croix River," said Ledwin.

The St. Croix River above the Milltown dam historically had large runs of sea-run fish including alewife and blueback herring (river herring), Atlantic salmon, American shad, American eel, and sea lamprey. However, mainstem dams, with degraded fish passage facilities, continue to limit their populations to only a fraction of their potential, according to Maine DMR research.

Maine DMR will partner with the Passamaquoddy Tribe, Woodland Pulp, New Brunswick Power, The Nature Conservancy and various other conservation groups on the project. "The tremendous sense of hope of what a restored river could be has spurred partnerships across tribal, state, federal, NGO groups, private companies, and the public to work towards restoration in the St. Croix watershed," said Ledwin.

The project could result in river herring runs that exceed 20 million annually, which would double the number of river herring returns to the entire State of Maine. "There are hundreds of thousands of river herring adults migrating up the St. Croix River each year to spawn. With increases in passage efficiency, we can ensure that more of those fish make it to their spawning habitats. Within a few years of the fishway improvements, that number could grow exponentially, possibly reaching multiple millions of fish within four years and continuing to expand thereafter," said Ledwin.

The rebound of sea-run fish resources will contribute to the important nearshore ocean fisheries and a coastal economy that is highly dependent on fishing. Industries that stand to benefit include the Maine lobster fishery, the elver fishery, and the river herring fishery.

The \$5M investment will likely support many new jobs during the installation of the fish passage. "The project will emphasize hiring local people when possible, so it is possible that a good percentage of the jobs created will be held by people in the Passamaquoddy Tribes or people living in disadvantaged communities in Washington County, Maine," said Ledwin.

The project will also help to sustain jobs in the area. The construction of a fish lift at the Woodland Dam will help Woodland Pulp and its 310 employees maintain stable employment by protecting hydro power generation the mill needs while enhancing the mill's ongoing commitment to environmental stewardship.

"While sea-run fish populations in the St. Croix have dwindled, there is tremendous opportunity, and these funds will allow

Continued on Page 13



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Commercial Fishing News

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

From the Director -

The weather is getting cold and the traps and the boats are coming up for the season. I hear Christmas music in the background everywhere and people putting their best effort into Holiday cheer. It has been a difficult year for everyone, with the price of fuel, whether it is for the boat or for heating the house. The price of bait is up too, so we wish everyone the best for getting through the winter. The price of lobsters through the boat never did come up for us this season, the only good prices were the retailers, restaurants, food vendors, cruise ships, etc.

We almost had a D.E.L.A. meeting today. I had the meeting set for Sunday, December 4th at Stonecutter's Kitchen in Stonington. I have to say, I am sorry that we couldn't pull it together, but since Covid, it is still a hit or miss thing to do. Everything fought me with preparation! When the printer runs out of ink, it won't print, so we ordered new ink and received the wrong cartridges. So we ordered what I hope is the right stuff, was promised that it would show up in time, and I'm still waiting for it. I had to send my notices through email and Facebook. I apologize if anyone didn't receive

the notices. My best advice is to check the messages fairly regularly for any important notices. I also need to remind myself that it is what it is and I can't change that. We will re-schedule.

There has been a lot of meetings lately, almost like a domino effect. The Forum is ramping up for setting seminars and another planning meeting. The Lobster Institute had a meeting scheduled and had to cancel as well, due to sickness. The Maine Lobster Collaborative has an informational webinar to attend if we want more information on the whale issue and the MSC certification cancellation. On the second Tuesday of the month, which is December 13, I was a guest on Boattalk, which should be airing on that date. That was a good collaboration with Jon Johansen, myself and the whale scientists. We showed that we can communicate with one another without all of the animosity. First, we need to listen and hear what one another has to say, on both sides. This Thursday, December 8th, Mike and I are speaking guests at the Blue Hill Library with an invitation to talk about the lobster fishery and answer any questions that folks may have about all of our issues that we are

facing. Communications with people is half the battle for a better understanding.

We have two more years granted to us for the whale rule. We are grateful for the reprieve, which gives us more time for planning. The Zones will be having meetings soon, as well as industry meetings to discuss any reduction plans. I don't see why we need to change anything at this point, if there are no whales in our area and no entanglements since 2004, and then the whale was saved. This is just my take on it, as well as the same opinion of a lot of fishermen. Thank you, Rep. Billy Bob Faulkingham for going to Washington, DC to meet with Senator Susan Collins about this issue!

There are mixed feelings about President Biden ordering 200 Maine lobsters for the State Dinner with the French president. The problem there is that it is the federal government that we are up against. So far, Monterey Bay Aquarium, Whole Foods, and the MSC certification have all been shutting the door on our Maine lobsters. There is definitely something wrong with this picture. Perhaps we will get closer to a better answer to all of this sooner than later.

Starting January 1, 2023, the DMR Advisory Council has reviewed and approved the proposed rulemaking for Chapter 8, Landings Program. This rulemaking implements 100 percent electronic harvester reporting for commercial lobster license holders, including student license holders. Harvesters will have the option to report through the LEEDS reporting system or the

VESL harvester application for iPhone and Android smartphones. This requires all lobster license holders (except apprentice and noncommercial license holders) to report trip level data monthly and requires reports to be submitted via an approved electronic mechanism. The data elements required in the lobster license report remain unchanged.

And last but not least, Ropeless fishing is trying to be pushed on us as a resolution to lines in the water. The federal government is offering fairly big money for anyone that is willing to do the experiment, which was also voted not to support at the last Lobster Advisory Council meeting. This is also creating a division within the fishery, as it is crossing the line of the opinion of the majority of our lobster industry.

With all of these things to think about, relax when you can and have a good holiday season! Sheila



A fisherman from Kennebunkport just in from a day out on the water.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

U.S. Leadership at ICCAT Contributes to Adoption of Historic Management Procedure for Atlantic Bluefin Tuna

22 November

U.S. leadership was instrumental in a landmark decision to adopt the first management procedure for Atlantic bluefin tuna at the 2022 annual meeting of the International Commission for the Conservation of Atlantic Tunas. They also played a key role in new bycatch mitigation measures for sea turtles, and ICCAT's first decision on the management of ICCAT fisheries. Held in Vale do Lobo, Portugal, November 14–21, ICCAT saw parties from around the world work together to find consensus on key fisheries management issues for Atlantic tunas, swordfish, sharks, and protected species.

Preserving Critical Stocks: Atlantic Bluefin Tuna Management Procedure Adopted

In a historic agreement, ICCAT adopted its first management procedure (MP) for both stocks of Atlantic bluefin tuna. An MP is an approach to fisheries management decision-making that applies a pre-agreed framework for actions, such as setting catch limits, designed to achieve specific objectives. These objectives could include meeting conservation obligations and providing stability in fisheries. This is the second MP adopted by ICCAT following years of hard work by ICCAT scientists and managers. This advancement will allow for more effective management of stocks in the face of identified uncertainties. The MP establishes annual total allowable catches for 2023 through 2025 for western Atlantic and eastern Atlantic and Mediterranean bluefin tuna. It includes a stable TAC of 2,726 metric tons for the western area.

Mitigating Bycatch of Endangered and Threatened Sea Turtles

Led by the United States, ICCAT adopted its first measure on gear and bait modifications to mitigate the impacts of fishing interactions on sea turtles. The proposal was co-sponsored by Brazil, Canada, Gabon, Egypt, Turkey, and the European Union. It requires science-based mitigation measures, such as the use of circle hooks in shallow-set longline fisheries, in the Atlantic Ocean. These measures will reduce bycatch and increase post-release survival of sea turtles that are unintentionally caught in ICCAT fisheries. The adoption of this agreement is a welcome breakthrough. The United States has been promoting this issue at ICCAT for years, and similar measures have been adopted in other regional fishery management

organizations.

Planning for the Future: Broad Support for U.S. Climate Proposal

The Commission adopted a U.S.-led proposal that calls on the Commission to account for the impacts of climate change on ICCAT-managed species and related ecosystems. A diverse coalition of ICCAT parties from North and South America, Asia, Africa, and Europe joined as co-sponsors. The proposal kick-starts a process to identify available information, data gaps, and research needs that will better inform the Commission's future management of ICCAT species. Chaired by the United States, ICCAT will convene a joint meeting of scientists and managers in 2023 to begin this essential work.

"By adopting this resolution, ICCAT is taking a critical first step toward developing a more flexible, responsive, and adaptive management regime for our shared marine resources. As the person entrusted to lead an inaugural meeting, I look forward to collaborating with ICCAT parties, including both scientists and managers, to build climate-resilient fisheries in the Atlantic Ocean." - Kelly Kryc, Ph.D., U.S. Commissioner to ICCAT.

Combating Illegal, Unreported, and Unregulated Fishing

ICCAT agreed to expand and strengthen an existing measure designed to combat illegal, unreported, and unregulated fishing. It requires ICCAT parties to investigate and take appropriate action, consistent with their domestic laws, to address allegations of IUU fishing by their citizens. ICCAT's rules now cover not only those individuals directly engaging in illegal fishing activity, but also those benefiting from or supporting IUU fishing activities (e.g., as vessels operators, owners, and even financial services providers).

To further strengthen ICCAT's multilateral compliance process, the Commission adopted a Schedule of Compliance Actions. It provides a set of common standards for evaluating the severity of incidents of non-compliance and applying responsive actions in a fair and transparent manner. The Commission also reached agreement on the mandatory use of electronic reporting to submit certain scientific and compliance-related data. This will improve the efficiency of operations and the accessibility of information submitted to ICCAT.

Throughout the week, ICCAT parties engaged extensively in constructive negotiations on developing a joint high seas

boarding and inspection scheme for the ICCAT Convention Area. It included ways to ensure broad and equitable participation in the scheme. Though parties could not find a way forward to consensus, the discussions represented a significant step forward in efforts to adopt a crucial tool to combat IUU fishing and monitor compliance with ICCAT rules in international waters.

Negotiations on Tropical Tunas Continue

Difficult negotiations on a revised conservation and management agreement for tropical tunas continued in 2022, following several years of effort that resulted in little progress. Ultimately, the Commission adopted a measure that carried forward the current management measures, including the TAC, for Atlantic bigeye and yellowfin tuna. This avoided an unacceptable lapse in management for the fishery. ICCAT parties agreed to continue discussions on TAC, allocation, and other management measures intersessionally.

Other Key Outcomes

ICCAT adopted a measure on North Atlantic swordfish that maintains the current TAC and U.S. quota. Scientific work continues on developing management strategy evaluation for this important stock. Based on this, the Commission aims to adopt an MP for North Atlantic swordfish in 2023 that will determine TACs for 2024 onward.

In another important conservation outcome, the Commission adopted a measure on South Atlantic shortfin mako sharks. This agreement borrows many provisions from the 2021 North Atlantic stock of shortfin mako measure, which was the result of years of hard-fought negotiations. The measure allows retention of South Atlantic shortfin mako over the next 2 years in line with the scientific advice and specifies individual retention limits for ICCAT parties.

Kryc concluded, "The outcomes of this meeting represent huge wins for ICCAT species and their ecosystems, as well as the United States and other nations that rely on these fisheries. We are returning home with a package of decisions that moves us into a modern fisheries management paradigm that takes climate into account for some of the most iconic and sought-after species in the world."

2022 Northeast Fall Ecosystem Monitoring Cruise Completed

We completed 52 percent of planned stations as cruise time was shortened by crew shortages and poor weather

1 December

A chain-forming diatom, a common type of phytoplankton, found in the New York Bight area.

Our Ecosystem Monitoring cruises help researchers understand and predict changes in the Northeast shelf ecosystem and its fisheries. EcoMon cruises collect data used to monitor the distribution and abundance of zooplankton and larval fish, water temperature and salinity, and ocean acidification. Researchers also collect observations of seabirds, marine mammals, and sea turtles.

The survey lost 8 of the planned 18 days of cruise time to crew shortages on the planned departure date, and about half a day to poor weather. Between November 1 and Nov 10, we visited 83 stations, 52 percent of the coverage originally planned. To make the most of the time available we altered our cruise track and prioritized collection of depth-discrete water samples for ocean acidification monitoring.

Most of the lost coverage occurred south of the Hudson River Valley, between Hudson Canyon and Cape Hatteras, North Carolina. Calm seas for the first week of the cruise allowed the science team and ship's crew aboard NOAA Ship Pisces to sample portions of southern New England, Georges Bank, and eastern Gulf of Maine waters. A strong storm system at the end of the cruise affected station coverage and deployments in the western Gulf of Maine.

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

Core Sampling Summary - Plankton Collection

During this survey, we conducted "bongo" net tows at 67 stations. We attach fine-mesh nets to adjoined steel rings, causing them to resemble bongo drums when

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deployed. Bongo net tows collect zooplankton, larval fish, and fish eggs. Researchers will use samples from this survey to update indices of plankton abundance used in the environmental assessments.

At the beginning and end of the survey, we conducted supplemental plankton sampling within five offshore wind lease areas: Liberty Wind; Vineyard Wind; Mayflower Wind; South Fork; and Bay State.

Conductivity, Temperature, and Depth Profiles

The crew deployed an instrument that can measure conductivity, temperature, and depth at all 83 stations on this survey. Seawater conducts electricity. This “conductivity” varies with the amount of dissolved salts in the ocean, and scientists use it to estimate the salinity of seawater. The combination of temperature and salinity at various depths helps define marine habitat boundaries, track ocean circulation, and monitor changes in climate. This can help explain changes in marine species distribution and productivity.

Ocean Acidification Monitoring

To monitor marine carbon cycling and ocean acidification, scientists collected water samples and measured dissolved inorganic carbon, total alkalinity, pH, and nutrients at 16 stations. Increases in dissolved carbon dioxide can increase acidity of the water, which can in turn affect shellfish and other sensitive organisms. The NOAA Ocean Acidification Program funded this work. It was conducted in partnership with NOAA’s Atlantic Oceanographic and Meteorological Laboratory in Miami.

The crew also collected pteropods from the water column. Researchers examine the condition of the pteropod shells to measure the biological effects of ocean acidification. We conduct pteropod measurements in partnership with the Bermuda Institute of Ocean Science, where the measurement technique was developed by Dr. Amy Maas.

Special Collection Summary

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

Visual Sighting

Two observers were aboard to watch for and record data on seabirds, marine mammals, and sea turtles we encountered along

the cruise track. This is part of the Atlantic Marine Assessment Program for Protected Species. The program is a partnership among scientists from NOAA, the U.S. Fish and Wildlife Service, the Bureau of Ocean Energy Management, and the U.S. Navy.

Phytoplankton Monitoring

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

Community Production

We collected samples from the plankton nets for stable isotope analysis being conducted by a University of Rhode Island researcher. The project examines the spatial distribution of plankton carbon and nitrogen isotopes in the offshore samples. It then compares the results to those obtained from samples taken from Narragansett Bay and Block Island Sound.

Ocean Forecasting

We deployed four drifters for the NOAA Global Drifter Program. The program uses satellite-tracked surface drifting buoys to meet the scientific community needs for an accurate and globally dense set of in-situ observations of: Mixed layer currents; Sea surface temperature; Atmospheric pressure; and Winds and salinity.

2022 Fall Bottom Trawl Survey Completed in Northeast

This long-running, fishery-independent survey monitors abundance and distribution of fishery species on the Northwest Atlantic continental shelf from Cape Lookout, North Carolina, to the Scotian Shelf
2 December

On November 16, Northeast Fisheries Science Center staff finished the 2022 fall bottom trawl survey aboard the NOAA Ship Henry B. Bigelow. Those aboard conducted resource survey tows and temperature and salinity sampling at 308 of 377 planned stations (82 percent completion). They sampled for plankton at 95 of 116 planned stations (82 percent completion).

This year’s fall survey occurred in three legs, moving from south to north. The survey got underway on September 10 and concluded on November 15. Multiple cases of COVID-19 resulted in the loss of 14 sea days during the first two legs of the survey.

The Henry B. Bigelow supports a variety of marine research. However, this multispecies bottom-trawl survey is the most important of its missions for monitoring the region’s fishery resources.

Temperature and salinity profiles collected during the survey help link fish distribution to physical oceanographic conditions. Ichthyoplankton (larval fish and eggs) collected help with understanding spawning distributions and with estimating changes in fish abundance. Zooplankton

(tiny animals and immature stages of some larger ones) collected tell researchers about the ocean food web. They are used to construct models that support ecosystem-based fisheries management.

This long-running survey monitors fishery stock abundance and distribution on the Northwest Atlantic continental shelf from Cape Lookout, North Carolina, to the Scotian Shelf. Data collected include fish age, length, weight, sex, maturity and food habits information. These are critical inputs to regional fish stock assessments helping to inform fishery management decisions by the New England and Mid-Atlantic Fishery Management Councils as well as Atlantic States Marine Fisheries Commission.





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MAINE DMR NEWS

Continued from Page 10

us to work collaboratively on a project that will yield wide-ranging ecological, social, and economic benefits,” said Ledwin.

Scallop License Lottery Winners Announced

21 November

The Maine Department of Marine Resources has announced the latest winners of the state’s scallop license lottery. The winners include the following:

Drag Licenses

Hannah Whalen, Gouldsboro; Daren Dames, Addison; Colby Barnes, Harpswell; Lee Moore, Newcastle; Scott Young, Tenants Harbor; and Joshua Miller, Tenants Harbor.

Dive Licenses

Joseph Sullivan, Deer Isle; Jakob Fredette, Pembroke; William Hamill, Scarborough; Jason Cray, West Bath; and Justin Seavey, Bass Harbor.

Each has been notified and will be responsible for applying for a license within 30 days of notification.

The new licenses are the result of a limited entry system established by the legislature and implemented through regulation

in June 2018 that allows someone who did not hold a scallop license in the previous year to be eligible for one.

Under the regulation, each year two individuals will be awarded eligibility for a drag license through the lottery for every three individuals who did not renew their drag license in the previous calendar year. One person will also be awarded license eligibility for every person who held a commercial dive license but did not renew their license in the previous calendar year.

Lottery winners were chosen at random by InforME, an enterprise created in 1997 by state law to ensure access to public information through technological solutions.

Wild Atlantic Salmon Restoration Project Reaches a Milestone

8 November

With the recent release of three hundred mature Atlantic salmon into the upper reaches of the East Branch of the Penobscot River, the state of Maine has taken another step forward in its effort to restore the critically endangered species.

The release was a milestone in a three-year project designed to increase the number

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Boat And Ship Yard News



They have already started another boat at John's Bay Boat Co. in South Bristol. She will be a 47-foot pleasure boat and should be completed the end of next year. This is a view of the stem in the foreground with the keel right in the center. In the back right corner is the horn timber and transom all framed up.



Front Street Shipyard in Belfast is working on the 136-foot sailing yacht ABIDE. They are doing a complete overhaul of her, which will be completed in 2023.



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Underway in the shop they have an Ellis 36 Express Cruiser under construction. Shane Ellis said, "It seems to be the model that people really want as we have been building it for a while now, since the late 90s. We have every iteration of the 36-footer out there, but the Express Cruiser has a really nice cabin layout, a great two-person boat. They have got a V-berth, a full shower, head, nice galley, and a place for a couple to sit in the galley. It didn't have this before, it used to have a really big galley. We shortened up the galley and created a little place to sit. She also has our canter lever seats with fold-out tables in the shelter. That provides great access to the engine (a 440-hp Yanmar) while still having lots of seating."

This boat is about fifty percent complete. She was started last summer after they sold one that was in their charter fleet. When this summer wound down, they have been working hard to get her finished for next summer so she can be chartered. Shane added, "This is the third one I have built for the charter fleet and the other two have sold. One of them didn't even make a single charter. The other one chartered for a couple years before it sold. It is a good setup for us for right now. It is nice to have a new Ellis 36 in the charter fleet. However, I just posted it for sale online and if somebody comes along and buys it in the next month or so then it won't have any charter obligations for next year, but I will start booking charters with

it, come the New Year."

All the fall hauling has been completed and they have just less than 50 boats in storage for the winter, with more than enough work on them to keep them busy until next summer. They mostly store their own boats, but with the charter fleet that has expanded to including a Hinckley Talaria, a Hinckley Picnic boat, a Back Cove 41, and a Wilbur 38. Most of the boats in the charter fleet are 36 feet or bigger, but they do offer an Ellis 28, but they consider this a day boat or an overnighter.

Having the charter aspect this gives the workers different work in the summer keeping the boats looking and running great. They also do some training for those not familiar with running a boat like this.

Shane did say that they have a few engine replacements to do, some switching from gas to diesel and another going from a sterndrive to outboards. Then there is another few getting electronic upgrades. It will be a busy winter.

Front Street Shipyard Belfast

Hauling up boats for the winter has been in full swing for several months and the end is getting near. The herring seiner WESTERN WAY was in the slings of the giant travel-lift and having her bottom cleaned. There was still another couple that were due in to be hauled up for the winter. Also on the way are three whale watching boats, ACADIA EXPLORER, FRIENDSHIP V



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Boat And Ship Yard News



The Young Brothers 38 being refinished at Wayne Beal Boat Shop is almost complete. They have redone the entire boat, giving her a new deck and house and then added hard chines. We are now just waiting to do sea trials.



At Boricua Custom Boat in Steuben they are nearing the end on this Mussel Ridge sportfisherman being finished for a customer from Texas.

and BAY KING. They are actually going to do a lot of paint work on FRIENDSHIP V. They are presently at Billings Diesel & Marine in Stonington for engine work and once this is completed, they will make their way to Front Street to be hauled up for the winter. There is a lot of work to do on these boats, mostly plating and painting.

The 136-foot sailing yacht ABIDE is still in undergoing a major refit. She is the x-ISLANDIA built by Jongert of the Netherlands in 2002. They have already done a lot of work on the interior and exterior of this yacht. JB Turner, part owner of the yard said, "We are working on putting on new toe rails, the hull is painted, the decks and mast are painted. The decks will start going on pretty soon, then interior joinery modifications and then mechanical/electrical/electronics will go on until the day she leaves."

In another bay they have a Mussel Ridge 46, which they are finishing off as a split-wheelhouse lobster boat for a fisherman from Kittery. The interior is simple and she is powered with a 735-hp John Deere diesel. The platform is down and the top is on. They are now working on the platform. She should be heading out later this winter/spring.

Right behind her is a Mussel Ridge 42, which is being finished out as a sport cruiser. She is not as complete as they have just started putting in the structure under the platform.

Soon their first New Harbor 28 will be coming in to be finished.

Still awaiting their arrival is a Little Harbor 55 power boat which will be getting full deck paint and a boat under construction at S. W. Boatworks in Lamoine will be coming over for a full paint job.

Already work is lining up for next spring, summer, and fall. One boat will be coming for new teak decks, generator, and

hull paint.

The waterjet is busy and could get crazy busy if all the proposed work happens. Fresh Water Stone is bidding on a home on Martha's Vineyard and that is a big project and couple that with work from Kenway and several artists it looks like a busy time ahead.

H & H Marine Steuben, ME

In the layup shop they are working on an Osmond 29 for a customer from Massachusetts. They have blocked out the keel as she will be fitted with twin outboards. They will be partially finishing this one.

Next, they will be laying up a standard Osmond 42 for James Thurlow.

In the finish shop they are nearing completion on an Osmond 40 split wheelhouse lobster boat for a fisherman from Southern Maine. She is spartan below, just a couple of stiffeners, and is powered with a 750-hp John Deere.

Another Osmond 40 is in the finish shop and she will be a sport fishing boat with full accommodations (berths, galley, and head). She is powered with a 600-hp Cummins.

There are several repair jobs scheduled for the winter. A Dixon 53 went down and she is going to have all her wiring, hydraulics and electronics replaced. An Osmond 36 suffered extensive damage in a storm and she is almost ready to go out after a lot of glass work and cosmetics being done.

As for future work they are bidding on a 50-foot ferry boat for a customer from Rhode Island.

John's Bay Boat Company South Bristol, ME

The cover photograph of the last issue of Maine Coastal News had the newest launch from John's Bay Boat Co., which was the 47-foot lobster boat SECOND WIND

for Chris Klemenz of Stonington. Peter Kass added, "She is 47 x 14, which is very narrow by today's standards, but the whole idea was economy. We built the KHRISTY MICHELLE; I don't know about 10 years ago for Chris' uncle John Williams and she's 44 x 14. That boat was built with the idea of being efficient and she is proving out to be an all-around good boat. In the 44, instead of having your \$100,000+ engine, 800 hp+ John has a 450 hp 9-liter Cummins, cheap to buy, cheap to maintain, quieter and cheap to feed. Chris took the boat home from here, fueled her up, hauled through his gear three days, and he said for 102 gallons. John has told me the most he has pushed through his in a day was 60. She looks a little different because it is the same molds but they are 4 inches further apart. John's bow looks fuller, but when you stretch things out it eases the shape so they look a little different but it is

the same design."

SECOND WIND has a 7-inch-thick keel, which is what you need when you are going to have a 2½-inch shaft. The frames are 1½ x 2-inches and the planking is 1¼-inch cedar. She is setup to swing a 34-inch wheel so she's a little deeper. She is powered with a 550-hp 9-liter John Deere and does 21 knots wide open and cruise 15 knots. Because the family likes to do some weekend cruising she has four berths, galley with a sink and propane stove, a settee for four and a small work bench.

Next is another 47 x 14-footer of the same design, but this one is a pleasure boat for a customer from Westport, Massachusetts, so Peter added tumblehome and changed the shaft angle because the engine is further back. As for accommodations the

Continued on Page 18



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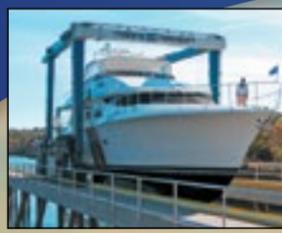
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Boat And Ship Yard News



In the main shop at Wilbur Yachts in Manset are these two Wilbur pleasure cruisers, both in for general maintenance.



Richard Stanley is working on this Alden schooner in Brunswick. He has finished the framing and has started to replank.

Continued from Page 15

Wilbur Yachts Manset, ME

owner and his designer are working on that, but she will have berths forward, maybe an enclosed stateroom aft to one side.

They had some repair work lined up, but for various reasons this has vaporized and they will concentrate on getting the new boat finished for a late fall, early winter launch next year.

They are also down a crew member following the launch, who decided to leave and work with someone doing free-lance wooden boat repairs in the Rockland area. Peter said this person had been working for him for six and a half years and really caught on quickly. He is hoping he may return at some point, but until that time he is looking for someone with woodworking experience to fill in.

Inside the main shop is the 21-foot runabout PINNACLE. They just did a major refit, which included going through the engine, paint, and varnish. This boat was built by James Anthony in up-state New York back in the 1980s. John Kachmar thought he had built 13 of the 21s and 9 of the 27s. Unfortunately, he passed away in the 1990s and did not know what happened to the tooling. She is powered with an I/O and is a 43-plus knot cruising boat. John said at that speed you can speak normally and others will have no trouble hearing you. He added, "It is a fun, fast little boat."

Just off her bow is a 19-foot Boston Whaler that is in for her annual maintenance and presently she was having her bottom painted. They will completely go through the boat and make sure she is ready for next

season before putting her in storage as they await the arrival of a Wilbur 34 coming from Staten Island, New York. Ten years ago, she went through Hurricane Sandy and had sunk at her dock. She was totaled by the insurance company and then bought back by her owners who brought to Wilbur Yachts to be totally refurbished. She is returning to Wilbur's and will be looking for a new owner.

Also in the main shop is LAURIE ANN, a Wilbur 34 extended flybridge cruiser, but she is in for annual maintenance. Just behind her is SEA DRAGON, a teak sided open 34, also in for maintenance and some cosmetic work. The bottom has been painted and the varnish is done. Next to her is a Wilbur 38 cruiser that has been undergoing a major refit for the past several years. She was launched last summer and the owner got to use her. She had been repowered and she topped out at 25

knots. This year she is getting all new canvas from Black Pearl Canvas to cover the bright work as she will be heading to Florida next year. She is also getting more electronics.

Out back they have the Seal Harbor Launch, a Crosby 21, in for maintenance and repairs to some scratches and scrapes. An Ellis 28 has a number of items to do, one being new electronics. A Navy whale boat launch was converted to electric power about five years ago. She has eight 8D batteries to a 20-kW electric drive. An Edgewater 24 and a 28 Key West Ballistic are both in for general maintenance. A Wilbur 38 will be coming in to have her overhead replaced. Several 420s from the Seal Harbor Yacht Club are in and waiting for their annual maintenance as are several Newman dinghies.

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U. S. NAVY NEWS

Continued from Page 9

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Navy Lays Keel for Future USS Arkansas (SSN 800)

From Team Submarine Public Affairs
21 November 2022

NEWPORT NEWS, VA – Senior Navy leaders, members of Congress, and shipbuilders gathered at Newport News Shipyard (NNSY) today to attend a keel-laying ceremony for the future Virginia-class submarine USS Arkansas (SSN 800), Nov. 19.

SSN 800 will be the fifth naval vessel to bear the name Arkansas. The original Arkansas was a Civil War-era screw steamer. In 1902 an Arkansas-class monitor, one of the last monitors in the U.S. Navy, was commissioned with the same name. The third Arkansas, a Wyoming-class battleship, was commissioned in 1912. The fourth, which saw service from 1980 until 1998, was a Virginia-class nuclear-powered guided missile cruiser.

“Today is a momentous occasion. Not just for the shipbuilders who will pour their considerable skills into building this submarine, but also for the Sailors who will deploy aboard Arkansas and patrol the ocean’s depths in service of our nation and our way of life,” said Rear Adm. Jon Rucker, Program Executive Office, Attack Submarines. “Virginia-class submarines, such as Arkansas, and their dedicated crews will ensure our Navy remains ready to deter maritime aggression, maintain freedom of the seas, and defend our country and allies well into the future.”

The submarine’s sponsors are the six women of the Little Rock Nine – Dr. Melba Pattillo Beals, Elizabeth Eckford, Gloria Ray Karlmark, Carlotta Walls Lanier, Minnijean Brown Trickey, and Thelma Mothershed Wair. In a 1954 landmark decision, the Supreme Court ruled racial segregation of schools as unconstitutional. Three years later, nine African-American children were the first people of color to attend Central High School in Little Rock, Arkansas, a previously all-white campus. President Dwight D. Eisenhower would eventually federalize the Arkansas National Guard to protect the students during their integration. The Little Rock Nine, as they came to be known, have spent their lives advocating for quality edu-

cation.

Per Navy tradition, shipbuilders welded the six women’s initials onto steel plates that will be affixed to the ship. The men of the group – Ernest G. Green, Dr. Terrence J. Roberts, and the late Jefferson Thomas – were also honored during the ceremony.

“With advances in sound silencing, acoustic sensors, and weapons delivery systems, Arkansas will traverse the world’s oceans and seas as an Apex Predator,” said Vice. Adm. Bill Houston, Commander, Naval Submarine Forces. “Representing our asymmetric advantage in the undersea domain, Arkansas will have no equal.”

Arkansas will be the 27th Virginia-class submarine. Boats in this class are the most advanced attack submarines in the world, with superior stealth, firepower and maneuverability than previous classes. They can hit shore-based targets with highly accurate Tomahawk cruise missiles and are capable of long-term, stealth surveillance of sea forces, littoral waters or ground targets. Their design also provides for Special Forces delivery and support, mine delivery and minefield mapping, and anti-submarine and anti-ship warfare.

First Woman to Serve as a Submarine XO Reports for Duty

From Petty Officer 2nd Class Molly Crawford, Commander, Submarine Force, U.S. Pacific Fleet Public Affairs
23 November 2022

“It’s 2022 and women are still doing the ‘first’ of things?” is how Lt. Cmdr. Amber Cowan started her conversation in the Public Affairs office at Submarine Forces, U.S. Pacific Fleet.

The submarine officer stopped by for an interview between classes while completing the Submarine Command Course in Pearl Harbor. The Colorado Springs, CO. native has two grandfathers who served in the U.S. Air Force, and she attended the University of Washington on a scholarship from the Naval Reserve Officer Training Corps, her head full of dreams of becoming an aviator. Her eyesight kept her grounded, but then the opportunity to be among the first women to serve aboard submarines opened up. It was everything she was looking for, and she’s never looked back.

On Nov. 12, 2022 Cowan became the executive officer (XO) of the Gold Crew of the Ohio-class ballistic missile submarine USS Kentucky (SSBN 737), making her the first woman to serve as XO of a U.S. Navy submarine.

Cowan was in the first cohort of women to serve aboard submarines. After graduating from the University of Washington in 2010, she received her first set of orders to attend Nuclear Power School in Goose Creek, South Carolina, the first of many schools required for submarine officers. The Nuclear Power School curriculum covered topics like math, physics, chemistry and nuclear reactor technology, and after completing Power School she attended Naval Prototype Training Unit and Submarine Officer Basic course. Then Cowan, along with the rest of her classmates, reported to submarines across the Navy as division officers.

Cowan’s first boat was the Ohio-class ballistic missile submarine USS Maine (SSBN 741) (Blue). Over the course of three years, which included three-and-a-half strategic deterrence patrols, she served as the Main Propulsion Assistant, Damage Control Assistant and Tactical Systems Officer.

“I started in the engine room, which is where we build our foundation,” said Cowan. “It teaches officers to trust their enlisted counterparts and also have ownership of and in a watch team.”

One of Cowan’s favorite memories from her division officer tour is from a duty day, when she found herself making rounds at night as the Engineering Duty Officer and Ship’s Duty Officer. Her ship was in dry dock at the time, and as she walked around and under the nearly 600-foot submarine she thought to herself, “I can’t believe it is my job to be in charge of this!”

Following her time with Maine (Blue), she served as the Assistant Nuclear Programs Coordinator at Naval Service Training Command in Pensacola, FL., and then attended the Submarine Officer’s Advanced Course in Groton, Conn. in preparation to serve as a department head.

By May of 2017 Cowan was serving as

the Engineering Officer aboard the Virginia-class fast-attack submarine USS Texas (SSN 775). On Texas, she enjoyed seeing the difference in attack submarine missions compared to her previous experience aboard a ballistic missile submarine. Cowan observed that regardless of the platform, working as a team with the other Sailors on board was essential to mission success.

“A lot of submarining is communicating with others and understanding the people-to-people dynamic in a stressful environment,” Cowan explained.

After Texas, Cowan served at Commander, U.S. Submarine Forces Pacific Fleet as the Force Radiological Controls Officer. When she was selected to serve as an XO, she began the Submarine Command Course at the Naval Submarine Training Center, Pacific.

While the mantle of being the first at something may weigh heavy at times, Cowan takes it all in stride and remembers the inspiring words of one of her grandfathers, who told her, “If anybody’s going to do it, you gotta show ‘em how to do it right.”

Her passion for what she does is visible when she speaks. She talks about submarining as a verb, and fondly remembers the many ‘we really just did that’ moments she’s shared with her shipmates underway. While some may relish shore duty, she’s genuinely excited to be going back to a boat.

“I have missed being a part of a crew, and solving problems together as a team,” said Cowan.

Cowan had this to say to anyone considering the silent service:

“I, we, need smart talented people like you. If you are good with team success, the submarine force is for you as well. It’s going to challenge you in ways you won’t find



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Golden Globe Race 2022 Update

Continued from Page 8

last position. He went on to catch-up with the skippers one by one to regain contact with the leaders.

Rounding Trindade in Brazil, he made up more ground on the forerunners, notably the leader Simon, as he passed the island, sailing less distance. On the 20th of October he broke the rudder shaft of his Hydrovane, as a result of modifications made before the start. He made repairs at sea in difficult conditions before crossing the Cape Town gate in 5th position.

Last Saturday, as he was in 3rd place on the rhumb line, another modification failed when the machine screws fixing his spare rudder blade to the shaft came loose. The rudder slipped off and the safety line was not secured. The rudder blade was lost forcing Damien, with no spare, to make his way towards Cape Town.

Damien, who has a successful career as a Figaro racer and IMOCA préparateur, is a competitor. He does not wish to continue in Chichester class. "Psychologically it's too hard, I can't get back out without racing in the rankings. I've had problems three times, and when these things happen, you can't force fate. You have to be sensible and stop the race." Damien Guillou, PRB.

Thousands of hydrovanes are currently used around the world, with no major or frequent breakages, the supplier has upgraded the materials used for the pin and the shaft which is 32mm Super Duplex Ferrinox 255 stainless steel since 2009.

GGR 2026 will require that any modification to a windvane system, regardless of brand, be submitted to the manufacturer and the GGR for their feedback and comments beforehand.

"With Pat and Damien out of the race, the GGR has lost two great sailors with big following whom we were a delight to check on the tracker. They were always inviting themselves to the forefront of the fleet! We

want to thank Green Rebel, a leader in renewable energy, and PRB, a historic Vendée company and sailing sponsor for supporting those talented sailors and great ambassadors for our sport and their home countries. The GGR is a race of attrition and there may be more to come." Don McIntyre, GGR Founder and Chairman.

With the fleet split between the South Atlantic and the Southern Oceans, unstable weather systems are hampering progress on both ends of the fleet.

In the roaring 40s, Simon Curwen (UK) has enjoyed the mixed tape of music and messages from family and friends specially made for the Cape of Good Hope by his daughter Nikki Curwen. He also is getting his first taste of Southern Ocean experience with temperatures seriously going down and winds over 50 knots, expecting another gale as shared in his weekly call on Monday.

"I am tidying the boat to make sure there's not too much to throw around, and on the deck to make sure I have the right sails ready to use and that everything is in order.

For the last gale I was a bit worried I was going to be blown over the 44S of latitude, but it turned out I could head into the wind during most of the Northerlies." Simon Curwen, Clara sponsored by Howdens.

Behind him, Tapio Lehtinen (FIN) is having a blast in the light or heavy conditions encountered as he mentioned in his tweet, and has been going away from the others, pulling 100 miles on Kirsten Neuchafer (RSA) and 200 miles on Abhilash Tomy (IND), after him on the same latitude. Meanwhile Southern Ocean newbie Michael Guggenberger (AUT) is struggling to get back in the zone.

In the Atlantic it's a different weather issue. The South Atlantic High has not materialised, and the wind is unstable both in speed and direction, but the low-pressure systems travelling east are bringing downwind conditions towards Cape Town to the most southern sailors. Ian Herbert-Jones (UK),

Elliott Smith (USA) and Jeremy Bagshaw (RSA) are clocking the biggest mileage. Jeremy is expected in Cape Town on Thursday and Ertan Beskardes on Wednesday, while Guy Waites (UK) closing the fleet plagued by barnacles takes a day at a time and has a plan as explained in his weekly call. Guy Waites, Arnaud Gaist and Ian Herbert-Jones are all worried about sailing through the Hobart gate which closes on January 31st. They have each been hit by various challenges, the biggest, lack of wind!

Tapio Lehtinen DISTRESS activation in the Golden Globe Race

18 November

Tapio Lehtinen is sailing in the 2022 Golden Globe Race, a solo, non-stop adventure, around the world. He departed from Les Sables d'Olonne France on Sept. 4th this year and after passing through the Cape Town film gate, was heading toward Australia in the Southern Ocean.

Today at 0654 UTC, Tapio Lehtinen activated Asteria's EPIRB, 460 nautical miles SE from Port Elizabeth, in South Africa while sailing in the Golden Globe Race.

The GGR Crisis management team in Les Sables d'Olonne and Race Founder and President Don McIntyre in Cape Town have been coordinating with the Cape Town MRCC and CROSS Griz-Nez in France.

At 0852 UTC, Tapio also activated his liferaft's PLB indicating that he may have abandoned ship. The liferaft also has a VHF radio and GPS packed inside. MRCC Cape Town contacted nearby commercial vessels to divert to his position, with the closest ship 250 miles away.

GGR entrants Kirsten Neuschäfer and Abhilash Tomy, respectively 105 and 170 miles to his SSW have been informed of his latest PLB position. Abhilash was first to receive the message and diverted course towards Tapio's latest position.

At 0922 UTC Tapio activated the emergency YB3 satellite tracking and texting device which is part of the grab bag and at 1002 UTC manually acknowledged the message sent by the GGR Crisis Team. indicating he was able, and had the emergency grab bag with him.

The grab bag contains food, water and several critical pieces of equipment, including an emergency GPS, a Search & Rescue Transponder, a second 406 EPIRB, and a handheld GMDSS Radio.

His last message was for Asteria: at 1105 UTC: "I GAVE ASTERIA A LAST SALUTE STANDING IN THE RAFT AS SHE WENT DOWN"

Conditions in Tapio's zone are manageable with light winds and 2.5-metre swell. With Kirsten now enroute and closest a 100 nm away, the GGR Crisis Team released Abhilash from the rescue effort. Kirsten is motoring and should have favourable winds later, expecting to be in the zone on Saturday 19th November in the morning. Forecasts suggest moderating conditions over the next two days.

MRCC Cape Town has established communication with the bulk carrier DARYA GAYATRI and requested to divert and render assistance. The vessel is currently 250 nm NW off Tapio's position with an ETA on November 19 at 1200 UTC.

"Our thoughts are with Tapio, his family and friends during this challenging time. The South African Maritime Rescue Coordination Center is doing an excellent job of coordinating the rescue efforts. Tapio is an experienced seaman, well prepared for these conditions. We thank everyone for their messages of support for Tapio and those who are right now involved with his rescue," Don McIntyre GGR Founder.

Tapio is Safe and Sound!

Successful rescue operation for Tapio Lehtinen in the Southern Indian Ocean. Kirsten Neuschäfer first to reach his position, and take him to safety aboard Minnehaha before transferring him onto the Bulk Carrier M.V. Darya Gayatri.

GGR entrant Kirsten Neuschäfer (ZAF) was first to reach Tapio's position this morning at 0510 UTC. The South African sailor whisked GGR Veteran and Finnish sailing legend, Tapio Lehtinen, from his life-raft where he had been since Friday 0700 UTC.

Three boats had been diverted yesterday to assist GGR entrant Tapio Lehtinen after he activated his Emergency Position-Indicating Radio Beacon (EPIRB) at 0654. He then activated his Life-raft Personal Locator Beacon at 0854 UTC following the sinking of his yacht Asteria.

Abhilash Tomy (IND) aboard Bayanat, 170 nm SW of Tapio's last known position, was the first to receive the message sent through the YB3 device and divert his route.

MRCC Cape Town confirmed communication with Captain Naveen Kumar Mehrotra onboard the bulk carrier M.V. Darya Gayatri bound to Singapore, 250 nm NW of Tapio's position, diverting course at 12,5 knots and rendering assistance with an ETA between 0830 and 1000 UTC on November 19.

Later in the day, Kirsten Neuschäfer aboard Minnehaha, who was the closest to Tapio at 105 miles, contacted the GGR Crisis Team after receiving the message on her YB3. In accordance with the Race Office, she broke the seal of the emergency GPS and diverted her course towards Tapio's position.

Abhilash Tomy was then released from the rescue to resume racing. As a fellow competitor in the GGR 2018 and friend of Tapio, he kept sailing close while released and asked to be updated on any progress.

The GGR crisis team kept contact with the MRCC Cape Town coordinating the rescue as well as the bulk carrier M.V. Darya Gayatri, Kirsten Neuschäfer and Tapio Lehtinen.

Kirsten was regularly updated on weather information as well as Tapio's position and drift by the Race Office in order to maximise routing for the fastest route to him. Meanwhile, Tapio was updated on Kirsten's progress and ETA and showed good spirit throughout the night.

"You can't get any closer to the ocean, I love it but this is close enough. Thanks for looking after of me," Tapio Lehtinen.

Posting speeds above 7 knots, Kirsten was the first on site at 0510 UTC, the conditions at the time were 20 knots of SSE wind, 2 to 3 metre swell and daylight.

It was not an easy task however. Tapio had an early visual on Kirsten's yacht but she could not see the life-raft in the swell. Kirsten would hear him on the VHF but Tapio could not hear her voice. The GGR Crisis Management Team homed her onto Tapio's position until they were close enough to see and hear each other to plan for recovery.

Kirsten called the GGR Management team at 0805 UTC to confirm that she had retrieved Tapio from the life-raft onto Minnehaha with a retrieving line. After sharing a good glass of rum, they then proceeded to put Tapio back in the raft, pulled it towards the carrier, which he then successfully boarded via a rescue ladder.

"I'm full of adrenaline now, I've been up helming all night, and it's quite something to be manoeuvring so close to a ship, but we're all good. He was on board, we drank a rum together and then we sent him on his merry way. (...) No congratulations

Globe 40 - Leg 5

The Challenge of Cape Horn

Continued from Page 8

bay, stands the Pointe Venus lighthouse, designed by Thomas Stevenson, father of author Robert Louis Stevenson, which is the site where Captain James Cook originally set up his observatory to study the transit of the planet Venus. As a result, the backdrop is steeped in history for the start of leg 5 of the GLOBE40, with the starting signal being fired from a French Navy vessel, the organisation being supported by teams from the Fédération Tahitienne de Voile (Tahitian Sailing Federation) and the Yacht Club de Tahiti. Unsurprisingly, Papeete proved to be a difficult stopover for the crews to leave behind, having discovered virtually all the region's delights and been so touched by the warm welcome from the Polynesians, whose kindness and benevolence are renowned far and wide. Moreover, our press teams got the chance to explore the Society Islands - Tahaa - Raiatea - Huahine - Bora Bora - providing some sumptuous footage for the 26' film, episode 5 of the great GLOBE40 travel saga and round the world adventure. Within the sanctuary of Taputapuatea Marae on the sacred island of Raiatea, the teams asked for a safe passage from the gods for their upcoming voyage, in line with the ancient traditions of these great seafaring peoples, who have populated the whole of the Pacific Ocean aboard their pirogues, from New Zealand to Hawaii to Easter Island.

An increasingly honed competitive spirit

Despite the Polynesian charms though, the competitive spirit of the GLOBE40 continues to reign supreme. Indeed, with just two points separating the top 3 crews (SEC HAYAI / AMHAS / MILAI Around the World), it is likely that the winner of the upcoming leg will take pole position in the overall ranking. That is unless GRYPHON SOLO 2 or WHISKEY JACK, two crews which are honing their skills more and more with every leg, decide to shake up the current podium. With precious little separating the finishers (34' in Auckland after 7,000 miles, 7' in Papeete after 2,600 miles), the competitive tension is omnipresent in this race, especially during a leg where it will be vital to strike a balance between speed and prudence in this risky navigation zone. To further whet the appetites of the skippers after the official finish of leg 5, at the entrance to the Beagle Channel, the teams will vie for the TIERRA DEL FUEGO TROPHY, the outcome of which will be decided on the finish line off the port of Ushuaia.

A big thank you to all the partners who have made this stopover in French Polynesia possible: The Polynesian government and its various departments, the Town of Papeete, the Papeete Port Authority, Tahiti Tourisme and AIR TAHITI NUI, who got us to Polynesia in its wonderful planes. And to Stéphanie Betz, from the Société Archipelagoes, organiser of the Tahiti Pearl Regatta, who kindly opened up the doors to this region she's so familiar with.

Golden Globe Race 2022 Update

needed for the rescue, everyone would do the same for another sailor, thank you guys for coordinating it,” Kirsten Neuschäfer.

M.V. Darya Gayatri, contacted by MRCC Cape Town, later confirmed that Tapio has been onboard since 0755 UTC and that they were retrieving the abandoned life-raft. The vessel is bound for Rizhao, China where they will drop off Tapio. MRCC Cape Town is contacting the Finnish Embassy to coordinate his arrival together with the GGR Race Control.

“WOW!!!! Bravo to all involved with the successful rescue of Tapio which was a huge effort. It was comforting to feel the support from the GGR family around the world and experience the professionalism and dedication of MRCC South Africa, as well as Capt. Naveen Kumar Mehrotra, and the crew of the M.V. Darya Gayatri who are upholding the greatest traditions of the sea by assisting a fellow mariner in distress. Thanks Abhilash for diverting and staying close by, and Kirsten your ocean experience and human spirit sets you apart. Your efforts have written another chapter in life and a special bond with our dear Tapio!!! Welcome back Tapio...your family is waiting,” Don McIntyre GGR Founder.

Golden Globe Race lifesaving regulations. Asteria sinking, lessons to be learnt.

Tapio Lehtinen reflects on the sinking of Asteria and his rescue. Comms grab bag, tracking, texting and communications devices in the GGR. Time Compensation for Kirsten Neuschäfer and Abhilash Tomy following Tapio's rescue. Rigging issues for Elliott Smith in South Africa and Arnaud Gaist mid-Atlantic. The Roaring Forties are not there! Where are they?!
29 November

Many people talk about the eye watering effort GGR entrants make to meet the tough safety and qualifying requirements of this gruelling mind game called the Golden Globe. When all the boxes are ticked, they finally receive a “green card” in Les Sables d’Olonne just before the start. These unique GGR safety regulations have played an important part in saving Tapio Lehtinen following the sinking of his yacht in the Southern Ocean and he appreciates it! Two other entrants have rigging issues after 80 days at sea and Kirsten sets a new 219-mile day record! But the big question is...where are the Roaring Forties?

Golden Globe entrant Tapio Lehtinen (FIN) rescued from his life raft last week is currently enjoying the hospitality of his rescuers Capt. Naveen Kumar Mehrotra and his crew on the M.V. Darya Gayatri bound for Rizhao, China. He has no money, no passport, and no glasses, but is in good health and good spirits. He has now shared information with the organisers regarding this incident and rescue. He does not know for sure what caused the failure and sinking of his yacht “Asteria” and is still coming to terms with the loss of his beloved yacht.

“The accident was a devastating surprise, I had 100% confidence in Asteria being fit for the fight. She performed beautifully and I was very happy and proud of her. After a total rebuild four years ago for the 2018 GGR and being fitted out and inspected again this year, being flooded up to deck level in five minutes and sinking twenty minutes later in beautiful summer conditions is beyond my comprehension.

But the rock-solid professionalism of Don McIntyre in coordinating the rescue operation together with MRCCs in Cape Town, Kirsten Neuschäfer, Abhilash Tomy and m/v Darya Gayatri captain Naveen

Kumar Mehrotra came as no surprise to me. On the contrary, already before the start of the race, at a safety briefing in Les Sables d’Olonne, I told my competitors that if we’d get into trouble, we would be in the best of hands. I never imagined that I would be the one.

Thank you, Don, – getting into the raft in a rush without my grab bags of food, medicine and water, I knew that it wouldn’t be a long stay”. Said by Tapio Lehtinen.

When Tapio woke to a loud bang, he stepped into knee deep water with more flooding like a river from the engine compartment. With no time to think, he prepared the Plastimo “special edition” GGR Life raft in the cockpit and donned his dry survival suit, grabbing the small GGR Communications emergency grab bag on the way out. With the raft inflated beside the boat, the securing line he had re-set with a slip knot, unfortunately let go! It began drifting away... He could not go below for the main grab bag, as water was above waist height and the decks were awash, so he jumped for the raft now 3 metres from the boat. He had been unable to reach his EPIRB inside the boat, which later automatically water activated, sending the first DISTRESS alert. But it went down with the yacht 20 minutes later taking his two other emergency beacons with it.

Fortunately, GGR safety regulations require a PLB Distress beacon and waterproof VHF handheld radio with GPS to be packed inside the raft. In the shock of the moment, he forgot the PLB was in the raft. He found it nearly two hours later and turned it on. At that point it was his only distress beacon. Inside the GGR comms grab bag his spare satellite phone was damaged while boarding the raft. (His main sat phone stored at the chart table went down with the ship). Also,

inside was the backup waterproof YB3 satellite tracker and texting unit.

GGR control on learning of the EPIRB Distress and noting ASTERIA’s onboard Tracker was no longer transmitting, assumed the boat had sunk and that Tapio was probably in the raft. GGR remotely activated the backup YB3 and noted it had been powered on by Tapio. This was exciting news. A message was sent “Are You OK”?

Tapio responded shortly after that he was in the raft, all well and Asteria had sunk! This then gave a second position of the raft that was linked to the GGR 24hr online tracking page for all to see. Using the same YB3 unit, Tapio was able to send and receive short messages from the raft, a great comfort for him as a survivor, his family and all his followers around the world. His rescue was a success.

“I know from experience over the past 30 years that when all goes wrong you may not get your grab bag, so what’s in the raft is all you may have. I always pack a Distress beacon in my rafts and now a VHF/GPS, so I made it mandatory for GGR too. I also lost a good friend deep in the Southern Ocean in the 1986 BOC challenge when his 48 hr. EPIRB battery ran out before the ship arrived. We now insist on the YB3 unit in the GGR comms grab bag which tracks every 15 minutes for months, including two-way texting. Tapio was happy to have both,” Don McIntyre.

This incident will be the subject of a full GGR report in the weeks ahead, which will be published so all can learn from the experience.

TIME COMPENSATION following “ASTERIA” sinking

It is a long-held tradition of the sea,

Continued on Page 22

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

These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Now working on Version #6

Also Shipwreck Index and Chronological listing up online!

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 Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals.

To make this happen we need support, please help us do more!

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Dedicated to the Preservation of Maritime Writings

Golden Globe Race 2022 Update

Continued from Page 21

that if a mariner is in Distress and declares a “Mayday”, all other mariners will use their best endeavours to immediately assist if they are safely able to do so. Such was the case for Abhilash Tomy (IND) on Bayanat and Kirsten Neuschäfer (RSA) on Minnehaha when asked by GGR control to assist in the rescue of fellow GGR entrant Tapio Lehtinen on ASTERIA. Both altered courses immediately and stopped racing on receiving the request. The rescue was successful.

To calculate time compensation for both sailors all the facts affecting both sailors were considered, focusing on the primary impacts of: 1. Time away from the course; 2. Changing and new weather systems on resuming the course; and 3. Position at the start and finish of their diversion.

Primary Data

Abhilash acknowledged the rescue message at 0930 UTC and was subsequently released at 13:50 UTC, (4:20 hours). He confirmed he resumed racing at 1400 UTC (total 4:30 hours) and he also stayed on a higher course (80° approx.) for the duration of the rescue in case he may be needed. Engine: did not use the engine. Distance 27.5 nm @ 50°, approx. Lateral 23 nm/vertical 15 nm.

Kirsten acknowledged the rescue message at 1303 UTC and called to request transfer to vessel at 0745+1 but stayed on scene until 1000 UTC before proceeding under reduced sails: total 22 hours. Engine hours: 2 beginning, 2 middle, 3 at the end for a total of 7 hours. 5 hrs. @ 1.8K rpm=3.5 l/h= 15.5 lt. and 2 hrs. @ 2.4K rpm=5 l/h = 10 lt. Total 25.5 litres. Distance 100 miles @ 38° approx, lateral 57 nm/vertical 83 nm.

The following time compensation has been determined. Kirsten Neuschäfer 35 hours + 30 litres of fuel. Abhilash Tomy 12 hrs.

Abhilash and Kirsten both commented that it took some time to let the adrenaline go, and get back into racing mode. Abhilash remained on a more northerly course than normal for the duration of the rescue, asking to be updated on progress and Kirsten had steered Minnehaha all night and ma-

noeuvered at close quarters to the vessel for Tapio’s transfer.

Rig failures 80 days out of Les Sables d’Olonne

Elliott Smith (USA) turned around on the 22nd of November, shortly after going through the Cape Town Gate, for a bowsprit failure. Fellow entrant Jeremy Bagshaw (RSA) who lives in Simon’s Town suggested he moor on the Simon’s Town’s mooring buoy in False Bay, well sheltered from the strong forecast South Westerlies. Local sailors guided him in at dusk.

His bowsprit was broken on one side and bent on the other, with the bobstay being slightly bent in the process. The Notice of Race allows Entrants receive onsite technical advice but no physical assistance. Elliott welcomed the advice from local sailors and riggers on repairing and strengthening his bowsprit. Following three hectic days and after reviewing pictures, videos and listening to Elliott’s descriptions, the GGR organisers approved the repairs and Elliott set sail once again bound for Hobart.

“We were able to monitor and assess Elliott’s bowsprit repairs thanks to photos and video supplied by Simon McDonnell from FBYC right up to sea trials. While not perfect, our opinion is that managed correctly by the skipper, the repaired bowsprit is not unsafe. He has addressed the compression issues and added extra security to stop it folding up again. The inner forestay supports the mast well and combined with running backstays secures the mast without consideration of the forestay when sailing with the staysail and reefed main. The furling genoa is being swapped for a smaller jib and the entire Southern Ocean legs can be sailed under staysail alone.” Don McIntyre, GGR Founder and Chairman.

In 1968 Bernard Moitessier damaged his bowsprit and spent a few days in the same area effecting repairs before continuing on. Elliott made no landing and received no physical support, so remains in the GGR rankings. He is now on his way to Hobart.

Shortly after, Arnaud Gaist (FRA) called the GGR Control to explain mast and

rigging issues, and that he can no longer sail to windward before it’s solved. He described a bending mast last week and that he worked on rig tensions to re-establish symmetry.

In his last call on Friday morning, he advised that his mast base was moving, that a lower shroud needed tightening and that the bobstay fitting supporting the bowsprit came under stress, indicating further issues in the symmetry and compression of the whole rig.

He is still 1000 miles away from Cape Town, but North of the usual High-Pressure systems, therefore sailing upwind, facing the swell, which is putting extra pressure on the rig. He is struggling to make Cape Town and now has little chance of making the Hobart Gate which closes on January 31st 2023. He is currently sailing downwind and assessing options for repair at sea, or whether he should follow predominately easterly winds for repairs in Brazil.

Meanwhile, Guy Waites (UK), the last victim of hull invasion, has given-up on trying to scrape the barnacles at sea as it is too dangerous with little effect. He explained in his last call that he made up his mind and will have to slip the boat in Cape Town.

Unusual Southern Indian Ocean condi-

tions for the fleet so far.

Simon Curwen (UK), Kirsten Neuschäfer (RSA), Abhilash Tomy (IND) and Michael Guggenberger (AUT) have all improved their personal best over a 24-hours distance last week, with Kirsten obliterating the record with 219 miles in a day, but it took quite a while to get there. In fact, the Atlantic conditions were not the ones the fleet expected, and the same applies to the Southern Indian Ocean.

This year, an unusual Antarctic polar vortex is contributing to a weather anomaly which is pushing the usual strong westerly winds of the Roaring Forties further south than usual. Some high-pressure systems are also lower than normal, pushing the roaring forties toward the furious fifties.

This may slow progress toward Hobart as the fleet experiences more of a mixed bag of wind directions and strengths as Simon Curwen explains. The good news is that some of the intense low-pressure storms may also stay below their route to Hobart and later Cape Horn. Only time will tell, but sailing along the 40th parallel of latitude looks like a different ride this year.

2022 GGR Results (as of 3 December)

	Boat	DTF
1. Simon Curwen	Biscay 36	15,514
2. Kirsten Neuschäfer	Cape George 36	16,175
3. Abhilash Tomy	Rustler 36	16,455
4. Michael Guggenberge	Biscay 36	16,904
5. Jeremy Bagshaw	OE32	17,268
6. Ian Herbert Jones	Tradewind 35	18,616
7. Elliott Smith	Gale Force 34	18,743
8. Guy Waites	Tradewind 35	19,777
9. Arnaud Gaist	Barbican 33	20,307
Tapio Lehtinen	Gaia 36	Retired
Pat Lawless	Saga 36	Retired
Mark Sinclair	Lello 34	Retired
Guy DeBoer	Tashiba 36	Retired
Ertan Beskardes	Rustler 36	Retired
Ed Walentynowicz	Rustler 36	Retired
Damien Guillou	Rustler 36	Retired

MAINE DMR NEWS

Continued from Page 13

of Atlantic salmon that spawn in the favorable habitat of the East Branch.

“The East Branch of the Penobscot has lots of high-quality habitat for Atlantic salmon, but mortality in both the marine and freshwater environments prevents many from reaching it,” said Department of Marine Resources (DMR) Scientist and project lead Danielle Frechette, Ph.D.

“One of the best ways to help Atlantic salmon move towards recovery is to have more adults spawning in this high quality, but largely vacant habitat.”

Atlantic salmon migrate in the spring from the rivers where they were born to waters off West Greenland where they will spend one or two winters maturing at sea. The adults migrate back to their natal rivers to reproduce in nearly the same spot where they were born.

It is estimated that 100,000 Atlantic salmon once made the annual spawning migration back to the Penobscot River. However, dams, log drives, pollution, and overfishing combined to bring Atlantic salmon to the brink of extinction.

Frechette explained that poor survival in the ocean has made the problem worse and is a key hurdle on the road to recovery. “For Maine Atlantic salmon, the average survival at sea is less than a tenth of 1%, which means that more than 99% of the salmon that enter the ocean do not survive to make it back to Maine rivers to reproduce as adults.”

With funds from a NOAA Section 6 Species Recovery Grant and a US Fish and

Wildlife Service Recovery Challenge Grant, DMR and partners including the University of Maine’s Center for Cooperative Aquaculture Research (CCAR), Cooke Aquaculture USA, US Fish and Wildlife Service (USFWS), NOAA Fisheries, and the Penobscot Indian Nation, launched an effort in 2019 to help increase the number of adult salmon available to spawn in Maine rivers.

Dubbed the “Salmon for Maine’s Rivers Program,” the project is designed to allow salmon to avoid the high mortality at dams and at sea by raising them in captivity to the mature, adult stage. “Raising them to maturity in aquaculture pens is critical to the success of this program,” said Frechette. “The ability to rear salmon in saltwater while protecting them from the hazards that they would encounter in the wild ensures more spawning adults in the Penobscot than we would otherwise see.”

In 2020, adult salmon that returned to the Penobscot River were collected and taken to the USFWS Craig Brook National Fish Hatchery to spawn. Their offspring were transferred to Green Lake National Fish hatchery where they were raised to the smolt stage, which is the life stage at which young salmon migrate to the ocean.

In May 2021, in collaboration with USFWS, DMR transferred smolts from Green Lake National Fish Hatchery to saltwater tanks in the recirculating aquaculture system at the CCAR facility in Franklin. “The CCAR staff’s expertise and facilities were key to moving this project forward,” said

Continued on Page 23

U. S. NAVY NEWS

Continued from Page 19

anywhere else on the planet.”

As of November 2022, women sailors are assigned to 28 operational submarine crews. Based on overall retention rates and high accession source interest, the Submarine Force plans to integrate 33 submarine crews by 2030.

Navy Accepts Delivery of Future USS Lenah Sutcliffe Higbee From Team Ships Public Affairs 01 December 2022

PASCAGOULA, Miss. – The Navy accepted delivery of the future guided missile destroyer USS Lenah Sutcliffe Higbee (DDG 123) from Huntington Ingalls Industries’ (HII) Ingalls shipbuilding division, Nov. 30.

Accepting delivery of DDG 123 represents the official transfer of the ship from the shipbuilder to the Navy. Prior to delivery, the ship conducted a series of at-sea and pier-side trials to demonstrate its material and operational readiness.

The ship’s namesake, Lenah Sutcliffe Higbee, served as the second Superintendent of the Navy Nurse Corps from 1911 to 1922 and was the first woman to receive the Navy Cross for distinguished service in the line of her profession and devotion to duty. When she entered naval service in 1908, she was one of the first 20 women to join the newly

established Navy Nurse Corps and contributed her nursing skills to the Navy during the First World War.

“The program is proud to lead the construction and delivery of Lenah Sutcliffe Higbee. Our industry partners have delivered another highly capable ship that will provide our Sailors and Nation with warfighting lethality for decades to come,” said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office (PEO) Ships. “The delivery of this ship comes at a critical time to the Nation and will further strengthen the Navy’s Surface Fleet.”

DDG 123 is a Flight IIA destroyer, equipped with the Aegis Combat System Baseline 9C2. This system delivers quick reaction time, high firepower, and increased electronic countermeasures capability against a variety of threats.

In addition to Lenah Sutcliffe Higbee, HII’s Pascagoula shipyard is also currently in production on future destroyers Jack H. Lucas (DDG 125), Ted Stevens (DDG 128), Jeremiah Denton (DDG 129), and George M. McNeal (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, special mission and support ships, and boats and craft.

80th Atlantic States Marine Fisheries Commission Annual Meeting

Continued from Page 1

Board (Board) met to consider a number of items: (1) an update on ongoing litigation related to the take of North Atlantic Right whales in the American lobster fishery; (2) the annual data update of American lobster indices; (3) next steps on Draft Addendum XXVII on increasing protection of spawning stock biomass of the Gulf of Maine/ Georges Bank (GOM/GBK) stock; (4) an update on the implementation of American Lobster Addendum XXIX and Jonah Crab Addendum IV; (5) a progress update on the Jonah crab benchmark stock assessment; and (6) Fishery Management Plan (FMP) Reviews for the 2021 fishing year.

NOAA Fisheries provided an update on the status of ongoing court cases regarding the take of North Atlantic right whales in the American lobster fishery, including the case brought by the Center for Biological Diversity and several other environmental organizations versus Secretary Raimondo and the Maine Lobstermen's Association. In this case, the Court held that aspects of the 2021 Biological Opinion and the 2021 Final Rule violated requirements of the Endangered Species Act and the Marine Mammal Protection Act (MMPA). The parties have all submitted their written briefs over the past two months.

The Court has scheduled a hearing for Thursday, November 10th in which the parties will be able to make oral arguments. The Court will then be in position to issue its remedy order, which is expected to occur in the coming weeks before the end of the year.

The 2020 American Lobster Stock Assessment recommended an annual data update process to allow the Board to more closely monitor changes in stock abundance between stock assessments. The objective of this process is to present information, including any potentially concerning trends, that could indicate a need for additional research or consideration of management changes. Young-of-year (YOY) settlement indicators, trawl survey indicators, and ventless trap survey (VTS) sex-specific abundance indices were updated through 2021 and provide insights to future stock conditions. Generally, the GOM stock indicators show declines from the time series highs observed in the stock assessment. GBK indicators, which do not include YOY or VTS indicators, show conditions similar to those included in the stock assessment. The Southern New England indicators show continued unfavorable conditions, with some further signs of decline since the stock assessment.

The Board discussed next steps in the development of Draft Addendum XXVII

on increasing protection of spawning stock biomass of the GOM/GBK stock. In January 2022, the Board approved the Draft Addendum for public comment; however, the Interstate Fisheries Management Program Policy Board postponed public hearings to allow additional time for the Board to consider pending information on stock condition and right whales risk reduction measures. In August, the Board further delayed hearings and tasked the Plan Development Team (PDT) to provide guidance on the impacts of the proposed management measures under the Magnuson-Stevens Act, which prohibits the import and sale of lobsters smaller than the Commission's lowest minimum possession limit. Staff reviewed the management options and provided an update to the proposed trigger index that would be used to trigger implementation of gauge size changes in the GOM/GBK stock management areas. The 2021 index value is 0.765, which represents a 23% decline in the index, and surpasses the first two trigger levels proposed in the document. After considering the updated trigger index proposed in the draft addendum, the Board rescinded the approval of Draft Addendum XXVII for public comment in order to make changes to the options within the document. The Board and directed the PDT to modify (1) the proposed options to include a single trigger level which falls within a 30% to 45% decline in the trigger index, and (2) the implementation years for scheduled gauge and vent size changes. The Board will consider approval of Draft Addendum XXVII for public comment at its next meeting.

Staff gave an update on the implementation of American Lobster Addendum XXIX and Jonah Crab Addendum IV, which establish electronic tracking requirements for federally-permitted vessels in both fisheries. A Work Group comprised of state and federal partners was convened to develop a request for quotes from vessel tracking device manufacturers, which was released in the fall of 2020. Five applications for type approval were received and the Work Group is in the process of evaluating the devices for approval. ACCSP completed the SAFIS API for tracking data submission and is developing the application for viewing vessel tracks and monitoring vessel compliance.

Staff provided a progress update on the benchmark stock assessment for Jonah crab. The assessment data workshop was held in June 2022, and the assessment methods workshop was held in early October 2022. At this workshop, the Stock Assessment Subcommittee continued development of potential stock indicators and discussed possible assessment methods. The assessment is scheduled for completion in the fall of 2023.

The Board will review and consider approval of the FMP Reviews for the 2021 fishing year for lobster and Jonah crab by email following the meeting. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to rescind the following two motions passed in August 2022 and January 2022 meetings, respectively:

- Move to postpone consideration of public hearings on Draft Addendum XXVII until the Annual Meeting to allow the Plan Development Team (PDT) time to address challenges raised by existing Magnuson-Stevens Act language regarding possession of lobsters smaller than the lowest minimum size limit specified in the American Lobster FMP. This could include language which differentiates harvest vs. possession limits to reduce impacts on dealers and processors. The Law Enforcement

Committee should also review new language that may be suggested by the PDT.

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

Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion approved by unanimous consent.

Move that the PDT simplify section 3.2 of Draft Addendum XXVII to the American Lobster FMP, by creating a single trigger level, that shall act as a backstop, protecting the stock from further declines. The PDT shall use the Technical Committee's trigger level recommendation (Sept 10, 2021 Memo to the Board), utilizing a three-year running average of the trigger index when it declines by 45% from the reference period.

Motion made by Mr. Keliher and seconded by Mr. Abbott. Motion amended.

Motion to Amend: Move to amend the

Continued on Page 24

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MAINE DMR NEWS

Continued from Page 22

Frechette.

While hatchery spawned fish ensure a consistent supply of smolts, future plans call for salmon smolts captured in the wild to be used to stock the aquaculture pens. "Salmon spawned in the natural environment are better suited to survival in the wild because of natural selection," said Frechette.

On the day of the release, Cooke Aquaculture USA provided trucks to transport the salmon from CCAR to the East Branch. "Cooke's experience safely transporting and handling live salmon and working on wild salmon recovery programs ensured the health of all the fish during the long, three-hour trip north," said Frechette.

With volunteers and partners helping, the fish were offloaded from oxygenated tanks by way of a long tube that extended

directly into the river. "It was great to see the salmon as they entered the river and began what we hope is a long and safe journey," said Frechette.

Biologists from DMR and the U.S. Geological Survey Cooperative Research Unit at the University of Maine will track the released salmon as they spawn and make their way out to the ocean, using a combination of canoe surveys to look for redds, which are nests where salmon deposit eggs, and acoustic telemetry to track tagged salmon among those released.

"Our goal with this project is to take a step toward restoration of this iconic, endangered species, and to explore how this novel approach, which includes the use of aquaculture to bypass the hazards in the freshwater and marine environment, can play a part in the success of this effort," said Frechette.

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80th Atlantic States Marine Fisheries Commission Annual Meeting

Continued from Page 23

percentage to a range of 30% to 45%. Motion made by Ms. Patterson and seconded by Mr. Reid. Motion passes with one abstention.

Main Motion as Amended: Move that the Plan Development Team simplify Section 3.2 of Draft Addendum XXVII to the American Lobster FMP, by creating a single trigger level, that shall act as a backstop, protecting the stock from further declines. The PDT shall use the Technical Committee's trigger level recommendation (Sept 10, 2021 Memo to the Board), utilizing a three-year running average of the trigger index when it declines by 30-45% from the reference period. Motion approved with one abstention.

Move to change the years in Issue 2 Option E to 2025 and 2027. Motion made by Mr. Keliher and seconded by Mr. Abbott. Motion approved with one abstention.

Atlantic Striped Bass Management Board

7 November

Atlantic Striped Bass Assessment Update Finds Resource No Longer Experiencing Overfishing but Remains Overfished Board Approves Draft Addendum I for Public Comment to Consider Voluntary Commercial Quota Transfers

The Commission's Atlantic Striped Bass Management Board reviewed the results of the 2022 Atlantic Striped Bass Stock Assessment Update, which indicates the resource is no longer experiencing overfishing but remains overfished relative to the updated biological reference points. Female spawning stock biomass (SSB) in 2021 was estimated at 143 million pounds, which is below the SSB threshold of 188 million pounds and below the SSB target of 235 million pounds. Total fishing mortality in 2021 was estimated at 0.14, which is below the updated fishing mortality threshold of 0.20 and below the updated fishing mortality target of 0.17.

The 2022 Assessment Update used the same model from the approved peer-reviewed 2018 Benchmark Stock Assessment. Data through 2021 were added to the model, and the model structure was adjusted for 2020-2021 to account for the regulation changes implemented through Addendum VI to Amendment 6. The assessment model was able to handle missing data due to COVID-19, but overall, COVID-19 increased uncertainty in the 2020 and 2021 data.

The 2022 Assessment Update also included short-term projections to determine the probability of SSB being at or above the SSB target by 2029, which is the stock rebuilding deadline. Under the current fishing mortality rate, there is a 78.6% chance the stock will be rebuilt by 2029, indicating a reduction in catch is not necessary at this time. The projections and the updated fishing mortality reference points took into account the period of low recruitment the stock has experienced in recent years.

"This 2022 assessment was the first check-in point for progress toward stock rebuilding by 2029," said Board Chair Marty Gary with the Potomac River Fisheries Commission. "It is extremely important that we continue to monitor fishery removals and conduct regular stock assessments to keep evaluating rebuilding progress and stay on track." The next stock assessment update is scheduled for 2024, and the Board will review the 2022 removals as soon as the data are available to evaluate whether catch remains at sustainable levels.

The Assessment Update will be available next week on the Commission's website at <http://www.asmf.org/species/at->

lantic-striped-bass under Stock Assessment Reports. An overview of the assessment is available at http://www.asmf.org/uploads/file/636967f9AtlStripedBassStockAssessmentOverview_2022.pdf.

Draft Addendum I

The Board also approved Draft Addendum I to Amendment 7 to the Interstate Fishery Management Plan for Atlantic Striped Bass for public comment. The Draft Addendum considers allowing for the voluntary transfer of striped bass commercial quota in the ocean region between states that have ocean quota.

The Board initiated Draft Addendum I in August 2021 after deciding that changes to the striped bass commercial quota system would not be considered during the ongoing development of Amendment 7. With the adoption of Amendment earlier this year, the Board re-initiated discussions on, and ultimately approved, Draft Addendum I for public comment to consider voluntary quota transfers which could provide some relief to states seeking additional quota. The Draft Addendum proposes a range of options that would permit voluntary transfers of commercial quota, including options based on stock status and options allowing the Board to set criteria for transfers on a regular basis.

The Draft Addendum will be posted to the website next week at <http://www.asmf.org/about-us/public-input>. A subsequent press release will provide the details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comment and consider final action on the addendum in February 2023 at the Commission's Winter Meeting in Arlington, VA.

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

Motions

Main Motion: Move to approve Draft Addendum I to amendment 7 to the Interstate Fishery Management Plan for public comment. Motion made by Mr. Clark and seconded by Mr. Geer. Motion amended.

Motion to Amend: Motion to amend to add "if the stock is overfished, apply a 5% conservation tax to address discrepancy that a pound of striped bass quota is not equal across all states." This would apply to options B and D. Motion made by Ms. Ware and seconded by Mr. Grout. Motion carries without objection.

Main Motion as Amended: Move to approve Draft Addendum I to amendment 7 to the interstate fisheries management plan for public comment, and add if the stock is overfished, apply a 5% conservation tax to address discrepancy that a pound of striped bass quota is not equal across all states. This would apply to options B and D. Motion passes without objection.

Move to approve Craig Poosikian representing Massachusetts to the Striped Bass Advisory Panel. Motion made by Mr. Kane and seconded by Dr. Davis. Motion passes without opposition.

Shad And River Herring Management Board

8 November

Meeting Summary

The Shad and River Herring Management Board met to consider updates to American shad habitat plans and Sustainable Fishery Management Plans (SFMPs), approve the Terms of Reference (TORs) and Stock Assessment Subcommittee (SAS) membership for the 2023 River Herring Benchmark Stock Assessment, and approve two nominations for the Advisory Panel (AP).

The Board considered an addition to the Massachusetts American Shad Habitat Plan to include the Taunton River. Under Amendment 3 to the FMP, all states and jurisdictions are required to develop habitat plans including information on habitat threats and restoration programs affecting American shad. The Taunton River addition was developed to begin a stocking project that aims to stock 20 million fish over the next six to eight years. In 2022, the first year of the plan, five million shad larvae were stocked. The Board approved the shad habitat plan, as presented.

The Board also considered updates to the Massachusetts and Maine SFMPs for River Herring. Amendments 2 and 3 to the Shad and River Herring FMP require all states and jurisdictions that have a commercial fishery to submit a SFMP for river herring and American shad, respectively. Plans are updated and reviewed by the Technical Committee every five years. The Massachusetts update included new information for the Nemasket River and added the Herring River to the plan. The Board approved the presented Massachusetts SFMP.

The Maine SFMP for River Herring includes an addendum, approved in 2019, that allows for three limited fisheries through 2024 with a scheduled review in 2022. The Board received a status update on the limited fisheries and approved them to continue as described in the addendum for the remainder of the five-year period, at which point the Board will consider allowing the permitted municipalities to continue under the Maine SFMP.

The Board approved the presented Draft TORs and SAS nominations for the 2023 River Herring Benchmark Stock Assessment. The assessment is scheduled to be presented to the Board at the Annual Meeting in October 2023.

Ben German and Jonathan Watson of the NOAA National Marine Fisheries Service Habitat and Ecosystem Services Division presented the River Herring Habitat Conservation Plan. The Plan was developed by the Atlantic Coast River Herring Collaborative Forum (River Herring Forum) who brings together river herring practitioners, managers, researchers, and community groups from across the species range to exchange information and the Commission is a member. The plan builds on a previous conservation plan developed through the River Herring Technical Expert Working Group in 2015 to include recent developments in river herring habitat conservation and provide recommendations for future methods to conserve and restore coastwide river herring populations. The final plan is scheduled to be published in late 2022 or early 2023.

The Board considered and approved the nomination of Paul Perra and Jerry Audet of Massachusetts to the Shad and River Herring Advisory Panel. For more information contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions

Move to approve the updated Shad Habitat Plan from MA as presented today. Motion made by Mr. Armstrong and seconded by Mr. Reid. Motion passes by unanimous consent.

Move to approve the updated River Herring Sustainable Fishery Management Plan from MA as presented today.

Motion made by Ms. Patterson and seconded by Mr. Train. Motion passes by unanimous consent. Move to approve the continuation of the provisional river herring fisheries as described in the addendum to the Maine river herring SFMP for the remainder of the five-year period ending in 2024, at which time the Technical Committee will

use the established sustainability criteria to evaluate if the municipalities may continue harvest under the SFMP. Motion made by Mr. Keliher and seconded by Dr. Rhodes. Motion passes by unanimous consent.

Move to approve the Stock Assessment Subcommittee and Terms of Reference for the 2023 Benchmark Stock Assessment as presented today. Motion made by Mr. Clark and seconded by Ms. Fegley. Motion passes by unanimous consent.

Move to approve the nominations of Paul Perra and Jerry Audet from Massachusetts to the Shad & River Herring Advisory Panel. Motion made by Ms. Patterson and seconded by Mr. Geer. Motion passes by unanimous consent.

Coastal Pelagics Management Board

8 November

Meeting Summary

The Coastal Pelagics Management Board met to receive an update on the 2022 stock assessment for Spanish mackerel; receive an update on differences between the Interstate and Federal Fishery Management Plans (FMPs) for Spanish mackerel; and review state compliance and FMP Reviews for the 2021 fishing year for Spanish mackerel and Atlantic cobia.

The Board received an update from the South Atlantic Fishery Management Council (SAFMC) on the status of the 2022 stock assessment for Spanish mackerel (SEDAR 78). SEDAR 78 is an operational (i.e., update) assessment for Atlantic Spanish mackerel with terminal year 2020. The SAFMC's Scientific and Statistical Committee (SSC) reviewed SEDAR 78 in August 2022 and noted several concerns regarding data and model fit. Additional model runs were conducted in October 2022 using revised MRIP shore-based landings estimates, but there continue to be SSC concerns.

The SSC created a working group to develop terms of reference for assessment revisions, and a revised assessment is scheduled for completion in April 2023. At that time, the SSC will determine whether the revised assessment should be used to inform management recommendations. Potential management action by the SAFMC is on hold until the assessment concerns are resolved and the acceptable biological catch (ABC) is updated to reflect current MRIP estimates (based on the Fishing Effort Survey).

The Board also received an update on differences between the Interstate FMP and the federal Coastal Migratory Pelagics FMP for Spanish mackerel. The last update to the Interstate FMP was the Omnibus Amendment (2011) and its Addendum I for Spanish Mackerel (2013). Differences between the Interstate and Federal FMPs exist in terms of commercial management zones, commercial trip limits and closures, allowable gears, recreational season, and recreational accountability measures. The Board initially discussed this in February 2020, and postponed considering action to address the differences until completion of the 2022 stock assessment for Spanish mackerel.

During the Spanish mackerel discussions, the Board agreed to hold off on any potential management action for state waters, including addressing differences between the FMPs, until the revised assessment is complete and the SAFMC determines what management action, if any, may be considered for federal waters. The Board also agreed to form a Spanish Mackerel Technical Committee to be prepared for any tasks following the revised stock assessment. In the interim, ASMFC staff will work with the States to compile information on each

80th Atlantic States Marine Fisheries Commission Annual Meeting

state's fisheries to provide the Board with a profile on Spanish mackerel fisheries along the coast, including growing fisheries at the northern end of the management unit.

The Board reviewed state compliance and FMP Reviews for the 2021 fishing year for both Spanish mackerel and Atlantic cobia. For Spanish mackerel, all states' regulations were found to be consistent with the FMP, and the Board approved all de minimis status for Rhode Island, New Jersey, and Delaware. For Atlantic cobia, all states' regulations were found to be consistent with the FMP, and the Board approved all de minimis requests from Rhode Island, New Jersey, Delaware, Maryland, Georgia, and Florida. The Cobia Plan Review Team (PRT) noted multiple states could exceed cobia de minimis thresholds over the next few years, which would require additional states to implement in-season monitoring of commercial landings and require state-specific recreational harvest targets to be re-calculated to incorporate additional states. Additionally, the current state-by-state allocation of recreational quota is based on landings data through only 2015, which may need to be updated to reflect more recent years. During the upcoming development of 2024 specifications, the Board can consider these potential updates to state recreational harvest targets.

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

Motions

Move to approve the Spanish Mackerel FMP Review for the 2021 fishing year, state compliance reports, and de minimis requests for Rhode Island, New Jersey, and Delaware. Motion made by Ms. Fegley and seconded by Mr. Haymans. Motion approved by unanimous consent.

Move to approve the Atlantic Cobia FMP Review for the 2021 fishing year, state compliance reports, and de minimis requests for Rhode Island, New Jersey, Delaware, Maryland, Georgia, and Florida. Motion made by Mr. Haymans and seconded by Mr. Bell. Motion approved by unanimous consent.

Atlantic Coastal Fish Habitat Partnership Steering Committee

8-10 November

Meeting Summary

The Atlantic Coastal Fish Habitat Partnership (ACFHP) Steering Committee received a presentation from The Nature Conservancy on recent habitat restoration projects in New Jersey, many of which were partially funded by ACFHP. The Committee discussed the transition plan over the next few months as a new director is hired. The rest of the time was spent on strategic and action planning for next five-year strategic plan and two-year action plan. The Steering Committee welcomed new members Robert Atwood (NH Fish and Game) and Eric Schneider (RI DEM).

Executive Committee

9 November

Meeting Summary

The Executive Committee (Committee) met to discuss several issues, including the FY22 Audit; CARES Update, the Draft De Minimis Policy; North Atlantic right whale spending strategy; Conservation Equivalency Process; potential stipend for Legislative and Governor-appointed Commissioners; a draft letter in support of the Reinvesting in Shoreline Economies and Ecosystems Act of 2021 (RISEE); and future annual meetings update. The following action items resulted from the Committee's discussions.

- The Executive Committee reviewed

and approved the FY22 Audit, as recommended by the Administrative Oversight Committee.

- Staff provided an update on the balances in the CARES Act and Consolidated Appropriations Act (CAA) cooperative agreements. In CARES, there is projected to be about \$55,000 unspent, which the Commission will ask to re-budget to overhead for the Commission. In CAA, there is projected to be roughly \$5 million remaining that will be available to states that need additional funds. Staff will prepare a spreadsheet for the Executive Committee outlining the proposed re-allocation.

- The Committee reviewed the Draft De Minimis Policy and approved it for consideration by the ISFMP Policy Board.

- Staff presented a proposed spreadsheet for allocation of the North Atlantic right whale funds. The Committee discussed the spending strategy and agreed to the proposed allocation. The four northern states will develop individual spend plans and staff will work with the states from Connecticut through Maryland to develop and submit one combined spend plan. NOAA noted they are ready to review the spend plans and plan to turn them around within one to two weeks after submission.

- The Committee reviewed the proposed Conservation Equivalency Process, and approved it for Management & Science Committee review.

- A Committee member raised the question of providing a stipend to the Legislative and Governor Appointee Commissioners for their volunteer service to the Commission. The suggestion focused on providing stipends for participation in meetings beyond the four quarterly meeting weeks and joint meetings with the Mid-Atlantic Council, noting this work is more than should be required of a volunteer. Staff was directed to look at the Council process and develop proposed options for review at a future Committee meeting.

- Staff presented a letter drafted in support of RISEE, noting if passed, 37.5% of the money generated through off-shore energy would be dedicated to the states and 12.5% will also be available through competitive grants. The Committee approved the letter of support to be forwarded to the ISFMP Policy Board for action.

- Staff presented the schedule for future annual meetings; 10/14-19/23 – Beaufort, NC; 2024 – Maryland; 2025 – Delaware;

2026 – Rhode Island; 2027 – South Carolina; 2028 – Massachusetts; 2029 – Pennsylvania; and 2030 – Georgia.

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

Motions

On behalf of the Administrative Oversight Committee, move acceptance of the FY22 Audit. Motion made by Mr. Cimino. Motion passes unanimously.

Coastal Sharks Management Board

9 November

Meeting Summary

The Coastal Sharks Management Board met to consider a process to set 2023 specifications and review the Fishery Management Plan (FMP) Review and state compliance for the 2020 fishing year. Regarding specifications, NOAA Fisheries Highly Migratory Species Division published the proposed 2023 Atlantic shark specifications in September. The proposed rule includes a start date of January 1 for all shark management groups, with quota levels and possession limits remaining unchanged from 2022. The proposed initial 2023 possession limit for the aggregate large coastal sharks (LCS) other than sandbar is 55 sharks per vessel trip, and the initial possession limit for blacknose sharks is eight sharks per vessel trip. NOAA Fisheries may reduce the retention limits as needed to ensure the quotas are not exceeded. Upon the release of NOAA's final rule later this year, the Board will set the 2023 coastal shark specifications via an email vote.

The Board reviewed and approved the FMP Review and state compliance for the 2020 fishing year, as well as de minimis status for Massachusetts.

A Board member inquired about the process for adding rays to the list of species managed under the authority of the Commission. Concerns were raised regarding unregulated recreational harvest via bow-fishing within Delaware state waters. The Board agreed that more information on recreational and commercial harvest of rays, as well as any information on stock status should be gathered to help inform whether additional action should be taken. Once this information is gathered, it will be presented to the Board.

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

Motions

Move to approve the 2023 coastal sharks specifications via an email vote after NOAA Fisheries HMS Division publishes the final rule for the 2023 Atlantic Shark commercial fishing season. Motion made by Mr. Clark and seconded by Mr. Batsavage. Motion carries without objection.

Move to approve the Coastal Sharks FMP Review for the 2020 fishing year, state compliance reports, and the de minimis request from Massachusetts. Motion made by Ms. Meserve and seconded by Mr. Reid. Motion carries without objection.

Atlantic Menhaden Management Board
Atlantic Menhaden Board Sets 2023 TAC at 233,550 MT & Approves Addendum I to Address Commercial Allocations, Episodic Event Set Asides, and Incidental Catch/ Small-scale Fisheries

9 November

The Commission's Atlantic Menhaden Management Board set the 2023 total al-

Continued on Page 26

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80th Atlantic States Marine Fisheries Commission Annual Meeting

Continued from Page 25

lowable catch (TAC) at 233,550 mt, which is an approximate 20% increase from the 2021-2022 TAC based on the positive stock status of the resource under ecological reference point-based management. According to Technical Committee analysis, this increase has a less than 40% probability of exceeding the target set by the ecological reference points (ERPs) adopted in 2020. Given the positive results of the 2022 Stock Assessment Update, the Board approved this modest increase to provide additional fishing opportunities, while maintaining a conservative risk level of exceeding the ERP target.

The Board also approved Addendum I to Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden. The Addendum changes the allocations for the commercial fishery. It creates a three-tiered system for minimum allocations to the states, with Pennsylvania receiving 0.01%; South Carolina, Georgia, Connecticut, Delaware, North Carolina, and Florida receiving 0.25%; and the remaining states continuing to receive a minimum of 0.5%. Furthermore, the Addendum allocates the remainder of the TAC, excluding the 1% reserved for the Episodic Event Set Aside (EESA) Program, on a state-by-state basis based on landings history of the fishery from 2018, 2019, and 2021. Regarding the Incidental Catch/Small-Scale Fishery (IC/SSF) provision, the Addendum codifies the ability for states to elect to divide their quotas into sectors, enabling individual sectors to enter into the provision at different times. Additionally, the Addendum removes purse seines as a permitted small-scale directed gear, thereby, prohibiting them from harvesting under the IC/SSF provision. Finally, the Addendum counts IC/SSF landings against the TAC and if IC/SSF landings cause the TAC to be exceeded, then the Board must take action to modify one or both of permitted gear types and trip limits under the provision.

The Board initiated Draft Addendum I in August 2021 in response to the recommendations of a Board Work Group charged with evaluating provisions of the current management program and providing strategies to refine those provisions. Under the

EESA Program, 1% of the TAC is reserved at the start of the fishing year and Northeastern states from Maine to New York who can demonstrate a large influx of menhaden and have caught their state quota may apply to harvest during the event to reduce discards and prevent fish kills. Additionally, after a state quota allocation is met, the state may enter into the IC/SSF provision where certain small-scale directed gears and non-directed gears may continue to harvest menhaden at a reduced trip limit.

Table 1. Addendum I Atlantic Menhaden Allocations*

State	Allocation (%)
ME	4.80%
NH	1.19%
MA	2.12%
RI	0.81%
CT	0.33%
NY	0.86%
NJ	11.00%
PA	0.01%
DE	0.27%
MD	1.17%
PRFC	1.09%
VA	75.20%
NC	0.37%
SC	0.25%
GA	0.25%
FL	0.29%
TOTAL	100.00%

* Note: Allocation percentages shown here are rounded for clarity, quotas will be based on unrounded percentages values.

Since Amendment 3 was adopted in 2017, the EESA and IC/SSF provisions have been impacted by recent trends in landings. The impacts have been most notable in New England, where states rely on the EESA to

keep their commercial fisheries open while working to secure quota transfers. An increasing abundance of menhaden in New England has led to a rise in landings under the IC/SSF provision once commercial quotas have been met. Addendum I aligns state quotas with recent landings and resource availability while maintaining access to the resource for all states, reduce dependence on quota transfers, and minimizing regulatory discards.

The new TAC and allocations are effective January 1, 2023; all remaining measures will become effective May 1, 2023. States implementation plans must be submitted by January 1, 2023 for Board review at the Winter Meeting. The Addendum will be available by the end of November on the Commission website at <http://www.asmfc.org/species/atlantic-menhaden> under Management Plans and FMP Reviews.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, at jboyle@asmfc.org or 703.842.0740.

Motions

Main Motion: Move to set the total allowable catch for 2023 through 2025 at 259,500 MT. Motion made by Mr. Clark and seconded by Mr. Geer. Motion amended.

Motion to Amend: Motion to amend to replace 259,500 MT with 233,550 MT. Motion made by Ms. Ware and seconded by Ms. Patterson. Motion passes without objection.

Main Motion as Amended: Move to set the total allowable catch for 2023 through 2025 at 233,550 MT.

Motion to Amend: Move to amend to replace 233,550 with 213,840 MT. Motion made by Mr. LaFrance and seconded by Dr. Colden. Motion fails (5 in favor, 13 opposed).

Main Motion as Amended: Move to set the total allowable catch for 2023 through 2025 at 233,550 MT.

Motion to Amend: Move to amend to replace 233,550 MT with 225,000 MT. Motion made by Ms. Fegley and seconded by Mr. Lustig. Motion fails (7 in favor, 11 opposed).

Main Motion as Amended: Move to set the total allowable catch for 2023 through 2025 at 233,550 MT. Motion carries unanimously.

Main Motion: Move to approve a modified version of Option B of Section 3.1.1 allocation. Step 1 so that the following states are at 0.25% PA, SC, GA, CT, DE, NC, FL and the remaining states will all receive a base allocation of 0.5% Motion made by Mr. Haymans and seconded by Mr. McDonough. Motion amended.

Motion to Amend: Motion to amend that Pennsylvania moves from 0.25% to 0.01% Motion made by Ms. Patterson and seconded Mr. Miller. Motion carries (12 in favor, 2 opposed, 1 null, 3 abstentions).

Main Motion as Amended: Move to approve a modified version of option B of section 3.1.1 allocation. Step 1 so that the following states are at 0.25% SC, GA, CT, DE, NC, FL; that PA is at 0.01%; and the remaining states will all receive a base allocation of 0.5%. Motion carries (15 in favor, 1 opposed, 2 abstentions).

Main Motion: Move to approve under Section 3.1.2 Timeframe Option 3A: Combination, sub-option 1: 25/75. Motion made by Mr. Clark and seconded by Mr. Geer.

Motion to Substitute: Move to substitute Option 4.B moving average: provision to limit states' moving average landings if total landings exceed the total allowable catch. Motion made by Ms. Ware and seconded by Ms. Patterson. Motion fails (8 in favor, 10 opposed).

Main Motion: Move to approve under

Section 3.1.2 Timeframe Option 3A: Combination, sub-option 1: 25/75. Motion made by Mr. Clark and seconded by Mr. Geer. Motion substituted.

Motion to Substitute: Move to substitute Option 2: 2018, 2019, and 2021. Motion made by Ms. Meserve and seconded by Mr. Gilmore. Motion passes (8 in favor, 7 opposed, 3 abstentions).

Main Motion as Substituted: Move to approve Section 3.1.2 Option 2: 2018, 2019, and 2021. Motion passes (12 in favor, 3 opposed, 3 abstentions).

Move to approve overage payback Option 2: Motion made by Ms. Meserve and seconded by Mr. Gilmore. Motion carries without objection.

Move to approve Option 1 (status quo) under Section 3.2.1. Motion made by Ms. Patterson and seconded by Mr. Cimino. Motion passes unanimously.

Move to approve under Section 3.3.1 Option 2 (States may split quota by sector/fishery/gear type). Motion made by Mr. Cimino and seconded by Mr. Geer. Motion carries unanimously.

Main Motion: Move to adopt Option 2 in Section 3.3.2 (No purse seines, all other small-scale and non-directed gears maintained). Motion made by Ms. Meserve and seconded by Ms. Fegley.

Motion to Substitute: Move to substitute to maintain purse seines in IC/SSF with a reduced trip limit of 4,000 lbs. for purse seines only. Motion made by Ms. Ware and seconded by Mr. Abbott. Motion tabled.

Move to table until after the Board addresses Section 3.3.4. Motion made by Mr. Nowalsky and seconded by Mr. Reid. Motion carries unanimously.

Move to approve under Section 3.3.3 Option 1 (status quo). Motion made by Mr. Gilmore and seconded by Mr. Clark. Motion passes unanimously.

Move to adopt Option 2A Sub-option 1 and Option 2B Sub-option 1 in Section 3.3.4 (to evaluate incidental catch and small-scale fishery landings annually against the coast-wide total allowable catch and to allow the modification of the daily trip limit and/or gear types included in the incidental catch/small-scale fisheries provision via Board action). Motion made by Dr. Colden and seconded by Mr. Grout. Motion carries unanimously.

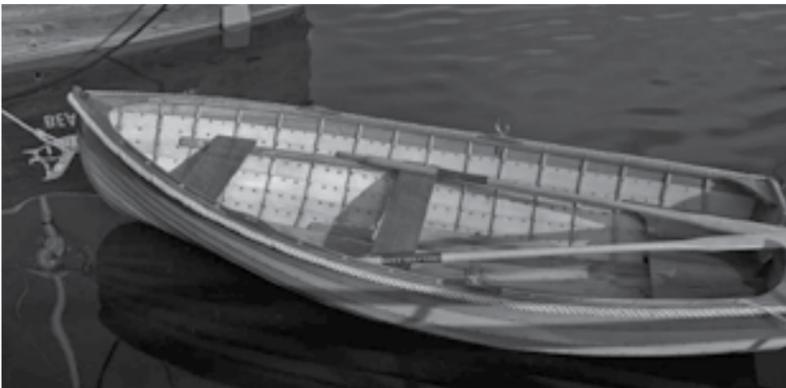
Main Motion: Move to adopt Option 2 in Section 3.3.2 (No purse seines, all other small-scale and non-directed gears maintained). Motion made by Ms. Meserve and seconded by Ms. Fegley.

Motion to Substitute: Move to substitute to maintain purse seines in IC/SSF with a reduced trip limit of 4,000 lbs. for purse seines only. Motion made by Ms. Ware and seconded by Mr. Abbott. Motion fails (5 in favor, 9 opposed, 3 abstentions, 1 null).

Main Motion: Move to adopt Option 2 in Section 3.3.2 (No purse seines, all other small-scale and non-directed gears maintained). Motion made by Ms. Meserve and seconded by Ms. Fegley. Motion passes (14 in favor, 1 opposed, 3 abstentions).

Move to approve the Addendum as modified today and have the allocations be effective January 1, 2023 and the remaining measures will be effective May 1, 2023. Implementation plans will be submitted by January 1, 2023 and reviewed by the Board at the Winter Meeting in 2023. Motion made by Ms. Patterson and seconded by Mr. Gilmore. Motion passes unanimously.

Editor's Note: Due to space issues some of the meetings were omitted. Please refer to the Atlantic States Marine Fisheries Commission's website for the complete meeting summary.



EFFORT AND ART

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mysticseaport.org/stories



MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

26 December
Page 8.

COMMERCE AND TRADE

Among recent charters are the following: bk. PAYSON TUCKER, Philadelphia to Cienfuegos and back, \$5. and port charges; brig H. B. CLEAVES, Philadelphia to Trinidad, coal and back with sugar 24c. for the round; sch. FANNIE J. BARTLETT, Baltimore to Portland, coal, \$1.15; sch. MARJORIE, Philadelphia to Boston, coal, \$1; sch. GEM, Round Pond to Charleston, fertilizer, \$1.50; bark EDMUND PHINNEY, New York to west coast South America general cargo private terms; bark A. C. WADE, Weymouth, Mass. to Pensacola, fertilizer, about \$1.70; brig SCREAMER, Boston to Port Spain, general cargo at private terms; sch. EDWARD STEWART, Maine to Trinidad, ice and lumber \$16; sch. ADDIE CHARLESTON, Trinidad to a port north of Hatteras, asphalt, \$25 and discharged; sch. GEO. W. JEWETT, Perth Amboy to Portland, coal, 75c; sch. RACE HORSE, New York to Portland, cement, 19c; sch. CHARLES DAVENPORT, Brunswick, Ga., to Boston, railroad ties, 16c.

The ocean freight market remains in a dull and generally unsatisfactory condition, though the volume of the week's transactions, is as large perhaps as could be expected, in consideration of the depression of foreign Exchange, the closeness of the money market and the proverbial indisposition to embark in fresh business enterprises, or to extend old ones, during the closing days of the year. A combination of adverse influences has forced freight rates down to about the lowest level they are likely to reach, yet there would appear to be little probability of a substantial reaction until some time after the turn of the year, when a revival of confidence and of business, reinforced possibly by pending fiscal legislation of a stimulating nature, will unquestionably quicken the currents of commerce, and thus naturally aid in the restoration of the carrying trade once more to a prosperous condition. Little or no change has taken place during the week in outward freights, but distant homeward business in some lines is improving a little. Coal freights in Australia are also doing a little better, which is some compensation for the wretchedly low rates current hence in that direction. California grain freights hold their own remarkably well, business there all through the year having been comparatively good, and in marked contrast with the depression of the grain trade from the Atlantic Coast.

THE FISHERIES

Mackerel importation's from Jan. 1 to date have been 73,443 bbls., against 38,168 in 1889, 30,256 in 1888, 51,109 in 1887, 51,737 in 1886 and 41,561 in 1885.

The Provincetown fresh fishing fleet, with a few exceptions, has hauled up for the season. The fleet consists of 42 sail, carrying from 12 to 22 men each. Eighteen of the fleet have stocked an aggregate of \$257,000, the remaining 24 about \$245,000, making a total of over \$500,000, the crews sharing on an average over \$400 a man. Several new vessels will be added to the fleet the coming season. No lives have been lost the past season or any amount of property.

Gloucester advices are that receipts of fish, as usual at this season of the year, are light, with prices well sustained. Trade is limited, but the outlet is favorable for the new year. about 60 sail of vessels have already sailed to engage in the provincial herring trade, and more are to follow. The weather at Newfoundland has been mild, so that herring could not be frozen, but several cargoes of salt herring are reported on the

way home. All the Grand bank cod fishermen are in, but about 50 sail are engaged in fresh halibut fishing. The receipts for the week have been 319,000 lbs. of codfish, 33,000 lbs. of fresh halibut, 75 bbls. of mackerel, 37 bbls. of spurling, 12,000 lbs. of haddock, 23,000 lbs. of pollock, 9,000 lbs. of cusk and 14,000 lbs. of hake.

The smelt and tom-cod fishing has commenced at Bucksport and some other places in the county, says the Ellsworth American. This fishing industry at Bucksport furnishes business for a large number during the winter, and there are some interesting facts connected with the manner in which the fish are taken. Holes are cut in the ice, and the nets weighted with lead and iron are let down within a few feet of the bed of the river. It is only on the change of tide and at night that the fish are running and the hauls must be made at this time. The sport is one that is indulged in by many simply for the fun and novelty connected with it and it is a common thing for these Bucksport fishermen to have with them for days at a time, gentlemen from the different cities who enter as heartily into the sport of fishing as do the men who follow it for a living.

Boston Fish Bureau reports are that receipts are light, the inevitable result of which is a light trade. Then this is the holiday season when the minds of the people are directed toward the purchasing of presents for which purpose the products of the sea are not heavily drawn upon. Yet many useful and valuable presents are the products of the sea. The great majority of the vessels now employed in the New England fisheries are engaged in the fresh cod and haddock and in the frozen and salt herring fishery. Owing to the continued stormy weather and dearth of bait, vessels employed in the fresh cod and haddock fishery have not been able to set their trawls, except in a few cases way off shore. In such cases the vessels have realized a very good price for their catch. The latest reports from the herring fishermen report plenty of herring several vessels having already secured full fares. The receipts of mackerel excepting 50 bbls. from Ireland and 27 bbls. from Gloucester the past week have all arrived from the Provinces. We quote prices from first hands as follows: N. S. mackerel plain and rimmed 2's \$16 per bbl; small 3's \$10.50 to \$11 per bbl; uncultured P. E. I. mackerel \$18 to \$20 per bbl; large dry bank cod \$5.50 to \$5.75 per qtl.; med. \$5 per qtl.; large pickled bank cod \$4.75 to \$5 per qtl.; medium \$4.25 to \$4.50 per qtl.; large shore cod \$5.50 to \$5.58 per qtl.; medium shore \$5.50 per qtl.; hake \$2 to \$2.50 per qtl.; haddock \$3 per qtl.; N. S. large split herring \$5.50 to \$6 per bbl.; med. \$3.50 per bbl.

SHIPBUILDING NOTES.

The frame for the new schooner in Carleton, Norwood & Co's yard, Rockport, is nearly all up. Work is progressing rapidly on the other schooner on the stocks and her masts are being raised.

The new four-masted schooner ELEAZER W. CLARK, was expected to be launched this week from William Rogers' yard in Bath. She is 937 tons and will be commanded by Capt. Frank Goodwin.

The fine lobster smack that has been building in Adams' yard, East Boothbay, for Capt. Gifford of Bristol, is about completed. She is 12.69 tons net and is named the COMIQUE. Elisha Conley has commenced to rig her.

The new schooner MARY E. LYNCH, was launched from the yard of her builder and owner, John Lynch, in Newcastle on Monday, Dec. 1. The launch was successful and the schooner is waiting in the ice for a thaw which Mr. Lynch expects in January.

Her measurement is 76 tons.

The new four-masted schooner, EBEN R. HAGGETT, 799 tons, built at Newcastle and commanded by Capt. Poole of Bristol, has loaded with ice for the south. Dea. Haggett, the builder, has got the vessel off his hands just in time to give his attention to the ice business, in which he is quite largely concerned.

C. & G. M. Hodgdon, of East Boothbay, have contracted to build a three masted schooner of about six hundred tons for Geo. F. Crandall and others of Newport, R. I. Jacob G. Fuller is drafting and making the moulds. The same firm are also repairing the sch. MARGARET LEONARD for James Parker, of Tremont, Maine.

It has been decided by Capt. S. H. Barbour not to finish the steamer, the frame for which has been partially made this winter. The ribs for the craft have been constructed and will probably be put in position and then the frame will be covered. It will then be left until another winter and finished so as to be launched a year from next spring.

The four-masted schooner LAURA C. ANDERSON is completed and was expected to be launched this week from the yard of the New England Shipbuilding Company, Bath. Her measurements are: Tonnage, 913; length, 185 feet; breadth, 38 feet; depth, 17.6 feet. Her frame is hard wood and hack. She is equipped with the Hyde steam hoisting and windlass gear and is an uncommonly strong and handsome carrier. The ANDERSON is owned by Capt. W. A. Anderson and others of New York and completes a coasting fleet of 12 schooners built by the Anderson brothers. She hails from New York.

The total cost of a fishing vessel per ton for hull and spars, carpenter's measurement, \$20 and \$22 for a vessel of about 100 tons. Fitted for sea with fishing supplies the cost is about \$10 per ton more. This is about the cost at other places. A leading ship owner of Yarmouth places the cost of ships of 1500 tons at from \$36 to \$38 all complete. At Annapolis prices for large vessels are somewhat higher. For vessels built of spruce, beech, birch and maple, ironed with galvanized iron, and copper fastened up to within two feet of loading line, and which would class 12 years in American Lloyds, the following cost prices are given: 200 registered tonnage, \$50 per ton; 300 to 400 tonnage, \$48; 400 to 800, \$45 to \$47; 800 to 1000, \$40 to \$42.

The three-masted schooner LAURA M. LUNT was to be launched this week from the yard of George A. Gilcrest, Rockland. Her dimensions are as follows: length of keel, (?); length of beam, 34.8; depth of hold, 12.4 feet. Her (?) 53.949 tons. She has one of the famous windlasses manufactured by Knowlton Bros., of Camden, steering gear made by the Edson Manufacturing Co., Boston, pumps from Knowlton's two with fly-wheel and one single, and two Knowlton capstans; also, a double winch on the mainmast and a gypsy on the mizen-mast. The vessel is owned by parties in Rockland, Newburyport, Mass., and New York. She hails from Rockland, John S. Case being managing owner. She is named in honor of Miss Laura M. Lunt, a niece of Capt. Charles Lunt of Newburyport, one of the owners. Capt. Chandler E. Peck is to command this fine schooner.

The three-masted schooner now rapidly nearing completion in the yard of Hon. J. B. Nutt at Perry has been named the VIATOR. Her dimensions are: Keel, 155 feet; breadth of beam 36.6 feet; depth, lower hold, 11.6 feet; 'tween decks, 5.6 feet, and she will register about 750 tons net, with a carrying capacity of some 1,500 tons. The vessel's keel, stem and sternposts and frame are of

Maine grown hard wood, top timbers of hackmatack, planking and most of ceiling yellow pine, with kelsons, sister kelsons, clamps, stauchcons and beams of the same, all thoroughly bolted and fastened. She will rate A 1 with a star for twelve years. Her spars are single sticks of Oregon pine, 93, 94 and 95 feet respectively, the foremast 27 inches and the other masts 26 in the partners; topmasts 56 feet long, bowsprit 18 feet out board, jibboom 17 and outer jibboom 12 feet, foreboom 44, main 43 and spanker 58 feet long. This vessel is one of the finest of her class ever built in Eastern Maine. She is owned by her builder, Capt. Laughton, who will command her and by Boston, New York and Philadelphia parties. She will cost when ready for use \$40,000 and will be ready for launching the last of this month.

Sanford Starrett, a veteran shipbuilder of Rockland, died in that city recently. He was born in the town of Warren, in 1813. He married and removed to Rockland, where he followed his trade as a ship joiner for some years, and then began in business for himself. The first vessel he constructed was the brig SUSAN SPOFFORD, which he built with his brother Cephas in 1842. She was 189 tons burthen. The third was the brig MARTHA SANGER, 188 tons burthen, built in 1845. In 1847, he built the brig TARTAR, 199 tons burthen. In 1848 he built the bark NOREMBEGA, 325 tons but then, and the H. H. KIMBALL, 283 tons burthen. In 1849 he built the brig EDGAR, 144 tons burthen; in 1850 he built the schooner CELESTIAL, 110 tons burthen; in 1851 he built the bark HARRIET SPALDING, 299 tons burthen; in 1852 he built the schooner LUCY AMES, 150 tons burthen, and the same year and in the same yard he built the schooner JANE INGRAHAM 148 tons burthen; in 1853 he built the schooner KATE HOLBROOK, 169 tons burthen, and the same year the bark ANGELIA BREWER, 422 tons burthen; in 1852 he built the ship CHARLES A. FARWELL, 1298 tons burthen; in 1855 he built the bark CAROLINE ELLEMS, 399 tons burthen; in 1859 he built the ship JENNIE BEALS, 1094 tons burthen, and in 1860 the schooner ADA AMES, 199 tons burthen; in 1862 he built the bark BRADFORD, 284 tons burthen, and in 1868 he built the bark NEW YORK, 366 tons burthen.

THE ICE CROP

An Estimate of the Respective Cut on the Kennebec

The icemen on the Kennebec expect to be at work running ice by New Year's day. Ballard of the Knickerbocker Company estimates the cut for the season as follows: Knickerbocker, Hallowell, 10,000; Kennebec, Maine, Hallowell, 5,000; A. Rich, Farmingdale, 40,000; Knickerbocker, Chelsea, 50,000; Farmingdale, 40,000; Randolph, 27,000; Haynes & Lawrence, Randolph, 12,000; Knickerbocker, Smithtown, 75,000; Great Falls, Pittston, 20,000; Independent, Pittston, 50,000; Great Falls, South Gardiner, 25,000; Consumers, Pittston, 25,000; Clark & Chaplin, Pittston, 30,000; E. D. Haley, South Gardiner, 25,000; B. F. Hamilton & Co. Pittston, 5,000; Knickerbockers, Dresden, 30,000; Iceboro, 45,000; Arthur Berry, Dresden, 30,000; Cochrane & Oler, Dresden, 50,000; Haynes & DeWitt, Iceboro, 75,000; C. E. Russell & Co., Richmond, 60,000; Morse Ice Company (all points), 100,000; Clark & Chaplin, Bowdoinham, 60,000; Pine Grove, 10,000; Total, 889,000

This, of course, falls several hundred tons short of the amount harvested last year. It is estimated that there is in the neighborhood of 20,000 tons of old ice now in houses on the river.

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POWER

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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, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



21' ZODIAC PRO 650, 2017. With Yamaha F150XB - 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$58,500. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.

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