

Maine Coastal News

Volume 36 Issue 2 February 2023 FREE

Maine Boatbuilders & Repairers Still Staying Busy



A 63-inch model of a wooden lobsterboat, built just like a real one, under construction by Willis Beal of Beals Island.

3 Blondes Boatworks
Harpswell, ME

I was visiting Hodgdon Yacht Services on Southport Island in November and saw this Mussel Ridge 46 lobster boat VESTA RENEE of Friendship hauled up looking well-used. She had keel damage and a hole at the top of the hauling side. I posted a photograph on Facebook and Joey Pinkham, owner of 3 Blondes Boatworks, wrote that he was going to repair her and that she was now sitting in a rented shop in Harpswell. When I visited, the crew was working on grinding the damaged fiberglass on the keel, which consisted of a small area on the bow and about 25 feet at the end of the keel. Joey added, “We have taken the engine out, as well as transmission, shaft, shaft log and the entire cap for the keel. All the layers that were peeled apart inside, we have ground that all out now. They had the lobster tank on top of that. Most of the cutting was in there. It took a while to get to it.” The engine, a 750-hp John Deere, has gone to Art Stanley in Owl’s Head and they will go through it before it goes back in. They still want to go through and make sure everything is good and then do some cosmetic work. They are hoping to have this project done the end of February so they can get the owner back out fishing.

Next, they have a 25 Terry Jason that will be coming in for a new top, trunk cabin

and rails. The current top was stick built and Willie Pinkham in Steuben is building them the new top and trunk cabin.

This project will be followed by a Five Islands 37. This hull did not come from the Bruno mould and then extended two feet. This boat was built using an old cement mould and is like the Repco 37. The problem was that this is a male mould so there is a lot of sanding to make the exterior smooth. This boat they are repowering, but they will also cut the deck back and remove all the old steel dragging gear as well as removing the bricks in the bilge.

This project will be followed by an MDI 45 out of Phippsburg. They were not sure how much work was to be done, but they thought the deck, fuel tanks, change the inside of the wheelhouse and add a day bunk.

The shop they are presently operating out of is called Heritage Marine, which they lease from the owner. Last year they worked on a boat here, where they added a tuna steering station in the cockpit. Joey is hoping to purchase some land on Route 1 in Waldoboro and build a new shop, but the deal has been held up. Joey loves fishing, but there is a lot of uncertainty with everything that has been going on in that industry. He pointed to the costs, the uncertainty and said that boatbuilding might offer him a good opportunity and he loves doing it.



A stern view of the wooden lobsterboat model being built by Willis Beal of Beals Island. Note the details especially the framing for the cabin top and the engine.

Atlantic Boat
Brooklin, ME

In the main shop they have a 20-year-old Duffy 26 Titan from Martha’s Vineyard Shipyard in for some drive train work. They have removed the old stuffing box system and are putting in a new shaft tube from Nautilus Marine and realigning everything. They will also re-bedding all the spray rails and some other minor maintenance items. Alex Loer said, “It is 20 years old and 80,000 miles under the keel. They couldn’t

be happier to have brought it back here.” She will be finished and out the door the end of January or the first week of February.

Another launch is on the floor of the main shop and ready to go. She is the third installment for the Boca Raton water taxis. They had just finished sea trials with Mack Boring and the Coast Guard, who both gave their stamp of approval. The only thing different on this one is that the railing system

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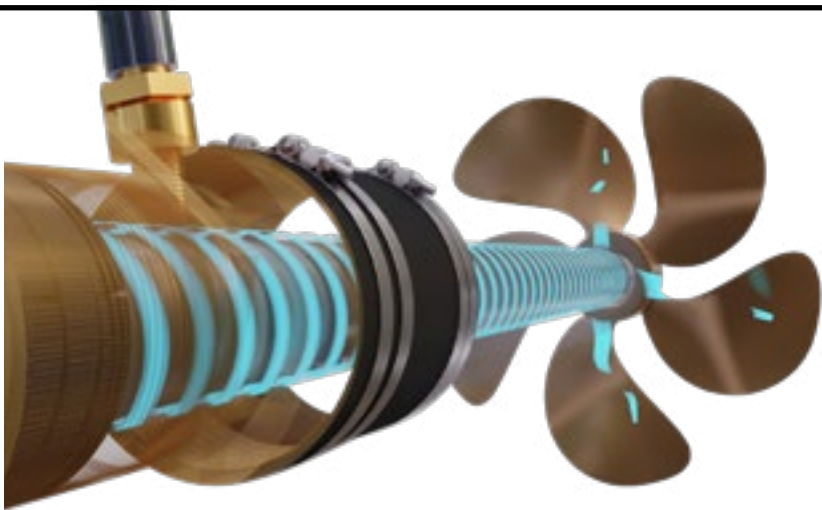
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Advertising Sales	Randy Nichols

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

MCN's Calendar

On-going Exhibits
Penobscot Marine Museum
Getting Our Bearings
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum
Cotton Town: Maine's Economic Connections to Slavery
Arthur Beaumont: Art of the Sea
Sustaining Maine's Waters
Shipwrecks & Salvage
Bath
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

23 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

30 Harpswell Lobster Boat Races
Harpswell

Publisher's Note

Early last summer the Maine Boatbuilder's Show was canceled for 2022. I made an inquiry as to if it was possible for me to take over the reins for 2023. I had some changes, but the main one was to do just a two day show in July, which the potential exhibitors I talked with liked for a variety of reasons. Following a couple of meetings with Portland Yacht Services (PYS) in mid-September I felt comfortable, not realizing that I had not analyzed the timeline correctly. Those at PYS figured I should have 30 exhibitors signed up by mid-November or it was not going to work. Between September and well into October we built, mainly Randy Nichols, an incredible mail and email list of potential exhibitors. These did not go out until November and I was behind the proverbial eight ball. The early pay deadline was 1 January and responses did not start coming in until mid-December. I then had Randy start calling potential exhibitors and by 20 December we had 16 solid yeses with checks in the mail and another 15 agreeing to come. I sent out an email to those involved in the show saying where we were and that this was going to work, but it needed more time. Unfortunately, right after New Year's I received an email saying that they at PYS had decided to cancel the show saying that I had not reached the 30 exhibitors in the timeframe agreed. I was hoping they would see that we were getting the exhibitors to sign up, but just needed more time to make it happen. I believe we should have emailed out the contracts in January with an early pay deadline of 1 March since the show was not happening until mid-July. The end of November and December are difficult due to the holidays. With a proper time, frame, I believe it would have worked and that was my mistake not looking at the logistics a little better. I also knew that the first year was not going to be easy. Portland is an ideal location, especially on the waterfront at PYS. I do not think anywhere to the east would work since it would be difficult getting people from southern New England, New York, and New Jersey to come up, especially if they wanted to do the trip in a day. I also needed to convince the boatbuilders to come, since that is the backbone of the show, and that was going to take some doing. We had a number who had signed up or agreed to. I also asked for help from different sources and this would have gained us more clout with potential exhibitors from their ranks. My whole reasoning for doing this was to help Maine Built Boats and the Maine Marine Trade Association. Both organizations always could use a little more revenue to make their life a little easier and I thought this could have work to their benefit. Unfortunately, I have no alternative, but to step away and let them cancel the show.


The week in between Christmas and New Year's I spend with my mother, since it is also her birthday, which this year was number 92. Ann and I also enjoy running through the antique and used bookstores

in the area. We took one day to make a run around Cape Cod visiting these shops since we had not done it for several years. The first shop we normally stop in is in Sandwich and it was closed for the holidays. I know that the antique business is not great since the younger generation does not like them but being closed when people from away are intown does not help either. I guess if I was running the numbers and saw that it was not profitable, and if help was a problem, it may not make sense to be open. However, Titcomb's Book Shop was next and they were open. I have always enjoyed visiting since the owners (Ralph and Nancy Titcomb) are from Maine, one from around Ellsworth and the other from the Houlton area. Unfortunately, Ralph passed away a few years ago. Formerly, this was a used bookstore and one that had a great collection of maritime books. Unfortunately, that has changed and they predominately deal with new books. Still a great place to stop. Working our way towards Wellfleet, we found one of our favorite antique stops closed for good. We made a number of stops at several antique stores and I was able to find some interesting books I just had to have. Once in Wellfleet we headed for Hyannis on Route 28 and found a few more shops open and a few more books I needed. The last stop was at Isaiah Thomas' used bookstore in Cotuit, which I had not visited in years, which I feel was a mistake. He has an excellent collection of used books on all sorts of subjects. Again, I found a couple I did not have that I certainly needed.

What was evident about this trip was the antique shops were disappearing, like everywhere else. I remember making runs on Route 4 in New Hampshire one what was termed Antique Alley. Many of those shops are gone too. I have always wondered if the antique market will rebound when families realize that their family antiques were much better quality than they garbage they build today. I also wonder how many will regret that they dumped their family antiques and if the next generation will try to find them again.

Yes, I am still doing the research, just inputting more and more information and boring many of those that read this part. I am trying to get Version #5 up online, but I need to get the name changes added to the List of Merchant Vessels (MVUS) for 1960. I have entered 20,000 of about 48,500 vessels, but fortunately not all had a name change. This should only take a week to do. Then I got all excited when I began working with the Custom House records that I had already transcribed. What I did was cut and paste each vessel into the list of vessels where they were built. This is making the lists of ships built by town more accurate but is also going to allow researchers to know where that information came from. The argument going on is whether the focus should be on Custom House records or the annuals, such as the MVUS. Unfortunately, I believe it is both.

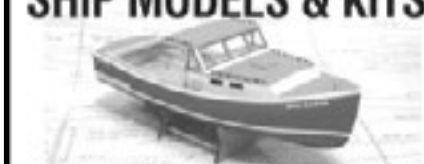
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Author Frederic Hill Releases Two Great Books

SEARSPORT – Families have very interesting dynamics and there is usually one or two, sometimes more, interesting characters within every family. Some gained the reputation by accomplishing good things in life and then there are those that went the other way. Most of us find it very interesting to see just how people moved themselves through life by the choices they make. Some are lucky and other challenged; it all can make for some very interesting reading.

Frederic Hill completed his second and third book on his family, which were both released in 2022. One is “A Flick of Sunshine,” which Fred said, “This is a non-fiction account of the life story of Will Jackson. He was my great uncle and the grandson of William Donnell Crooker who was one of the two brothers who owned the Crooker Shipyard in Bath in 1830-1855. A very successful shipyard, but it did fall on hard times, brotherly disrespect for each other, swindles and other troubles including the panic of 1857. Will at 21, without a shipyard to run, he signed on to a Sewall ship RAIN-ER, built by Arthur Sewall in 1883. It was taking 73,000 cases of kerosene from Philadelphia to Kobe, Japan. After a long voyage down the Atlantic and around the Cape of Good Hope and into the Indian Ocean they passed the volcano of Krakatoa which blew up not long before they sailed through that part of the Indian Ocean. They went around Australia and heading north and after they had landed at Norfolk Island for provisions, a former prison colony off Australia, Captain Morrison said, ‘We are all clear now,’ and 12 hours later they ran aground on a coral reef in the Marshall Islands called Ujae during the night of January 1st or 2nd 1884. The people onboard, which was about 28, captain, first mate Omar Humphrey who wrote a book called “Wreck of the RAINER,” his wife who was the captain’s daughter, Emma Morrison, and the others all piled as much provisions they could into the bow of the ship as it was breaking up on this coral reef. They spent a pretty horrible night because a lot of the islands were inhabited by cannibals so they had no idea what they were facing. In the morning out of the distance they could see a couple of outriggers with native people, pretty naked except for loin clothes and two outriggers coming towards them. They didn’t know what to expect. They did have 12 Springfield rifles onboard and so they were ready for anything. It turned out the native members of this Ujae Atoll were friendly. They obviously had some experience with people trading copra and other ingredients out there because they spoke a few words of English. Captain Morrison offered them some pipes and clothing and they took them back to the atoll. Will Jack-

son was the youngest person of the crew, 28. He was the lowest paid, but he helped rescue everybody. They were on those island for several months. The ship had broken up completely, but they were able to take a lot of things off it. This included some lumber and they built a schooner. With ten members of the crew and the captain they sailed 300 miles to another atoll, but a larger one by the name of Jaluit where there was a U. S. Consul. He was actually German, named Pfeiffer but he basically didn’t show much sympathy for them. He seized the schooner because they didn’t have any money and he refused to send help back to the island to rescue the other 15 or 18 people. Will Jackson ended up helping the captain get to Jaluit. He was appointed as head of the schooner and he ends up going back to the atoll leaving the captain in Jaluit and when he gets back he finds the head of the tribe there wearing a naval uniforms and he knows what has happened, the U. S Navy had heard about the shipwreck and sent a warship, USS ESSEX to the atoll and had taken off all of the other members of the crew. Will Jackson was stranded there another bunch of months and he eventually gets back to San Francisco but the book is basically about his life and I can’t tell you what the subtitle refers to. The subtitle of it is ‘The Remarkable Shipwrecked, Marooned, Maritime Adventures and Tragic Fate of an American Original’ you will have to read the book to find out what tragic fate refers to. But a few months later he was on another Sewall ship and was washed overboard rounding Cape Horn, he survived. He was hit by lightning. He survived five or six near-death experiences.

“That book, my son and I did was a marvelous experience for both of us,” said Fred. “My mother had given me the letter of Will Jackson, who was her uncle when I was in the Baltimore Sun’s office in Paris. I never got around to doing anything with them until I wrote the book on the Crooker shipyard. After that I began to realize that I should look into Will Jackson’s story. Meanwhile, my son and I had transcribed the letters because they were in pencil and beginning to fade. Alex in 7th or 8th grade published an essay on Will Jackson’s travels. He is still upset to this day that he got a B+ on the paper. He was based in San Francisco when we finally got around to doing the book and I was here in Maine. Between the two of us on the different coasts we were able to do the further research.

“The other book is Beyond the Tides, Classic Tales of Richard Matthews Hallett. Richard Matthews Hallett was one of the most successful prolific short-story writers for the Saturday Evening Post,” continued Fred. “He grew up in Bath, his father was a



The two newest books completes the trilogy of the Crooker family.

pharmacist, Anders Hallett and Anders Hallett married a Crooker. My mother was his cousin. He grew up reading about Will Jackson. His father moved to Cambridge, Massachusetts probably when Richard was about 10 or 12. This would have been the turn of the 20th century. Hallett went to Harvard and to Harvard Law School and graduated very high in both. He then became a clerk for Learned Hand one of the most famous jurors never to become a Supreme Justice. After the year as a clerk Richard said he was going to take the job at the New York law firm that he was offered after Harvard Law School. At the last minute, he decided, having read about Will Jackson, to go to Australia and see if he could get to the Marshall Islands. He took a ship owned by Standard Oil from New York to Sydney, Australia in 1910 or 1911. Had all kinds of adventures with a friend of his from Bath, Frank Hyde. They canoed across the country and went through the brush as far as Canberra. He worked in different jobs, from shearing sheep and cutting rock. Down on their luck in Melbourne,

he was able to borrow a typewriter and he wrote a series of stories and sold them to the Melbourne Herald for a princely sum. That got them out of hawk, and he then took a job on a steamship ORVIETO going from Sydney to London, still planning to go back to New York to work for the law firm. When he got to London, he wrote a short story based on having worked in the boiler room of the steamship, he titled it, “The Black Squad.” He mailed it off to the Saturday Evening Post which was one of the magazines of the day and forgot about it. He was in England for two or three more months and then decided he better go take that job at the law firm. He went back to the United States and when he got to Cambridge there was a letter from the Saturday Evening Post and the editor George Lorimer offered him \$250 for the story. \$250 in 1912 is worth \$7,500 today. Richard decided not to take the job at the law firm, sent them a telegram and said, I am going become a writer and adventurer.

Continued On Page 20

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PASSED OVER THE BAR: WALLSTROM, LUTHER, HALLETT, JOHNSON

**Robert Eskel Wallstrom
1934-2022**

Robert Eskel Wallstrom (Sr.) died November 5, 2022 at the Maine Veterans' Home in Scarborough, Maine. Bob was born to Hellen and Eskel Wallstrom in Greenwich, Connecticut on August 25, 1934. While in Connecticut, he was employed by the New England Telephone Co., the drafting room at Luders Marine Constructions Co., and Philip L. Rhodes and John Atkins, Jr., Naval Architects of New York City.

Bob was a veteran of the U. S. Army, entering service in 1953 and was stationed in Germany, a part of the army of occupation. He served in the Connecticut National Guard and the 2nd Howitzer Battalion of the 192nd Field Artillery as BN Communication NCO.

In 1969 he joined his friend Ted Brewer in Brooklin, Maine, where they operated a small craft naval architecture business, Brewer & Wallstrom. They designed many popular boats of the day including the Whitby 42, the Cabot 35, Ouyang 28 and 34, and the Olympic 47. He and Ted developed a home study course in yacht design called Yacht Design Institute with Bob as president. Bob and Ted ran this from 1969 to 1978. Bob was then joined by Bob Watkins and they developed the YDI schools achieved degree granting status and was later housed at the Maine Maritime Academy in Castine, Maine. In 1979 Bob began designing on his own.

Bob was a member of the Society of Naval Architects and Marine Engineers and an honorary life member of the National Association of Marine Surveyors, Inc. He was active in the marine surveying field for many years.

A life member of the Maine Fire Chiefs Association, Bob was active in firefighting and served in the volunteer fire departments of every town he lived in while a Maine res-

ident. He was chief officer in the Brooklin Fire Department. He served over 15 years in Brooklin and later as a volunteer with the Blue Hill, Fryeburg and Brownfield Fire Departments with a total length of service of 34 years.

Bob was an active target shooter and was most proud of placing in the President's Hundred at Camp Perry Ohio in 1961. Bob was a member of the Fryeburg Fish & Game.

Bob is survived by his wife Pat, son Robert and daughter-in-law Jennifer.



**Capt. Bradford Luther, Jr.
1929-2022**

FAIRHAVEN, MA/FORT LAUDERDALE, FL: Capt. Bradford W. Luther, Jr., 93, a resident of Fairhaven, MA and Fort Lauderdale, FL passed away 29 November 2022 at a health care facility in Florida. He was the husband of Lillian Ruth (Amaral) Luther.

Born in Fairhaven, son of Bradford W. and Elva (Fairbain) Luther. A WW II veteran of the US Coast Guard he was awarded the Victory Metal, having served lighthouse duty on an island off the Alaska coast, Air Sea Rescue vessel LEGARE, and discharged as an EM(TEL) Third Class. He joined the family as a teller at the National Bank of Fairhaven, but preferred police and fire fighting duties and soon became a permanent Fairhaven firefighter in 1953. He retired in 1979 from the fire department to devote full time to his business running

the Cuttyhunk Boat Lines, Inc. He and his wife operated the ferry ALERT for 13 years before retiring a second time to travel. They settled for the winters in Fort Lauderdale, FL enjoying their motor home on trips back and forth, north and south, each year.

During his years with the fire department, he pioneered the use of SCUBA, (self-contained underwater breathing apparatus) in the southern MA area. During his 26 years he participated in 97 body search & recovery incidents perfecting underwater search techniques. As President of the Fairhaven Whalers Skindiving Club, one with the largest roster of SCUBA divers in the state, he had many professional volunteers at his disposal. That club was one of the few in New England to rally for a national organization which came to pass in Boston, 1960. Today it has national recognition. Mr. Luther served as General Secretary of the Northeast Council of Skindivers, and of the first National Convention.

He put to use his talent for underwater work with the local boat yards and especially the vast fishing fleet of Fairhaven and New Bedford. A new concept was introduced to keep the fleet at sea through the use of divers. He also had a passion for shipwrecks along our coast and conducted research from his 32, 42 and later 60-foot vessel WRECK MASTER. Well over 150 submerged ships were found and enjoyed by many divers as a hobby. His diligence in locating lost vessels culminated in the discovery of the lost VINEYARD LIGHTSHIP #73 which disappeared in the 1944 hurricane with all hands. He had the advantage to work with Dr. Harold Edgerton of MIT who had developed the side-scan sonar and used it for the first time to locate the VINEYARD LIGHTSHIP. Luther's article on that discovery was reprinted in many foreign magazines. His books TEN YEARS AT TEN FATHOM and VANISHING FLEET were much in demand as SCUBA diving became popular. He was a 10-year contributor to SKIN DIVING magazine and a popular lecturer on the sport of SCUBA diving.

He is survived by his sister Eleanor Bradford Johansen of Mattapoisett. A niece Donna Bradford (Johansen) Goldman of Bethesda, Maryland and nephew Jon Benjamin Johansen, publisher of the Maine Coast News of Winterport, Maine.



**Merle Elwood Hallett
1928-2022**

VERO BEACH, Fla. – A life so rich, so full it is difficult to capture. An incredible voyage forever tucked away in the hearts of all who knew and loved him.

For 25 years as winter approached the shores of the Maine coast, Merle set sail south on the Wings of Time with his lifelong friend Dodge Morgan to the Caribbean. A dead run to a longer sun and calmer seas. In his lifetime, Merle would sail the world. As a child growing up on Munjoy Hill in Portland, he rented a little boat for 25 cents an hour and taught himself.

As much as he loved sailing, he loved music. For 26 years he played the acoustic bass professionally, forming his own band, the Star Makers.

He bought Handy Boat Yard in Falmouth in the late '60s. A yard he would develop into a major yacht destination complete with a restaurant, a chandlery, a repair yard, a sail loft and a mooring field of 300 boats. He always made the time to mentor the many young people who were drawn to the yard, hiring them to work in the restaurant and the dock store and drive the launches, providing three generations of youth with training and encouragement. One former employee said it best, "Merle was my role model, my friend, my teacher and mentor and as an adult, my inspiration. He was a legend."

To the larger community, Merle's contributions were many and notable. He co-founded the MS Regatta with his close friend, Dan Wellahan, raising over 3 million dollars for the National Multiple Sclerosis Society. He was President of the American Boat Builder's Association and the National Ensign Class. He sat on the Board of Directors of OPSail 2000, and the Storm Trysail Club. He was also on the Advisory Councils of the United States Coast Guard and of Pearson Yachts and was awarded the title of Director Emeritus of the Gulf of Maine Ocean Racing Association for his many years of dedication to the sport. Merle also was named a Paul Harris Fellow by the International Rotary Foundation.

As Merle grew Handy Boat Yard so did his reputation as a racing sailor grow. He won both national and international trophies. One of the first was the 1972 National Ensign Championship followed by first in his class in the Bermuda Race and then the Transpac. After that, winning a series of offshore races from the Monhegan Race to the Yarmouth Cup to Maxie Regattas in Europe on Kialoa as well as the PHRF New England Championship and first in the Block Island Race Week in 1985, Merle received the Yachtsman of the Year award in 1986. He was inducted into the Maine Sports Hall of Fame in 2021.

Whenever possible, he loved having his wife Barbara and one or more of his children aboard. He named all his racing boats Scar-amouche after the character in the French novel who was "born with the gift of laughter and a sense that the world was mad".

He lived and worked by a strict code "perfect is good enough" "he often said quoting his friend Ronnie Butland. Merle lived what he loved. He said that after he bought the boat yard, he never worked a day in his life. His life touched so many others and all benefited from his warmth, wisdom and great generosity.

He once told a reporter that if he could spend the day with anyone of his choosing, it would be his father and he would spend the day listening.

He held memberships in the Cruising Club of America, the Storm Trysail Club, the Portland Yacht Club and the Centerboard Club.

Merle Hallett died at his home in Vero Beach, FL on Dec. 13, 2022. He was 94 years old.


His wife, best friend, and first mate, Barbara Hallett, and his children, Cindy, Jay, Connie, Richard and Will all share the great gift of his life.

For Merle, a grand new voyage on a calm and peaceful sea has just begun.

A celebration of his life will be held in Maine in the Summer of 2023.

Continued on Page 7

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Golden Globe Race 2022 Update

Arnaud Gaist out of the GGR! Broken sextants and time take their toll!
9 December 2022

The Golden Globe Race fleet is stretched 5000 miles across the Southern Ocean and is not short of stories. Just nine sailors are still bound for Les Sables d'Olonne in France and they are not even halfway! The weather, as much as it has been frustrating and even slow for the sailors, is not bringing the usual intense Southern Ocean storms and that is a good thing. The two months delay starting this edition was obviously a good decision, but then getting around Cape Horn before the end of March 2023 and the "Hobart Gate" closing on the 31st of January for slow entrants is a whole new threat! The Golden Globe is full of challenges. It is hard to get to the start and even harder to make the finish.

Arnaud Gaist (FRA) has been plagued by rigging issues over the past few weeks and now, on top, also with barnacles. He has given up! Today he is 200 m out of Saint Helena. He officially notified GGR control that he is retiring from the race and is heading north, unable to sail to windward. It took a long, frustrating and depressing time to make the decision but now that it's done he feels relaxed. After three years of planning and preparation it is a hard decision to make. With another 150 days of food on board, he is planning to head eventually to the Caribbean

and then on to Les Sables d'Olonne once Hermes Phoning is back in shape.

The second remaining GGR skipper In the Atlantic, Guy Waites (GBR), is 200 miles from Cape town and has been posting surprisingly good speeds with his barnacle infested Tradewind Sagarmatha. He should make landfall Sunday night or Monday. He will slip the boat, scrape the Barnacles and paint the bottom and could set sail a few days later. But will he? He will be a Chichester one stop sailor because of the stop. He has some serious decisions to make with Hobart about 6000 miles away through the Southern Ocean and only 47 days to get there before the Gate shuts! That is averaging 128 Miles a day on a direct course? As a Chichester sailor missing the gate you are no longer in the GGR. He said he will make no decisions until he is ready to set sail and is focused on doing that as soon as possible.

Is the modern-day Bernard Moitessier a young American sailor?

Trailing at the back in the Southern Indian Ocean, 27 year old Elliott Smith (USA) has faced a lot over the last 17 days, when he decided to turn back towards False Bay after his bowsprit failed. In total Bernard Moitessier fashion, who repaired the bent bowsprit of his Joshua during the 1968 GGR, Elliott has spared no energy or creativity to repair and strengthen his own, unassisted, on Second Wind.



Kirsten Neuschafer leaving Tasmania photo stop.

Since then, he has struggled heading east towards Hobart with strong headwinds, calms and then one violent storm he found exhilarating. He has faced more onboard challenges, including his Hydrovane set up. Both the bronze fitting that links the securing lines to hold the tiller stationary and a bolt on the actual unit came loose. His mainsail slides are failing and he has been swapping slides from his older main to replace them, but is about to run out.

Finally, his main sextant got broken. The failure of a small plastic shaft has made the micrometre drum inoperable as it is free spinning. This is critical to the sextant operation. He has tried everything to fix it. Epoxy, super glue, a bolt gripping it, and more but so far to no avail. He has a spare EBCO Plastic sextant. Fellow entrant

Michael Guggenberger gave it to him during the race village in Les Sables d'Olonne and said 'Good Luck!'.

What would have been a frustrating experience only a few weeks back seems to leave the young American unfazed, and with more resources and fortitude, as well as a clear sense of why he is there and why he keeps sailing.

"I'm learning to let it go. I used to be so angry and frustrated at the weather, the boat and everything seemed to be breaking. The hydrovane was working loose right before the storm, my sextant broke, more slides out of the mainsail, and then dead calm... I just exhausted myself with anger, and thought, what am I getting angry at? Am I holding

Continued on Page 8

PASSED OVER THE BAR

Continued from Page 6.



Carlton Wilder Johnson
Seal Cove, Maine
1957-2022

Carlton Wilder Johnson passed away peacefully in his sleep on December 21, 2022. He was born on June 2, 1957, in Tremont, Maine, to the late Charles and Constance Johnson. He graduated from Mount Desert Island High School in 1975. Carlton was the owner of Redfern Boats and Upharbor Marina. After becoming a deep-sea diver at the Coastal School of Deep-Sea Diving in California, he returned to Maine and worked at the Hinckley Company for 13 years before starting his own boat business. His unique and incredible talent in woodworking built many beautiful boats throughout his career. He was an avid hunter and fisherman. Carlton was very active in his community. He volunteered for the local fire department for many years. He coached his kid's sports teams. Known as the Roots Controller, he hosted a reggae radio show on WERU called

the "Drive Thru" with a dedicated following of listeners. His humor was comedy gold. It was rare to see Carlton without one of his beloved Newfoundland dogs by his side. Carlton never met a stranger. He was always quick to lend a helping hand; you would most likely hear him say "wicked" and tell a story or two.

Carlton is preceded in death by his wife, Kathryn Walsh Johnson, who died six months prior. He is survived by his former wife, Rachel Hartley, and their two beloved children, Katie Hartley-Johnson of Lamoine, Alex Hartley-Johnson of Seal Cove, and granddaughter Emma Preston. He was a proud "Grampi." He is also survived by his bonus children and grandchildren: Marie Ericsson and her partner Andres Sedano and their son Quentin of Rockland, Laura Geisler and her husband, Ben, and their children Josie, Mae, Ivy, and Jack of Mahopac, N.Y., her son Liam King of Bar Harbor and her son Cameron King and his partner Crystal DaCosta of Verona Island. And his two brothers: Charles Johnson and his wife Frances, Curtis Johnson and his wife Yvonne, and many nieces and nephews.

A celebration of Carlton's life will be held in the Spring. Donations may be made in his memory to The Southwest Harbor/Tremont Ambulance Service, 26 Village Green Way, Southwest Harbor, ME 04679. The saying "to know him was to love him" really was true. Carlton had a life well lived. "Fair winds and following seas, captain. We have the watch."

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 Neuschafer on her journey to the 2022 Golden Globe Race, please go to <https://gofund.me/e92d7bd2>



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Golden Globe Race 2022 Update



Kirsten Neuschäfer takes a selfie while passing under Australia and New Zealand.

Continued from Page 7.

on to a position in the race that is totally arbitrary in the grand scheme of my life? I did not sail out to care about winning, I want to finish. (...) I dove into the cassettes, the music, and the messages that people left me on the cassettes caught me off-guard and I just had to let it go.(...) It's all good!" Elliott Smith.

Elliott, who shared his feelings in his last safety call, needs to find his pace with his reduced rig, and sailing Second Wind to her possibilities to make the Hobart Gate in time before it shuts on 31st of January 2023.

Simon Curwen (GBR) passed the eastern end of the exclusion zone on December 5th and dipped down to 45° S in order to find steadier and stronger westerlies, making most of his now 750 miles lead over Kirsten Neuschäfer (ZAF). A strategy that

has worked well for him although he got the best out of Clara in his last days along the no-go zone, slashing his personal best distance over 7 days on December 6 with 1143 miles (6,8 knots average) and his best distance in 24 hours on December 3rd at 175 nautical miles (7,3 knots average), equaling Michael Guggenberger (AUT) on the other Biscay 36 in the fleet. He reports everything is well onboard but he still has a chafing issue with his halyards. Every few days he must move the wear spot and swap them over to stop them failing but he feels good about everything.

Others have had very strong winds over the past week and made good use of it. Ian Herbert-Jones (GBR) told us of his close encounter with a very active weather front in his last call, and equally posted record mileage for the Tradewind 35 Puffin with 182nm in 24 hours.

He described watching extreme weather pass him by just a few miles away for hours as he drifted along in 10 kts of wind with everything up and then Bang! He was pinned on his side with Puffin laid flat and then began the biggest seas and winds he has ever seen. He wasn't worried, but he was scared.

Jeremy Bagshaw (ZAF), who is finally enjoying sailing a clean hull on Oleanna, has had his fair share of bad weather, often down to just a storm jib running before big seas. He still made excellent speeds all week, beating several times his personal 24 hours best, finally settling at 165 nm and 1022 nm over a week on December 6th. Welcome to the 1000 miles Club Jeremy!

Kirsten Neuschäfer (RSA) is living her dream and completely at one with her boat and the GGR and happy to be in it. She loves navigating with the sextant, not sailing with computers and screens everywhere and even without weather forecasts, instead having a feel for the weather. She continued to work hard in second place, racing against herself and at one point came to within a few hundred metres of the Southern Ocean Exclusion Zone and a potential time penalty before turning north.

The Exclusion Zone marks the southern limit for all entrants. It is established in consultation with the Maritime Rescue Coordination Centres in case an entrant is in distress. If they were too far south, it makes it extremely difficult to provide assets to an effective rescue. Very few ships transit the southern ocean and they rarely go south of 40° S latitude. The zone has thus been drawn at 44° S. Any entrant crossing that boundary suffers a three-hour time penalty for every hour inside the zone.

Kirsten broke the fleet's 7-day distance record, posting a whopping 1143,7 miles on December 1st! Doing so, she now holds all the records of the fleet including the 24-hours distance at 218,9 miles, and the 4-hour average speed at 9,8 knots! This enabled her to put 280 miles between her and third place entrant Abhilash Tomy (IND).

Abhilash Tomy (IND) reported a small issue with his Windpilot self steering system when the servo arm sheared which he was able to replace. He was happy to have exorcised his Southern Oceans devils, passing the Cape of Good Hope and the longitude of Cape Comorin (the southern tip of India) 3000 miles north with Bayanat. This was the area where he experienced the rollover, dismasting, serious back injury and rescue during the 2018 Golden Globe. He is happy to be covering new seas now and heading to Hobart.

For the first arrivals in Hobart the game is open regarding ETA's. The leading trio should make the gate in 2022, with Simon Curwen arriving around the 19th of December, followed by Kirsten Neuschäfer on Boxing Day, 26th of December, and Abhilash Tomy on the 30th. The famous Rolex Sydney Hobart Fleet will be arriving at the same time.

Tapio Lehtinen (FIN) Arrives HOME! He has been dropped off by the M.V. Darya Gayatri in Jakarta on December 6 at 2200 local time, 19 days after his rescue in the Southern Indian Ocean. He is scheduled to fly into Finland on Tuesday, 13 December, to a press conference answering questions about his experience. Kirsten will join the event via sat phone which will be shared to GGR Facebook Live. Tapio, who will be at the Auckland stopover of the www.Ocean-GlobeRace.com this time next year in the middle of his next circumnavigation, is looking forward to a white Christmas in Finland surrounded by his loving family. Captain Naveen Kumar Mehrotra and his crew are

resuming their route towards Rizhao which they will reach in late December.

Meanwhile Pat Lawless (IRL), who is delivering Ertan Beskardes' (GBR) Lazy Otter back to Europe, had time to do some thinking and sent a Tweet to GGR control about a possible GGR 2026 entry! Most of those who have retired to date are thinking the same way! Entries are now starting to arrive for the third edition of the GGR with a few looking for Cape George 36 Yachts.

Youngest Golden Globe entrant faces retirement and Race leader under threat 20 December

After more than a hundred days at sea, only six of the original 16 entrants who departed Les Sables d'Olonne in France are likely to pass through the Hobart gate which shuts on January 31st. First the Atlantic has taken quite a toll on the GGR fleet, which was confronted by adverse conditions from day three. Three boats retired before crossing the equator, another three on arrival at Cape Town, and two more east of Cape of Good Hope. Guy Waites (GBR) is now Chichester Class and Elliott Smith (USA) can no longer continue past Australia. The GGR is once again taking its toll on some of the best sailors and yachts.

Elliott Smith, fortitude incarnate

What a difference an ocean makes. Elliott Smith (USA) had a hard time sailing South, dealing with intense frustration in wind holes. He rose up to the challenge and after numerous repairs and eventually found the resources and the mindset to continue in spite of overwhelming odds.

In fact, he even improved Second Wind's best 24 hour-distance on December 15 with 174 nautical miles under reduced sails before his bowsprit, repaired at anchor in Cape Town, bent up once again.

On Monday morning, Elliott started repairs with a plan: drop the forestay, holding the mast with two spinnaker halyard and staysail stay in order to fit a spare shorter cap shroud as a forestay, cut the end of reefing gear extrusions, refit it with link plates and chain to the stem fitting at bow, and disregarding the bowsprit completely.

Alas, even though the wind was down at the time, Elliott still had a 3-metre swell making repairs up the mast extremely difficult. Nonetheless, he went up the mast no less than 10 times, but the movement at the top of the mast, 13 metres above the sea level, was too much. He got bashed around and lost tools and spares overboard, eventually losing his spare stay, critical to the success of the repair.

That was the end of his Race and dream. He will be Chichester Class on arrival in Australia in about a month. He then has no time to pass the Hobart Gate and so would be out of the GGR. "I think I'm gonna have to call it a day," he said.

"We advised Elliott to slowly make his way North for a couple more degrees to get better winds and then sail East towards Fremantle or Albany which are the best bet.. It's unlikely Elliott will be able to repair his mast and make the Hobart gate in time. He now must sail carefully for 2500 miles through the southern ocean and look after the mast at all cost. An injured mast is still better than a jury rig so he can only use two reefs in the main and a staysail. We will provide Elliott with weather information to assist him in making a safe passage." Don McIntyre, GGR founder and chairman.

The Rush to Hobart

The fleet is rushing to Hobart where Don and Jane are ready to welcome them in Storm Bay. The gate closes on January

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U. S. NAVY NEWS

Future USS Carl M. Levin Completes Acceptance Trials

9 December 2022

BATH—Carl M. Levin (DDG 120) completed Acceptance Trials on Friday, Dec. 9, with a General Dynamics Bath Iron Works operating crew demonstrating a number of ship systems for the Navy’s Board of Inspection and Survey (INSURV) over three days in the Gulf of Maine.

“Carl M. Levin reflects well on the dedication of all the shipbuilders who have contributed to its success,” said Bath Iron Works President Chuck Krugh. “We look forward to delivery of this fine ship to the U.S. Navy.”

During Acceptance Trials, a Bath Iron Works crew operates the ship and demonstrates its hull, mechanical and electrical systems perform as expected. The INSURV team determines whether the ship’s systems are operational prior to the Navy taking delivery.

DDG 120 is named for former Michigan Sen. Carl M. Levin, longtime chairman and ranking member of the Senate Armed Services Committee who helped oversee adoption of the National Defense Authorization Act, the blueprint for the nation’s military spending, over 35 consecutive years.

Bath Iron Works currently has under construction the Arleigh Burke-class destroyers John Basilone (DDG 122), Harvey C. Barnum Jr. (DDG 124) and Patrick Gallagher (DDG 127) as well as the Flight III configuration destroyers Louis H. Wilson Jr. (DDG 126), William Charette (DDG 130) and Quentin Walsh (DDG 132).

U.S. Navy Retrieves Artemis I Orion Spacecraft

From Expeditionary Strike Group Three
13 December 2022

SAN DIEGO - Amphibious transport dock USS Portland (LPD 27) retrieved the Artemis I Orion spacecraft in coordination with multiple organizations including NASA, U.S. Space Command, fellow U.S. Navy ship Independence-variant littoral combat ship USS Montgomery (LCS 8), Helicopter Sea Combat Squadron (HSC 23), and Explosive Ordnance Disposal Expeditionary Support Unit (EODESU) 1, Dec. 11.

NASA chose to use these Navy surface ships due to their adaptable capabilities. Portland’s medical facilities provide at-sea support for ground crews and astronauts as needed, and embarked helicopters are poised to aid flight hardware recovery, conduct medical evacuation to shore, and collect imagery. Portland is equipped with extensive communication suites, enabling the multi-agency landing and recovery team to talk with the flight control team in Texas and NASA’s exploration ground systems team at the Kennedy Space

Center in Florida.

“I am extremely proud of our team’s ability to execute a historic moment in history by successfully recovering the Orion capsule,” said Capt. John Ryan, commanding officer of Portland. “Each organization that participated in this mission underwent an extensive amount of training and our ability to work together as a unit demonstrates our adaptability and effectiveness as an amphibious platform.”

Montgomery, a surface warfare mission package LCS, provides flexible surface warfare capabilities like 11-meter rigid-hull inflatable boats (RHIBs) that could serve as surface connectors for ship-to-ship movements, flight hardware retrieval, and to move the capsule from the sea into the ship. The ship’s mission bay is large enough to store the capsule, and the flight deck can support MH-60S/R Sea Hawk helicopters or MQ-8C Fire Scouts. Montgomery was responsible for providing security in the area of operation and served as a back-up source of small boats.

“Our Navy has a long history of working with NASA spaceflight programs, and the Montgomery crew was truly honored to be a part of this historical partnership,” said Cmdr. Edison C. Rush III, commanding officer of Montgomery “The successful capture of the Orion only motivates our crew to continue training and increasing our capabilities as a littoral combat ship.”

Artemis I is the first integrated test of NASA’s deep space exploration systems. Artemis I is the first in a series of increasingly complex missions. It is an uncrewed flight test that will provide a foundation for human deep space exploration and demonstrate our commitment and capability to return humans to the moon and extend beyond.

“We are extremely excited to have worked with the U.S. Navy to accomplish this mission,” said Melissa Jones, NASA Landing and Recovery Director. “For years our teams have trained together for this and could not be happier with how well the recovery mission was executed.”

Portland began early morning efforts to recover the Orion capsule with the launch of four small boats and two combat rudder raiding craft. The small crafts located the capsule in the open ocean, inspected the capsule, and rigged lines to the outside of the capsule to facilitate the movement toward the ship. Aboard those craft were Navy Expeditionary Combat Command’s EODESU-1 divers, who received vigorous training at NASA Johnson Space Center’s Neutral Buoyancy Laboratory. The highly trained Navy divers are proficient in open water and small boat procedures, adaptable to changing situations, excel at on-the-spot problem solving, and experts at salvage and towing operations. These expeditionary

capabilities make them the ideal personnel to assist in the safe recovery and transportation of the Orion capsule from the ocean to Portland’s well deck. Following the launch of the small boats, Navy and NASA personnel rigged tending lines and guided the capsule through the water to Portland. The Orion capsule was then winched into place on the Orion recovery cradle assembly aboard the ship.

Portland and Montgomery are assigned to Expeditionary Strike Group. ESG 3 comprises four amphibious squadrons, 15 amphibious warships, and eight naval support elements including approximately 18,000 active-duty and reserve Sailors and Marines. As the deputy commander for amphibious and littoral warfare, U.S. 3rd Fleet, the ESG 3 commander also oversees Mine Countermeasures Group 3 and the 14 littoral combat ships and two subordinate divisions under Littoral Combat Ship Squadron 1. ESG 3 is postured in support of U.S. 3rd Fleet as a globally responsive and scalable naval command element, capable of generating, deploying, and employing naval forces and formations for crisis and contingency response, forward presence, and major combat operations focusing on amphibious operations, humanitarian and disaster relief and support to defense civil authorities, and expeditionary logistics.

SECNAV Names Future America-class Amphibious Assault Ship Fallujah

13 December 2022

WASHINGTON – Secretary of the Navy (SECNAV) Carlos Del Toro announced today that a future America-class amphibious assault ship will be named USS Fallujah (LHA 9).

The future USS Fallujah will commemorate the First and Second Battles of Fallujah, American-led offensives during the Iraq War. The name selection follows the tradition of naming amphibious assault ships after U.S. Marine Corps battles, early U.S. sailing ships, or legacy names of earlier carriers from World War II.

“It is an honor to memorialize the Marines, Soldiers, and coalition partners that fought valiantly and those that sacrificed their lives during both battles of Fallujah,” said Del Toro. “This namesake deserves to be in the pantheon of iconic Marine Corps battles and the LHA’s unique capabilities will serve as a stark reminder to everyone around the world of the bravery, courage, and commitment to freedom displayed by those who fought in the battle.”

The First Battle of Fallujah occurred in April 2004 in an effort to capture or kill insurgents responsible for the killing of four U.S. contractors. The Second Battle of Fallujah,

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Where are They?

By Sheila Dassatt

This subject was actually brought to my attention at the Christmas party, hosted by our Dealer, when I met one of the girls in the office. I have been thinking about it ever since that particular conversation. With a group of us telling stories about growing up in Greenhead, which is one of the neighborhoods in Stonington, Maine, this girl stated “you were all the neighborhood kids, you mean there was actually kids in the neighborhood?” Think about that?! I know that it came to my awareness and still does when I go through the neighborhood to get to the dock where we fish out of and sell our lobsters.

I look around, and all I see are empty houses that have been winterized for the long cold winter ahead. There is possibly two or three that still have the original families living in them, but that’s about it. Of course, the days are much shorter in the fall and winter, so when it is dark and I go through the “old neighborhood,” it is all dark. Some of the houses have automatic lights that come on to give the impression that there is someone there.

So now, being one of the “ole neighborhood kids,” I’m always looking and wondering where all of the kids and families have gone. Is this what we have allowed our working Maine Coast to turn into? Is there

anything that we can do to prevent this from being an entire “takeover?”

Now I’ll go down “memory lane” with this, which I don’t want to bore anyone, but this is “how it was.” Most of the village had a Mom and Pop store within walking distance, as most families only had one vehicle or perhaps none at all. Greenhead had two of these stores, one was called Bill’s and the other was called Addie’s. There was a filling station in the same neighborhood, called Brad’s. All one name titles, real easy to identify with and also quite personable. Everyone called each other by their first name and no one bothered with the last name, it wasn’t necessary. My Mom worked at Bill’s store and I was able to visit there with my grandmother and pick out a bag of penny candy from the glass display case. It was great! Of course, we walked there from Granny’s house. If we were walking to town to get the mail, we stopped at Addie’s store, where all of the teenagers used to hang out and sit on the soda cooler. They were welcome there and loved to tease Addie, she’d give it right back to them!

I can’t leave out the neighborhood dogs that ruled the hill. They never seemed to get hit by a car and most folks looked out for them. They even went in and out of the local stores for a biscuit or two. They kinda fended for themselves.

We had a fair amount of freedom at a young age in the neighborhood because we all lived close by and all of the mother’s looked out for us. Most of the women were picking out crabmeat for extra money, so they knew where we were most of the time. One of my favorite memories was going down to the dock where the bait was, which at that time was called Clyde’s. Then we would get into the bait and start having a bait war. We didn’t smell very good when we got home, but it was all worth it!

Most of the houses were right on the waterfront because that’s where their boats were moored and they had docks right there to work on their gear. It was all pretty handy and there really was no need for much more than that. A pick up truck was a Cadillac or a Pontiac of some sort, cut down from the back of the front seat and a home made flatbed was built from the rest. They were pretty unique, but did the job quite well.

Now I know and understand that that was then and this is now, and time marches on. But most people that know me well, know that I don’t want to see our entire way of life disappear in time due to changing times. You see, when the neighborhoods became empty, the little stores didn’t have enough business any longer to support them.

As time went on, there were less people to support the local economy year round. You can’t support a village economy on ice cream cones and lobster rolls alone. The local economy needs to be supported all through the year. I pretty well know where most everyone ended up, like a lot of the little villages on the coast. They have all moved to the “outer skirts” to a place that is more affordable for them to live, as most of the houses on the waterfront are now summer homes and left vacant most of the year. As a resolution to this, places are being built to house families that are within their price range for everyday living. Most of these homes are in the process of being built and are not quite available yet, but at least people are trying to make homes for the families to live and maintain their way of life which is fishing or a job connected with the fishery, boat building, marine stores, dock workers, driving the bait and lobster trucks, and so on.

Before this trend of empty neighborhoods goes too far, let’s take a long hard look at “how it was then and how it is now.” Let’s work together, but yet, maintain our working way of life and tradition before it is too late. As for me, I’m very fortunate to have lived during a time that “life was good.” Let’s try to keep it that way.

Maine Seacoast Mission News

Maine Seacoast Mission’s Director of Island Health and Sunbeam Nurse to Retire
NORTHEAST HARBOR, ME—In her time at the Maine Seacoast Mission, Sharon Daley’s work as the Director of Island Health has landed her in the pages of *The Washington Post* and *Newsweek*, and on TV in a national Walgreens ad. But to the islanders she serves, Daley is just Sharon: a confidante, friend, a fellow islander, and someone they can trust. Daley is retiring after 22 years at the Mission at the end of the year.

Daley came aboard the *Sunbeam* in 2000 to lead the Mission’s telemedicine program. She was tasked with connecting islands to mainland hospitals and clinics through new telemedicine equipment. She says, “We started with primary care, but it became clear there was a need for behavioral health.” Once telehealth services were in place, she recognized people could not easily get blood work due to challenges of getting on and off island. “The Mission integrated lab draws into the Island Health program, and then the need for flu shots came up. So, we started doing that. Then we

started a WIC program.” Daley’s role evolved as more needs were uncovered.

Daley’s commitment to her patients and the islands never wavered. “She really cares deeply about people, how they are doing, and what they are doing. She works with them so that they can be healthy, happy, and content,” says Douglas Cornman, Director of Island Outreach. “She does this tirelessly. I have never seen Sharon say no when someone needs her help or her guidance.” Michael Johnson, the *Sunbeam*’s captain, shares that Daley’s job truly is 24/7 and that she will always answer a call from a patient, even in the middle of the night. The relationships she has built with islanders means many come to her in their toughest moments.

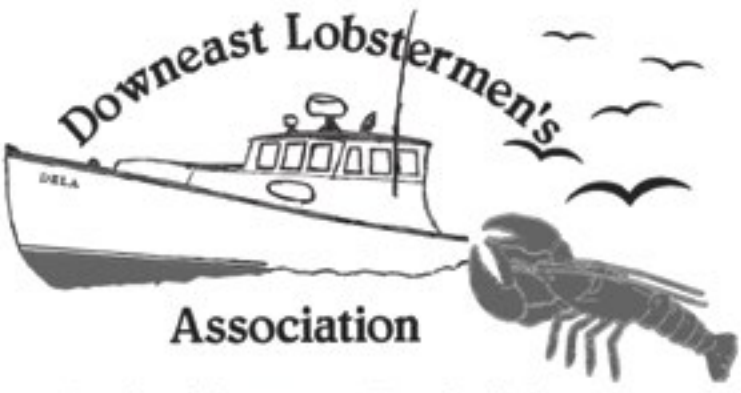
Over the years, Daley has focused on all aspects of living and aging on an island. Part of her work was founding and facilitating the Island Eldercare Network. The network brings together island residents and healthcare providers who work with elders on the islands to share resources, network, and continue to aid those who wish to stay on island. When Daley saw there was a need to connect islanders with mental health resources, she contacted local providers and facilitated telemedicine visits on the *Sunbeam*. When the Covid pandemic struck, Daley worked with the Maine Center for Disease Control to ensure islanders had access to vaccinations work later featured in newspapers across the country. The national attention never changed her dedication to the work she did or how she approached it.

Mission President John Zavodny says, “Sharon Daley has made her mark on both the islands and the Mission. She has always provided a high level of health care and personal support and she does it a perfect blend of candor, compassion, and smarts. Speaking of leaving a mark, Sharon gives a pain-free shot. Ask anyone who has been vaccinated by her.”

Daley says she is most proud of the connection she formed with the islanders. “If someone is having a problem, I want to know it and sometimes that means being available on nights and weekends. Helping people transition throughout their lives is meaningful in their lives and for me. Be it setting up hospice care or working with agencies to assist in providing services, having a relationship with a patient requires their trust. That has been most rewarding.”

Maine Seacoast Mission plans to hire a new *Sunbeam* nurse in the new year. Interested

Continued on Page 22



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Commercial Fishing News

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

From the Director -

Well, to start out, I'd like to wish everyone a Happy New Year, and hope that this year is much better than the last. We are all true survivors, so let's continue to move forward and survive another one! It seems that we spent a lot of time worrying ourselves sick about the survival of our lobster industry. I was always told that worrying is wasted energy, and basically, with all of the concentrated efforts of all involved, we survived our biggest threats and came out in a better place after all.

Granted, we still have a lot of obstacles to overcome, but with everyone helping, we will keep trying. When I wrote my last report, we were pleased to have two years to give us a chance to re-group our industry. On December 20, U.S. Senators Susan Collins, Angus King, Representatives Chellie Pingree and Jared Golden and Governor Janet Mills announced they were successful in securing a regulatory pause and research funding for our lobster industry in an omnibus appropriations bill that's expected to pass the Senate and House. The provisions deem that the current right whale rules are sufficient to ensure the continued operation of the lobster and Jonah crab fisheries for six years through December 31, 2028. It authorizes a new grant program for new gear technologies and monitoring necessary to support the fishery. Fishermen and other participants within the maritime industry would be eligible for this funding.

This appears to be a compromise that's been negotiated between the various people interested in this issue. Sen. King stated "Importantly, it provided funding for two purposes. One, is the development of gear that will reduce the risk even further, the other funding is for data to know where the whales are. To know because the problem is, would data we have indicates there are

practically none along the Maine coast. But we don't know that for sure."

"It pauses the ruling that says this has to be finished in two years because that means the industry, the lobster fishing, the lobster families, the lobster towns are finished within two years. We're talking about a six-year pause as time to collect the data and develop the gear, King said. "So what we're doing, what we compromised was a six-year period that will give us time to develop the technology and to develop the data and we may find that there are different solutions or that the data may show no additional restrictions beyond what is already being done are necessary." With this being said, we will do our best to work together with this issue, so that we won't have to face further changes.

With all of this being said, this is how the 100% trip reporting has come into play. With the Commissioner's report, "having this information should improve management in a number of ways, including when it comes to both whales and the lobster resource." As explained previously, Maine does not have a choice about this, it was required for compliance with Addendum XXVI to the ASMFC Lobster Management Plan. This means it is a federal decision.

To answer a big question that we've heard, if you're not fishing this year yet, you do not have to do trip reporting until you begin fishing this year. Those that are currently fishing, do need to do the reporting. If you need help with this, please call the DMR Landings Program staff at 207 633-9414 or send an email to landings.dmr@maine.gov. They can be reached between 8:00 am to 4:30 pm Monday thru Friday.

D.E.L.A. has also been asked to participate in a survey via the Department of Marine Resources to assess the impacts of weak points had on the Maine lobster industry. This includes understanding which

weak point options that were most preferred by the fishing industry, assessing the impacts to operations and understanding changes in gear loss. Please fill out this 10-15 minute DMR survey at <https://arcg.is/1j5e1e2> to help better understand the impacts of the existing weak point regulations on fishing operations. This survey will gather information directly from you and your fellow fishermen to describe your business operations, the gear that you are using, the weak point options you have used, and the impacts of using weak point during the 2022 fishing year. Your input will inform DMR as to what, where, and how weak point options are being used and their impacts on fishing performance and safety. This will allow the DMR to better understand the impacts of this management tool and represent the needs of the fishermen. Contact Kevin.w.staples@maine.gov with any questions. Thank you, we appreciate your participation.

The Maine Fishermen's Forum is ON! The dates are Thursday, May 2 through Saturday, March 4, 2023. Room reservations are happening at this time and can only be made through Loalee, of the Fishermen's Forum, not the Samoset. It is best to call 207 319-8066 to connect with Loalee Young about reservations. A room reservation form can also be emailed to you for further assistance. This is the best and quickest way to get more information about staying at the Forum this year.

Thursday is Shellfish Day at the Forum, along with Seminars and the ever popular

Trade Show. For more information about the Forum, you can reach Chilloa Young by calling 207 442-7700 or coordinator@mainfishermensforum.org. Forum Scholarship applications can now be submitted also. They are available through our Forum website. Please feel free to take advantage of this great opportunity if you qualify.

Also, the U.S. - Canada Lobster Town Meeting is taking place in Portland, Maine, February 3-4, 2023. This is sponsored by the Lobster Institute, of the University of Maine. Town Meeting is a unique opportunity for cross-border dialog among fishermen, managers, and researchers. To register: <https://umaine.edu/lobsterinstitute/events>. This will be held at the Hilton Garden Inn Downtown Waterfront, 65 Commercial St. Portland, Maine.

So as far as I know, this is the schedule for our spring participation if you are so inspired. We wish you a healthy and successful season this year and don't forget to renew you D.E.L.A. membership this year, if you're not a member, please consider joining! We are very busy and need your help and support, we now have 2,000 followers on our Facebook site! Thank you to all of our participants!

See you soon, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Nearly \$105 Million in Fish Passage Funding Recommended under Bipartisan Infrastructure Law, Including Significant Funding for Tribes
December 14, 2022

Thirty-six new projects will reopen migratory pathways, restore access to healthy habitat for fish, and build tribal capacity to participate in developing and implementing fish passage projects.

NOAA is recommending nearly \$105 million in funding for 36 fish passage projects this year and \$61 million in future funding under the Biden-Harris Administration's Bipartisan Infrastructure Law. With this historic level of funding, our partners will reopen migratory pathways and restore access to healthy habitat for fish across the country.

Fifteen of these projects—more than \$26.3 million in funding—will be led by tribal applicants for fish passage and to build tribal organizational capacity. In addition, nearly two-thirds of the remaining projects will directly involve tribes and are aligned with tribal priorities. Tribes will play key roles in decision-making and build capacity to help recover tribally-important migratory fish. The projects will also provide community and economic benefits such as jobs and training opportunities.

The Bipartisan Infrastructure Law provides a once-in-a-generation opportunity for NOAA to continue making an impact for fisheries, protected resources, and coastal communities. These projects will help recover endangered migratory fish and support the sustainability of commercial, recreational, and tribal fisheries. They will also support coastal communities by removing derelict and unsafe dams, removing contaminated sediments, improving opportunities for recreation, and adapting to climate change by reducing flooding and improving threatened infrastructure.

NOAA is recommending more than \$16 million in funding for 13 projects selected through the Restoring Tribal Priority Fish Passage through Barrier Removal funding opportunity.

These projects will support Indian tribes in their role as managers and stewards of tribal trust resources for cultural, spiritual, economic, subsistence, and recreational purposes. They will support tribally important fish passage barrier removal projects and help to increase tribal capacity to participate in developing current and future fish passage projects.

Fish Passage Projects Recommended for

Funding
NOAA is recommending more than \$87 million in funding for 23 projects selected through the Restoring Fish Passage through Barrier Removal funding opportunity.

These projects will help restore access to healthy habitat for migratory fish across the country through efforts including: on-the-ground fish passage restoration, engineering and design, future project development, and building the capacity of new and existing partners to design projects and manage multi-faceted restoration efforts.

Fish Passage and NOAA
Every year, millions of fish migrate to their spawning and rearing habitats to reproduce. Some fish need to swim thousands of miles through oceans and rivers to reach their destinations. They are often blocked from completing their journey by barriers like dams and culverts. When fish can't reach their habitat, they can't reproduce and maintain or grow their populations. As a result, many fish populations have declined. NOAA works to reopen these migratory pathways, restoring access to healthy habitat for fish.

NOAA's Office of Habitat Conservation has a long history conducting habitat restoration efforts, including fish passage, with large-scale competitive funding opportunities and expert technical assistance. Through our Community-based Restoration Program, we have partnered with more than 2,600 organizations to take on more than 2,200 projects since 1996. These efforts have restored more than 94,000 acres of habitat and opened up more than 4,400 miles of streams and rivers to fish migration.

NOAA Fisheries Strategic Plan for 2022–2025
December 20, 2022

We are pleased to introduce NOAA Fisheries Strategic Plan for 2022–2025. The plan tiers from the Department of Commerce Strategic Plan, which has one overarching vision: helping the American economy grow. It sets out NOAA Fisheries' strategic goals and key strategies and informs the public about our important work.

The goals of this plan are focused on key statutes and the priorities of this Administration, including: Building a climate-ready nation, including resilient fisheries and coastal communities; Ensuring the sustainability and competitiveness of U.S. fishing and seafood industries; Recovering and protecting marine species; Continuing to build a mission-oriented, diverse workforce

and to promote equity and environmental justice; More specifically, at NOAA Fisheries, we are focused on: Confronting climate change, expanding our science capabilities, supporting conservation initiatives, including America the Beautiful; Protecting and conserving our marine resources; and Advancing equity and environmental justice.

This plan defines our role as we confront the growing effects of climate change impacts on our conservation and management mission. As we confront these immense challenges, we will provide scientific information, tools, and capacity for resource managers and stakeholders to assess and reduce impacts, increase resilience, and help adapt to changing ocean conditions. Offshore wind energy development also plays an important role in U.S. efforts to combat the climate crisis and build a clean energy economy. In support of the Interior Department's Bureau of Ocean Energy Management, NOAA Fisheries will continue to play an important regulatory role. We will focus on minimizing the impacts to ocean resources, critical habitats, and fishing opportunities throughout the planning, siting, and development stages.

Our mission is critical and consequential to the health and vitality of our communities. Increasing the competitiveness of the U.S. seafood industry to help make it more resilient to future market and environmental shocks. It will support domestic production and jobs and help ensure food security. We will prioritize equity and environmental justice by promoting programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities.

Farming Sea Scallops in Maine
December 29, 2022

The aquaculture of sea scallops in Maine has been developing for about 20 years. It offers new opportunities for former and existing commercial fishermen.

Fishermen are facing numerous threats, including climate change. Aquaculture offers a solution. Maine's wild fisheries have become very focused on the lobster industry. Farming sea scallops in Maine offers an opportunity to diversify the seafood harvesting business and increase resiliency for coastal communities built around seafood production.

The sea scallop aquaculture community is unique to Maine and composed of a variety of people and organizations, including fishermen farmers, marine extension programs, community development financial institutions, and research and outreach foundations.

NOAA Fisheries and Coastal Enterprises, Inc. recently visited with Marsden and Bob Brewer, operators of PenBay Farmed Scallops, and Andrew Peters, co-owner of Vertical Bay Scallops. CEI is a community development financial institution in Maine that has a long history of supporting fishing and aquaculture. Both of these aquaculture farms are examples of opportunities for marine livelihoods that shellfish farming is providing in Maine.

Meet The Farmers
Marsden Brewer is a fourth-generation fisherman who still fishes for lobster. However, reduced fish stocks and an increase in commercial fishing regulations have led to a decrease in fishing opportunities. Marsden's son, Bob, wanted a career working on the ocean; Marsden looked for other opportunities and saw the potential in sea scallop farming.

Marsden said, "In order for a waterfront to stay alive, you gotta be having something to sell. You gotta be landing in product. You gotta bring new money into your community. And this does it, same as lobsters." Together, Marsden and Bob created their company, and have reached the point of making weekly deliveries throughout Maine coastal communities. They have plans to expand production to further meet existing demand.

Andrew Peters spent years as a sternman on commercial lobster vessels while planning to pursue a license to fish lobsters on his own vessel. He learned of the extensive wait time to receive a license and the uncertainty of the process. This led Andrew to search for other ways to expand and solidify his marine career. He discovered the possibility of sea scallop farming.

"A huge reason why we picked scallops to farm over other species was the amount of support from interested parties," said Andrew. Since founding Vertical Bay farms in 2017 with his wife Samantha, they have expanded their knowledge of farming scallops, accompanied by increasing sales.

They have applied for additional autho-

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MISCELLANEOUS COMMERCIAL FISHING NEWS

rizations from Maine to expand production. Andrew now sees a future where sea scallop farming is profitable and will allow him to work on the ocean full time.

Sea Scallop Farming Creates a Unique

Product

Sea scallop farming will serve a specialty market within the seafood industry, allowing consumers to buy scallops at different sizes, ranging from petite to jumbo.

MAINE DMR NEWS

Survey Available to Help Minimize Offshore Wind Development Impact on HMS Fisheries

December 7, 2022

With planning by the Bureau of Ocean Energy Management (BOEM) for offshore wind energy development in the Gulf of Maine moving forward, the Maine Department of Marine Resources is surveying highly migratory species (HMS) permit holders to gather information that could help minimize the impact of wind energy development on fishing.

There currently exists a large data gap regarding the use of habitat by HMS permit holders and how that might overlap with the siting of offshore wind energy developments.

The aim of this survey is to compile fishermen-driven data along with other information to characterize the fishing effort for HMS. Data from this survey will be developed into a report which will be used by the State of Maine as a basis for comments on offshore wind energy development applications. The report will also made available to other stakeholders for use in determining and minimizing impacts to HMS fisheries. The deadline for completing this survey is February 24, 2023 at 11:59 PM EST.

If you know of an HMS permit holder who should take this survey, please forward this notice to them.

For more information, contact matthew.m.davis@maine.gov

\$14.8 Million National Oceanic and Atmospheric Administration Grant Bolsters Fish Passage Work on St. Croix River

December 14, 2022

The Maine Department of Marine Resources (DMR) has received \$14.8 million grant from the National Oceanic and Atmospheric Administration (NOAA) to support work that will enhance passage for sea-run fish on the St. Croix River.

"I appreciate NOAA's recognition of Maine's work to restore critical fisheries through this funding," said Governor Janet Mills. "This award will allow the Department of Marine Resources to work collaboratively with local partners in our joint effort to restore sea-run fish to the St. Croix watershed, reduce flooding, improve water quality, and strengthen the resilience of our communities in the face of climate change."

Additional matching support for the project comes from the removal of the Milltown dam by owner New Brunswick Power.

The work will not only include removal of the Milltown dam in Calais, but also the design and construction of a new state-of-the-art fishway at the Woodland dam in Baileyville.

The funds, made available through the Bipartisan Infrastructure Law, will augment an additional \$5 million DMR received from the National Fish and Wildlife Foundation – America the Beautiful Challenge 2022 for the effort.

"Combined, the grant funds total nearly \$20 million dollars and will allow DMR to work collaboratively with dam owners and other stakeholders to restore long-restricted habitat to six sea-run species including over 60,000 acres of habitat for alewives," said Pat Keliher, Commissioner of the Maine Department of Marine Resources.

Removal of the Milltown dam, which will begin in 2023, will restore 10 miles of the St. Croix River to sea-run fish. Since the Milltown dam site is approximately a half mile upstream of the head of tide, fish that

need significant freshwater and non-tidal areas to spawn such as shad and blueback herring have been severely limited.

"The outdated fishway at Milltown has slowed meaningful restoration of these species," said Sean Ledwin, Director of DMR's Bureau of Sea Run Fisheries and Habitat. "Removal of this dam will allow for the re-establishment of these species in productive habitats and will lead to the rebuilding of their populations." The removal will also enhance American eel populations, an important fishery in the State and the lower St. Croix River.

Design of a fish lift at the Woodland dam, which is owned by Woodland Pulp, will be finalized in 2023. "The existing 1960s era fishway at this site is at imminent risk of failure, is undersized, and poorly designed, limiting fish runs and possibly precluding them if it fails," said Keliher. "The partnership and commitment by Woodland Pulp is key to this project's success and a testament to their dedication to environmental stewardship."

In 2024, construction of the Woodland dam fish lift will begin, removal of the U.S. side of the Milltown Dam will be completed, and fish population monitoring will occur. In 2025, any remaining construction at Woodland will be completed along with monitoring and evaluation of fish populations.

The project also stands to re-establish an important cultural connection to the river for the Passamaquoddy Tribe. "The St. Croix watershed lies at the heart of the homelands of the Passamaquoddy people," said Keliher. "For thousands of years, its waters and plentiful fish provided them with physical and spiritual sustenance, and this project seeks to restore that."

Partners on the project include New Brunswick Power which will lead the removal of the Milltown dam, the Passamaquoddy/Peskotomuhkati Tribes, which will assist in the operation of the facility at Woodland and monitoring the change in fish populations over time. Woodland Pulp, the owner of the dam at Woodland, will help facilitate access to the project site and operate and maintain the fish lift. Alden Research Labs will function as the engineering lead for Woodland fish lift. The Nature Conservancy will provide technical support, project coordination, monitoring, and additional support for this project.

"Partnerships and collaborations on projects like this, which restore not only fish but also economic opportunity and community resiliency, are vital to their success," said Ledwin

Large-scale watershed restoration actions that combine dam removal and improved fishways have been demonstrated in Maine and nationally as a successful model for restoring migratory fish. "I would like to thank NOAA for their commitment to sea-run fisheries restoration in Maine," said Keliher. "NOAA's investment in the St. Croix River continues their legacy of substantial support for the health of Maine's major river systems, such as the Penobscot and Kennebec. While there is still work to be done on these great Maine rivers, these types of projects are critical for river and marine ecosystems and the people they support."

Message from Commissioner Keliher: Federal Budget Package Includes Pause on Whale Regulations and Needed Funding for Research

Continued on Page 22

The buyer could even have the opportunity to purchase the whole animal instead of the more commonly available sea scallop adductor muscle meats.

Part of the interest in farmed scallops relates to the traceability of the product from farm to market. This is especially important because they are promoting the freshness that comes from distribution to markets within 24 hours of harvesting. PenBay Scallops created a cookbook to help consumers, chefs, and wholesalers understand what the products are, where they come from, and how to use them.

Sea scallop farming in Maine will not compete with wild scallop harvesting volumes in New England. It will also not

impact the trends for demand and prices of wild harvested sea scallops due to the differences in harvest and distribution scales, market demands, and production costs. "A farmed scallop is not meant to compete or displace wild fishery scallops. It's simply a different product offering," states Hugh Cowperthwaite, CEI Senior Program Director for Fisheries and Aquaculture.

With the support of many people and organizations in Maine for sea scallop farming, the future looks good for both farmed and wild markets to grow and expand.

For questions on sea scallop aquaculture in Maine, contact kevin.madley@noaa.gov, Greater Atlantic Regional Fisheries Office Aquaculture Coordinator.



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Boat And Ship Yard News



A Whitehall and a Monhegan flat-bottom skiff awaiting repairs at Chris Stickney's shop in St. George, Maine, The Whitehall was built by his father in Boothbay Harbor.



At Little River Boat Shop in Cutler PHANTOM [2013 Osmond 50, owner Nick Lemieux] is hauled in as they do some annual maintenance repairs and repower her.

Continued from Page 1

was changed. Alex said, "It was integrated into the canopy before and now we have gone with our standard boarding rail with the canopy. It is a lot better in terms of ease of getting on and off and flexibility. We are happy with that."

They have four launches in the works. One was going to go to Fort Myers, their second, but the owner asked to cancel because of the damage he sustained in Hurricane Ian. His first launch was found 200 feet up in the parking lot. She was put back in the water and the engine started right up. The canvas canopy was still on, but it was all ripped, the spray rails were gone and the hull suffered some cosmetic damage. All in all, she survived, Downeast Strong.

In the side shop they were back working on the Duffy 26 powered with an outboard. Alex explained, "It was on hold for a little bit, purely because we knew it wasn't going to be delivered until spring. We have the engines, twin Suzuki 150s, which is half the battle. Right now, she is getting ready for paint. We call her 29 due to the extension. Down below she has a V-berth, head, and a little bit of shelf area to the side, not too much different than the regular 26 layout. What is nice about this boat is the open floor plan. There is no engine box because obviously the engines are on back so you have full access from the bulkhead back to the transom. I like this boat. This is a day boat and opened up, she does 30 knots. When it

gets a little snotty you are enclosed. This one when it is done is going to South Portland, I think once we get it done, we will have a lot more interest in it."

Outside they were getting a new Duffy 35 ready to be powered with a 580-hp Yanmar. She will then go to South Bristol, where she will be finished out as a lobster boat. "We are pretty excited to see how this engine install goes," said Alex. "This is the first one we have put in a 35. We have two other 35s that we are going to repower so if it is successful, we are going to repower with that engine."

In another separate shop they were working on another Duffy 35, which is being finished off as a research vessel going to Massachusetts. They ordered the engine and gear last January, and the engine arrived a while ago, but the gear did not show up until December. To keep the project moving they used an old gear on the engine, so everything could be installed. She has a spartan interior down below, but there is some joiner work to do in the shelter and put down the rubber deck. The wiring and hydraulics are going in and they were getting ready to fair the inside. They have a spring delivery date and will soon add more people to the crew to make sure she goes out on schedule.

All the boats are hauled up and put away for the winter. Some are getting work done and when done will be moved out and another project will take its place. This past season they built a 200 x 200-foot outdoor pad and placed a number of boats on it for



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Boat And Ship Yard News



This is one of the launches nearing completion at Atlantic Boat in Brooklin. She will be heading to Florida.

the winter. At some point they will build a heated indoor storage building on the site. With the new boat construction and all the storage and repair work they are now booked out into the middle of 2024.

**Chris Stickney
St. George, ME**

Chris has two small boats in the front of his shop that need repairs. The Whitehall was built by his father in the mid-1970s and needs to have her garboard plank seams splined. Chris added he thought he was using seasoned cedar for the planking, but after two or three seasons it had dried up and would not swell enough when put in the water to stop leaking. When he passed away Chris got the boat to fix, which will be completed this winter.

The other boat is a Monhegan skiff built of plywood. A customer dragged her home with the hope of fixing her up, but she ended up at Chris' shop. When asked if he would fix it up, he said, "Maybe, but what is the point. I don't know anything about it. It has a planked bottom and the transom is starting to rot away in the corners. The cost of the job is going to be as much as a new skiff. The owner found one last year which was an interesting one. It was single-side wood plank, it must have been 16 inches wide to get a 10-foot skiff side out of. This one he said, "Can you fix this up?" Maybe, but the side was checked and galvanized fastened. By the time you get the nails out and the holes filled, it is nothing but an old skiff fixed up."

Then there is KATIE JANE and she was the old workhorse for a fisherman that has been replaced by fiberglass model. It might be a J. E. Jones boat, but Chris was not sure. Chris added, "You can see the hull inside is bad. They put a new bulkhead in it and it doesn't look too bad. The only problem, I

can see that she has keel bolt issues and that is going to be a challenge. They've glassed over the work deck and they glassed over the house top and all that is gone. The owned aid when they redid it, he red-lead-ed everything inside and put some new sister frames in.

Another old wooden lobster boat needs some work. Chris explained, "I have worked on that a few years and that is an old one as well. Doug Boynton was an owner and there's been three owners since. She is getting tired; the mahogany planks are starting to bulge out where the fibers are letting go and the weight of the boat is starting to squeeze her. I don't know if he is going to want to put a lot of money into it. He came up with a severe leak this fall right at the beginning of hauling season and that sort of worried him. I went down and looked at it and at first, I couldn't figure out where it was coming from. He hauled it out and I caulked some of the butts and stuff and we put it overboard and I have still got leaks. The pump barely kept up with it so we hauled it out again. We squirted water up inside the hull and then you can see right underneath the sheathing it was squirting out of a seam. You could try and fix it on the railway, but you are going to be 3 or 4 days on the railway. He said at that point, he was going to buy another one in a couple weeks. He picked up the other one, another wooden one, in much better condition."

Unfortunately, someone just starting out would not put the money into her to make her right. The owner thought of giving her to the Museum on Matinicus, but one wonders if they want an old lobster boat.

There are another two or three boats up in the loft that Chris started a while ago that need to be finished. He added, "I am 65 so it is almost time to stop and forget the professional end of it and continue with the hobby end of it. I wanted to put a shed down



This is a Duffy 26, 29 with the outboard bracket, that Atlantic Boat in Brooklin is close to finishing. They think this will be a great option for those that want more protection.

on my other property 20 years ago and now I am just getting around to doing that. I have a couple boats down there: an outboard and a couple of skiffs that I need to fix up."

Do not worry, I am betting Chris keeps going, maybe on a smaller scale, fixing wooden boats, small and large. He has a true love for them and that has not faded.

**General Marine
Biddeford, ME**

In the outside shed they have a Wesmac 42, which is being finished off as a charter boat for a customer from Nantucket. The hull arrived partially finished from Wesmac. They had installed the engine (1,200-hp MAN), drive train, generator, tankage, and platform. What they also did was scan the entire interior so they can make parts and pieces with a CNC machine. Stacy Raymond, owner of General Marine, added,

"Right now we are doing the bait well and transom assembly. We had the boat scanned by Cameron Chislett of Chislett's Boat Works in Dover. Cameron made a female one-off mold for me that we just screwed together. It took me a week to prep this. If I went to do this, without using CAD...Cameron has a three axis CNC router and he can cut all this stuff out. Every single piece will fit like a glove when you go to put them in. So, Cameron is going to take all the foam sheets, cut them out and I will lay them up on my glass table. I spray the gel down, push the sheet down into it, and when that kicks, I will pick it up and we will do it again on the other side. I just need to trim and those panels will fit perfectly. It will go together like a tinker toy and it clips an enormous amount of time out of building the boat."

Continued on Page 18



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Boat And Ship Yard News



This is the keel for the 55-foot Wheeler that will be built this winter at Brooklin Boat Yard in Brooklin. When taking this photograph, I was informed there are now two of these on order so they will be making double of everything

Continued from Page 15

This boat will not be finished until next year. In the main shop he has a JC 31 hull that he is finishing off for a customer. Years ago, they were going to finish off this hull, but a partner in the project passed away and the other partner lost interest. Then at the Maine Boatbuilder’s Show two years ago Stacy was approached by someone looking for the 31-footer and he purchased this hull from Stacy. Presently they are working on the fore deck and forward section so when done they can put the cuddy cabin on. This should be done the middle of January and then they can move onto the structure under the platform. Next to the JC 31 is their newest model, a 26-foot outboard boat. Stacy and Cameron played with the design in a computer and settled on 23 degrees amidships and 12 on the transom. Stacy was using his 20 as a test for his ideas for the design and was hoping that he did not of over the edge and create a boat with horrible characteristics. The 20 went well, but he wondered if he was on the edge. Cameron and Stacy did that boat and at the time Cameron was going to The Landing School for design. The teachers were worried about how much they warped the plane. They warped the plane 15 degrees and the teachers were afraid it would not sail well. Cameron drew it up using CAD. Stacy said go back and ask the teachers what is going to be detrimental and then maybe I will change my mind. The teachers didn’t know exactly. Stacy said if you don’t have the vee amidships you are not going to get a good ride. It is a basic concept and warp the plane go you get a good lateral stability like our 26. We put that boat in the water and it’s the best 20-footer I have ever been on. It rides well and it is dry. The one thing with the 20, it was a little bit of a pig on fuel. In January they started this project and in March they had it in the water running. We went back and did a few more changes to it and it ran even better. This is a great going boat. Everybody that I have taken out wants to write a check for it. Stacy added, “I made the mold, it is all done, but I can’t build it.

I have people coming down, two guys were in yesterday that wanted one. I can’t do it. I have a two-year backlog and I am not going to sign contracts that get me out three years.”

**Hutchinson Composites
Cushing, ME**

On the floor in the layup shop they had a Mussel Ridge 54 that they were finishing for a customer from Maryland. She was going to be a conch boat. This one will be followed by another 54. She is being laid up for the fisherman out of Corea. This hull Albert thought was going to Clark Island Boat Works in St. George to be finished. Matt Sledge of Samoset Boat Works in Boothbay is finishing a Mussel Ridge 42 and Albert said that he was getting another one to finish off later this winter. They are booked for two years, mostly with sportfish and yachts. The commercial boats have slowed, but there has been a reprieve for six years and some feel comfortable enough to order a new boat.

**Kittery Point Yacht Yard
Eliot, ME**

Late this fall a Cuttyhunk 28 (thought to be a Sisu hull) came into the shop for a major upgrade. This boat has spent part of her life in the mid-west in freshwater. Marshall Farnham, the project manager, said, “She is getting a whole new refit, re-core the trunk side, re-core the deck, new windows, getting rid of a lot of extra hardware for a cleaner look, adding some teak trim, eyebrows and side trim and new hardware, new electronics before she heads to Kittery to be Awlgripped.” The cabin sides were rotten so they remade them with Cusa board so the house has a cleaner look. She presently has a gas motor, an old 350 and she will likely be repowered with a diesel at some point. The owner is thinking of a four-cylinder Yanmar. Next to her is Holland 32 sportfisherman SWEET POLLY, which underwent a major upgrade last year. The engine is coming out and they will replace the mounts, paint the motor, and check everything in the bilge. There was also talk about doing some work on the interior, maybe some cabinet doors,



Journey’s End Marina in Rockland removed SARI ANN I’s propeller and sent it to Nautilus Marine in Trenton. I later got a message from Mark Dickinson saying “Its junk!”

teak trim, and some gelcoat. Most of this is preventive maintenance since this boat is in constant use by her owner. The paint bay at Kittery is in constant use. Presently in the bay is a Dyer 29 getting her topsides faired and painted. She will be followed by the Cuttyhunk and then a Calvin 38, which needs her pilothouse painted and maybe the non-skid updated. Following this, two sailboats, one small and another large, will be in for Awlgrip. Marshall said that they are book solid in the paint bay and people are already booking into next fall and winter.

The engine department is also busy. They have a couple of outboard repowers; one is a Landing School Flyfish 22. She has an E-Tech and that will be removed and replaced with a Yanmar. There are also several smaller repowers keeping the outboard mechanics busy. If that is not enough, they have a more and bigger storage customers this year. Marshall saw more 40-foot outboard powered boats coming in this year and not so many smaller ones. Also, more diesel-powered boats have joined the storage fleet. He said, “Heated storage is growing and it is going to keep growing. We are going to add buildings probably add to heated storage. We are reconfiguring things. It is in its drawing process so we will see how it goes. We want to grow the service/refit side and have plenty of room to do these projects, but you need the indoor heated space to really accomplish a lot.

**Nautilus Marine
Trenton, ME**

It is traumatic when you get a text from your propeller shop saying, “your prop is junk!” Since I was heading to Mount Desert the next day I stopped in for an explanation. Mark Dickinson said, “We cleaned the discoloration and marine growth off some of the areas on the prop in particular where it was really eroded from cavitation and/or electrolysis or galvanic corrosion to see if it looked like if it was weldable and it is not. This looked like galvanic corrosion which means basically not having a sacrificial anode connected to it in the right place. If there is electrolysis, which is the electricity trying to seek ground out through the shaft at the propeller as opposed to where it is supposed to if a ground wire is connected properly. If all the grounding is connected properly then the electricity doesn’t go out through the shaft and the prop. That will destroy a propeller but that propeller has been run a long time. It has had some impact damage and it has had either electrolysis or galvanic corrosion so it deteriorated the metal to the point where it is just kind of flakey copper left and you can’t weld it. So, it’s all over. It

is junk.” The options were a recondition propeller that needed three inches of pitch added. To add the pitch takes a lot of work and that adds to the price. The other option was a new propeller. Mark explained that these are manufactured in the Philippines or Vietnam and the quality is incredible. I asked about buying one here in the States, but he said they still use the old method, but the old timers who were good at this are gone. I should also add that the price was lower than the reconditioned propeller, but it was going to take four months to get here. Since I can wait that is the way I went.

**Oceanville Boatworks
Sunrise, ME**

One of the better hull finishers on the coast has to be this yard. In the shop they had an Osmond 47 that had been stretched to 49 feet 11 inches and was being finished out as a lobster boat. She is powered with a 1,400-hp MAN and that was in along with all the other running gear. They had made some modifications, which included a bow thruster, clean out well, custom top, a cut-out of the washboard at the hauling station, rope tank that is heated and custom lifting rails. They had finished under the platform, which included a little over 900-gallons of fuel, four lobster tanks (two flooded and two self-bailing) and lots of Soundown in the engine room. The platform was down and they were working on the interior: a V-berth, hydraulic room, and a place for a toolbox. This boat arrived the end of August and will be done mid-spring. Presently, they have no order after this, but they were sure something would be signed soon. Dale Haley and Tim Staples started this company back in 2014 and to date they have finished out nine or ten boats. They have also done numerous repairs, some small, some not. Dale worked for Billings Diesel & Marine starting back in 1987. When there he got into painting and varnishing. He said that he had known Tim since he was 16 who has been in the business 47 years. Tim worked for Duffy then Atlantic Boat and the Hinckley Company. He also went out on his own for a time. They decided to team up and built their present shop and over the years they have put out some very nice-looking boats. Dale added, “We care for the person we are building it for. We try to do what they want. We ask them how they want it and if they want something we do it. Every one of them has been just a little bit different, somewhat the same but a little bit difference. They pick their hull if they want the top, but we can custom build tops too.” So, if you are looking for a finisher, do not overlook these guys!

U. S. NAVY NEWS

Continued from Page 9

fought between Nov. 7 and Dec. 23, 2004, was a major U.S. led offensive to retake control of the city from insurgents and foreign fighters. With over 100 coalition forces killed and over 600 wounded, Operation Phantom Fury is considered the bloodiest engagement of the Iraq War and the fiercest urban combat involving U.S. Marines since the Vietnam War’s Battle of Hue City.

“Under extraordinary odds, the Marines prevailed against a determined enemy who enjoyed all the advantages of defending in an urban area,” said Commandant of the Marine Corps Gen. David H. Berger. “The Battle of Fallujah is, and will remain, imprinted in the minds of all Marines and serves as a reminder to our Nation, and its foes, why our Marines call themselves the world’s finest.”

Along with the ship’s name, Del Toro announced the sponsor for the future USS Fallujah as Mrs. Donna Berger, who, in her role, will represent a lifelong relationship with the ship and crew.

Donna Berger is not only the spouse of Gen. David H. Berger, 38th Commandant of the Marine Corps, but also an avid advocate and mentor for military families.

America-class amphibious assault ships are designed to support Marine Corps Operational Maneuver From the Sea and Ship to Objective Maneuvers. The America-class ships replaced all of the decommissioned Tarawa-class LHAs and are now optimized for aviation ability, accommodating the Marine Corps’ future Air Combat Element while adding additional aviation maintenance capabilities and increasing fuel capacities, and extra cargo storage. With the unique inherent powers of the amphibious assault ships, they are often called upon to also support humanitarian and other contingency missions upon short notice.

Dean of University of Maine School of Law to Christen Future U.S. Navy Ship Augusta

From Navy Office of Information
16 December 2022
MOBILE, AL - In a time-honored Navy tradition, the Honorable Leigh I. Sauflely, sponsor of the Navy’s newest Independence-variant littoral combat ship the future USS Augusta (LCS 34), will christen the ship during a 10:00 AM CDT ceremony on Saturday, December 17, in Mobile, AL.

Sauflely, president and dean of the University of Maine School of Law and the former chief justice of the Maine Supreme Judicial Court, will break a bottle of sparkling wine across the bow to symbolically christen the ship at the Austal USA shipyard. Augusta’s commanding officer, Cmdr. Christopher Polnaszek, will represent the ship’s crew in the ceremony.

The principal speaker with be the Honorable Jerry Carl, U.S. House of Representatives (R-AL). Remarks will also be provided by the Honorable Mark O’Brien, mayor of Augusta; Vice Adm. John Mustin, chief of Navy reserve; Ms. E. Anne Sandel, acting principal civilian deputy to the as-

sistant secretary of the Navy for Research, Development, and Acquisition; Mr. Rusty Murdaugh, president, Austal USA; and Mr. Stan Kordana, vice president of Surface Systems, General Dynamics Mission Systems.

“The future USS Augusta will honor the beautiful, capital city of the pine tree state,” said Secretary of the Navy Carlos Del Toro. “The Honorable Sauflely and the ship’s crew will forge a special connection with the fine people of Augusta. This future ship’s Sailors will stand the watch with pride and represent Augusta with the honor, courage, and commitment they deserve.”

Augusta’s motto, “Protecting the frontier”, continues the legacy of the first USS Augusta (SSN 710), a Los Angeles-class submarine that was in active service for 24 years and decommissioned on February 11, 2009. Augusta is the 17th Independence-variant LCS and 33rd in the LCS class. It is the second ship named in honor of the city of Augusta, Maine.

Independence-variant Littoral Combat Ships are fast, optimally-manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCS integrate with joint, combined, manned, and unmanned teams to support forward-presence, maritime security, sea control, and deterrence missions around the globe. Currently, Independence-variants USS Charleston (LCS 18) and USS Oakland (LCS 24) are on deployment in the Indo-Pacific.

The LCS class consists of two variants, Freedom and Independence, designed and built by two separate industry teams. Austal USA, which leads the Independence-variant industry team for even-numbered hulls, is a ship manufacturer headquartered in Mobile, Ala., with service centers in San Diego and Singapore, and a technology center in Charlottesville, Va. Austal USA has earned 21 safety excellence awards.

SECNAV Names Future Oceanographic Survey Ship USNS Robert Ballard

21 December 2022
WASHINGTON – Secretary of the Navy (SECNAV) Carlos Del Toro announced today that a future Pathfinder-class oceanographic survey ship will be named USNS Robert Ballard (T-AGS 67).

The future USNS Robert Ballard will honor Dr. Robert Ballard, a retired U.S. Navy Commander, and former director of the Center for Ocean Exploration. A tenured professor of oceanography at the University of Rhode Island’s Graduate School of



U.S. Navy Retrieves Artemis I Orion Spacecraft

Oceanography, he is widely known as a discoverer of the final resting place of the R.M.S. Titanic. The name selection follows the tradition of naming survey ships after explorers, oceanographers and distinguished marine surveyors.

“Dr. Ballard’s career, explorations, research and focus on teaching the next generation of oceanographers is remarkable, and I am pleased to name T-AGS 67 in his honor,” said Del Toro. “One of my enduring priorities is building a culture of warfighting excellence, and that includes lifelong learning amongst DoN personnel. The name Robert Ballard displayed across the stern of this ship will serve as an inspiration to all who see it while highlighting the results of commitment to education and exploration.”

Ballard was born in 1942, growing up in San Diego, Calif. After he graduated from the University of California, Santa Barbara, in 1965, he earned an Army Reserve Commission, ultimately requesting and transferring to the United States Navy when called to active service in 1967. Assigned to the Office of Naval Research as a liaison officer at Woods Hole Oceanographic Institution in Massachusetts, Ballard worked extensively with deep-submergence vehicle Alvin (DSV-2). After transitioning to the Naval Reserve in 1970, he completed a Ph.D. in marine geology and geophysics at the University of Rhode Island. He continued to work at Woods Hole, where he was part of a team that discovered deep-sea thermal vents near the Galapagos Rift. Best known for his 1985 discovery of R.M.S. Titanic at a depth of 12,000 feet, Ballard also led other shipwreck discoveries, including USS Yorktown (CV-5), USS Quincy (CA-39) and

President John F Kennedy’s PT-109. Ballard retired from U.S. Naval Service in 1995. In 1989, he founded the distance learning program the JASON Project, which reached 12 million school children; and the Institute for Exploration in Mystic, Conn, and is also the founder and president of the Ocean Exploration Trust.

“I am humbled to have the U.S. Navy’s oceanographic ship, USNS Robert Ballard (T-AGS 67) as a namesake. As a 17-year-old, in 1959, I went on my very first oceanographic cruise, and very early in my oceanographic career, the U.S. Navy placed a central role and continues to do so to this day,” said Dr. Robert Ballard. “It is indeed an honor to know that the USNS Robert Ballard will continue to explore the oceans long after I am gone.”

Secretary Del Toro has designated Mrs. Barbara Earle Ballard, Dr. Ballard’s spouse and President of Odyssey Enterprises, as the ship’s sponsor.

Military Sealift Command’s Special Mission program supports oceanographic programs with ships that perform acoustical, biological, physical and geophysical surveys. These ships gather data that provides much of the military’s information on the ocean environment. The collected data helps to improve technology in undersea warfare and enemy ship detection. The oceanographic and hydrographic survey ships’ multi-beam, wide-angle precision sonar systems make it possible to continuously chart a broad strip of ocean floor. Survey ships have charted three-fourths of the world’s coastlines, making it easier for navigators to find their way along both well-traveled and not-so-familiar shipping routes.

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Golden Globe Race 2022 Update

Continued from Page 8

31st at 12:00 local time to guarantee the best possible weather through Cape Horn, 4500 nautical miles away. After that date, any Suhaili Class entrant showing up late will have to stop and make the second stage of their trip in December 2023 in the Voyager Class as a simple return to Les sables d’Olonne when GPS and free use of sat phones are allowed along with weather routing. Chichester Class entrants arriving too late at the Hobart Gate will be retired.

At the back of the fleet, Ian Herbert-Jones (GBR), who had considered missing the Cape Town gate altogether to save time and continuing in Chichester Class under penalty for not stopping, is now making pace in the South. In the process he broke his personal record several times last week, settling at 1007 miles on December 17!

Ian is sailing conservatively between the 40th and 42nd parallel, making best time and continually improving his ETA. Based on his average speeds, he has approximately 10 days to spare to reach the Hobart Gate before January 31st but there is still a long

way to go. Much can happen along the remaining 3300 miles. There’s no dilly-dally and Ian could well face a high pressure on arrival!

It’s a bumpy ride along the exclusion zone for Jeremy Bagshaw (ZAF) on Olleanna who has had heavy weather all week. South of the exclusion zone, a succession of low pressure systems with strong winds and big seas ranging from north to west are creating confused sea states across the entire area. He is sailing very conservatively to preserve his yacht until the end of the zone, before being able to dive deeper. He is expected in Hobart around January 10th.

Michael Guggenberger (AUT) meticulous preparation is paying dividends. He has left the no-go zone unscathed despite very adverse conditions and has increased his lead on Jeremy, showing that his ketch-rigged Biscay 36 Nuri is matching the speeds of Simon Curwen’s sloop rigged Clara! Capt. Gugg is staying around 45° to 46° South, loving the conditions and posting a strong average speed of 140 miles per day for an expected arrival in Hobart just in time for New Years Eve!

High pressure playing tricks on the

Author Frederic Hill

Continued from Page 5

Through the next 40 or 50 years, based mostly in Boothbay Harbor. He travelled throughout the world and wrote 220 short stories including 70 for the Saturday Evening Post, some for Harper’s, Atlantic, Colliers, all the leading magazines back in the day. He wrote five novels and a very good autobiography called “The Rolling World.” Among other things, in the ‘30s he was an editorial writer for the Gannett papers for the Portland Press Herald and he campaigned for the creation of a maritime academy in Maine. He had worked during World War I as a maritime officer on ships crossing the Atlantic in the face of German U-boats. He decided that Maine was a perfect place for a maritime academy. He later wrote columns for Downeast Magazine for a long time. Colby College did a lengthy profile of Hallett in 1967 about the year he died.

“He was very critical in my life,” added Fred, “because ironically in 1964 when I was at Boston College Law School after Bowdoin, I went to see him at Christmas in Boothbay Harbor and during a game of chess, I told him, ‘I really don’t like law school at all.’ This was my first year and he said, ‘Well you write good letters why don’t you try journalism.’ Well, after Christmas that year, I went back and thought about it and lined up interviews with about six newspapers including the Boston Globe, Washington Post, Providence Herald, Wilmington had a newspaper, and the Baltimore Sun. About a month later, the Baltimore Sun editor called me up and offered me a job and much to my parent’s chagrin, I said, ‘I am not finishing law school’ and went to work for the Baltimore Sun, I spent 20 years as a reporter and correspondent in Europe, Africa, the Middle East. I arrived in London in 1974 and that was the time of some of the worst troubles in Northern Ireland but it is also the year the Portuguese dictatorship was overthrown which then led to chaos and civil wars in Angola and Mozambique. I spent a lot of time both in Northern Ireland and in Angola, Mozambique. Rhodesia at the time as well as South Africa. I was also covering Western Europe, mostly France. Moved from London to Paris in 1976 and that was the time of a lot of the upheaval in Italy. In 1978 I spent a good deal of time back and forth to Rome covering the conclaves of the Popes because there were two Popes who had died that year. I covered the uprising in Iran in 1979. I came

back to the Baltimore Sun for three years and then Senator Mathias offered me a job as his foreign affairs director.”

Fred came to Maine in 2006 saying, “My wife was a very good sport about it. She was from Maryland and Virginia but she liked Maine. We would always come to her family’s cottage in Popham. Soon after I came here, I was on the Board at the Camden Conference, but didn’t want too many non-profit exercises. Some friends convinced me to join Maine’s First Ship, which was the effort going on for about 10 years to build a reconstruction of the first ship built in North America by English settlers, VIRGINIA. The first board had more or less given up because they hadn’t been able to get the ship built in ten years. I think it was about the second or the third board meeting, the first board more or less gave up. Four or five of my colleagues decided that we should try to keep it going and I agreed to help. Thankfully, Rob Stevens who was a very capable shipwright was a part of our group. We started with very little money, but we were able to get contributions of white oak from different people along the coast. We built a small shallop as an example of what could be done to engage students from the local high schools in a project like that and that was successful. I was President for 2½ years but did not stay too much longer. I was interested in other activities. It was during the time I was president, I realized that I should learn something about shipbuilding in Maine so I began to read some of the books. In these books, I learned of the Crooker Shipyard in Bath and Crooker I knew was my great, great grandfather on my mother’s side. One thing led to another I began to realize that the Crooker’s had been a fairly successful shipyard until they basically didn’t get a long too well and they were swindled out of a good sum of money by a commission merchant in Boston. William Crooker continued building ships into the mid-50s, but he ran afoul of a lot of debt and the panic of 1857. “The Ships, Swindlers and Scalded Hogs” is a good story I did a lot of research on the history of Bath shipbuilding and shipbuilding in the United States.”

Fred is now working on a novel about lobster wars and a book on his time in the State Department. If these are anything like his last three books, I just cannot wait to read them.

leaders.

Simon Curwen (GBR) unchallenged leader since the start was losing mile after mile last week while parked in a massive high that caught-up with him. He used most of his time in the calms to go through his to-do list planned for Hobart, including servicing his hydrovane fittings, and is now out of the high, but sailing upwind as he exited from the North, not the best outcome he shared today.

“As you know we’re in the middle of a high pressure, which is adding a lot of time to the trick. It’s very frustrating, I could be arriving in Hobart by now, and there’s another week of beating to get there I think. It’s frustrating, but all the work I was planning to do in Hobart is done now, so I can plan for a quick turn around there.” Simon Curwen on Clara.

Meanwhile, Kirsten Neuschäfer (ZAF) and Abhilash Tomy (IND) on the other side of the high have been grabbing nautical miles in perfect downwind conditions, up to 180 miles a day. They both improved their 7-day distance records with Kirsten posting 1165 miles on December 12 and Abhilash 1145 on December 17, gaining significant distance on the leader.

Kirsten has been receiving detailed radio weather fax maps of the High as well as daily weather reports from Australia, so has been able to stay in the breeze skirting around the central no wind zone resulting in significant gains. Simon’s weather fax is not working, he gets weather reports but his lack of knowledge of Australian geography is hampering his understanding of the meteorological situation.

We saw this before, on the arrival to Cape Town when Kirsten did a ‘South African Slingshot’, south of the Saint Helena high, gaining on Simon upwind in the North, while Abhilash got stuck in the middle with no wind. The frustration for Abhilash was extreme.

Simon is 360 miles from Hobart and Kirsten is 560 miles out. She has only 200 miles more to sail to Hobart than Simon, compared to a 700-mile difference last week, and Abhilash is trailing just 300 miles behind Kirsten. The 3 leaders are now sharing the same weather system and will have similar strategies. It’s not finished, however, since the high pressure moving south-east will be on their route to Hobart, while Simon will be beating upwind in stronger winds and Kirsten frustrated by variable winds. ETA in Hobart for Simon is the 23rd Dec.

“This is the break Kirsten has been hoping for as her Cape George 36 could be a faster design for the heavy running expected in the Southern Ocean. To have a chance of winning the GGR, she needs to be well ahead by the time she rounds Cape Horn. Simon has shown he is a strong sailor in the Atlantic legs so the game is wide open. Abhilash is in striking distance waiting, and Captain GUGG is still in touch!” Don McIntyre, GGR Founder and Chairman.

Guy Waites (GBR) is not running the best funded project, but is certainly one of the most experienced sailors, having run many solo campaigns before on smaller yachts. Only the lack of time meant he could not crane Sagarmatha prior to the start, like many other entrants.

A decision that resulted in dramatic consequences for the Scarborough sailor who animated the fleet in the North Atlantic in his mano a mano with Jeremy Bagshaw (ZAF) – before discovering a barnacle invasion on his Tradewind 35.

Guy arrived in Cape Town last week just in time for the Royal Cape Yacht Club 75th Anniversary which he attended with friends and fellow Clipper Race crew. He cleaned

Sagarmatha’s hull, applied two coats of antifouling and splashed on Monday morning. He will continue his journey in the GGR Chichester Class due to his one stop.

“The boat is in the water now, I went for provisions with Peter and the RCYC has been a great host. Sagarmatha is ready to go and I am waiting for the right weather window to continue South, probably next Thursday when the low pressure will bring some Northwesterlies pushing me and Sagarmatha in the right direction. This is a race against myself now, but I know I can make good ground.” Guy Waites on Sagarmatha

Guy has 5400 miles to go before January 31st. Not an easy task requiring an average distance over 132 miles a day, but not impossible for Guy. What is certain however is that he will enjoy the long surfs downwind in the Southern Ocean on Sagarmatha with a clean, smooth and slippery hull. Go Guy!

Golden Globe Race and Sydney to Hobart Fleet meet in Storm Bay. Kirsten Neuschäfer in the lead?

1 January 2023

Boxing Day is always a special day in Australia as the Sydney to Hobart race fleet rushes south towards Tasmania. This long-standing sailing event is famous for its Maxi Yachts competing for line honours, and notorious bad weather in the Bass Strait between Australia and Tasmania. This year, northerly winds building up to gale force on the approaches of Tasmania meant a possible new race record for the maxis, ahead of the standing 1 day, 9 hours, 15 minutes LDV Comanche record, but also brought storm warnings for Simon and Kirsten in the Tasman Sea. After passing the Hobart Gate Simon has taken the lead once again, rounding New Zealand with a strong 300-mile lead while Kirsten holding 2nd struggles in light winds and Abhilash closes from behind.

Weather warning for the leaders

Both Simon Curwen (GBR) and Kirsten Neuschäfer (ZAF) struggled to get out of Storm Bay and into the Tasman Sea with unstable winds in strength and direction after going through the Hobart Photo Gate. However, Simon’s wish for more typical Southern Ocean conditions were answered with an active front crossing their path with Big winds and seas, damaging the trysail mast track aboard Minnehaha as described by Kirsten in her weekly call.

The low-pressure system, coming from the West, brought a cold front by Tuesday with 35 knots of wind, gusting 45 to 50 until Wednesday. The Northerlies going down New South Wales, Bass Strait and Tasmania broke the westerly swell for some increasingly confused seas for the two leaders while Abhilash Tomy (IND) took the wise decision to wait overnight in the Hobart film gate for winds to drop and swing West before setting out.

Kirsten was the virtual leader of the GGR, but it’s a long way home

The fight for first place is on for the two leaders, and will continue through the southern Pacific. Simon Curwen (GBR) rounded the southern tip of New Zealand on New Year’s Day with Kirsten 300 miles astern. He was first at the Hobart Gate on December 24 at 12:06 local time (0106 UTC) on a solid-looking Clara, his Biscay 36 sponsored by Howdens, chased by Kirsten Neuschäfer (ZAF) just 29.5 hours later onboard Minnehaha.

Kirsten, however, has a time compensation of 35 hours for the rescue of Tapio Lehtinen (FIN) in November. Her time compensation actually puts Minnehaha on the lead by 5,5 hours at the Hobart Gate!

“If there is one thing I know, it’s that

Golden Globe Race 2022 Update

all are still a long way from Les Sables d’Olonne and anything can happen, BUT.... This is exciting racing with three different boats, three top sailors and all now in the same weather system and all hungry to be first. The stories keep coming and the LIVE interviews at the film gates are very revealing!” Don McIntyre GGR Founder.

The leading trio has now sailed over 50% of the course. Simon, the undisputed leader of the fleet from Cape Finisterre, has been consistently sailing the shortest route, with an efficient risk/benefit assessment for every move and routing choice. Kirsten’s ambitious routing options have not always paid off, particularly in the Atlantic but enabled her to come within reach on the Cape Town approaches, and in the lead when passing through Tasmania.

Simon’s shrewd sailing strategy enabled him to build a comfortable 700-miles lead over the rest of the fleet while passing Cape Leeuwin. However, a faulty HF radio installation is restricting his access to weather information and communications. He is not receiving the weather faxes that Kirsten has and cannot talk to other entrants who are sharing weather information. Neither can he reach Peter Mott in New Zealand, a Private Maritime Radio service offering GGR entrants weather bulletins and passing Happy New Year Messages to family. This service from Passage Guardian would come in handy in the weeks ahead with reception expected all the way to Cape Horn.

Abhilash Tomy (IND) had the weather on his side while sailing a superb run into Hobart, taking nearly 600 miles out of both leaders in just one week – before getting stuck in a windless bubble himself. He finally crossed the gate on December 27th at 17:48 local time (0648 UTC) happy but very tired after being stuck in no wind for

so long! He described a close call, waking suddenly from a dream to find he was headed straight for cliffs just 500 metres away. He also experienced a HUGE physical and psychological boost once he sailed past the site of his 2018 GGR accident where he lost his boat and was severely injured. He spent the night at anchor, waiting for more favourable winds, sleep and to do some maintenance before heading out towards Cape Horn.

The mid-fleet is catching-up on the leaders.

While the leading trio got stuck around Tasmania, the mid-fleet had a bumpy ride for Christmas, especially Michael Guggenberger (AUT) and Jeremy Bagshaw (ZAF) who celebrated his 60th birthday in 40-knot winds and 7-metre waves. Apart from a cheeky Christmas present in the form of a deep low-pressure, the mid-fleet has been progressing well. Ian Herbert-Jones (GBR) has maintained a 120-130 nm per day pace on Puffin along the exclusion zone, his new standard which he needed to keep ahead of SUHAILI and the Gate!

Captain Gugg (Michael Guggenberger) who kept a regular pace of 140 nm per day, mastering a well-balanced ketch-rigged Biscay 36 is approaching Tasmania. His high average speeds ended though just 15 miles from the Tasmanian coast when he was becalmed and sat going nowhere for 36 hours. He is now expected to make the Hobart gate late on the 2 January. This means that the mid-feet sailors gained up to 400 miles in a week over Simon, and while the gap with the lead is still significant, Michael, 600 miles from Abhilash has not lost ground on them. This alone is an exploit considering the incredibly fast pace of both Abhilash and Kirsten who have beaten both the 24-hour and 7-day fleet records between December 17 and 23.

While Ian is reducing the gap with Jeremy by 20 to 25 miles a day, Captain Gugg is exiting the mid fleet to join the leading trio for the home stretch through the Southern Pacific, with a boat in perfect conditions, matching the performance of Simon’s cutter rigged sistership and all in good Spirit as his weekly call suggests

Several thousand miles behind the leaders, Ian was unsure he would make the Hobart Gate in time when in Cape Town a month ago. At the moment, he has a 16-day time cushion on the Hobart Gate with an ETA on January 15th while taking 10 to 20 miles out of Jeremy every day. In fact, he managed to reduce the trailing distance from 1050 miles at the beginning of the exclusion zone to 720 miles as of today! It might seem far-fetched but with another 15.000 miles to go, the battle for 5th place may be on!

Between Cape Town and the end of the exclusion zone, the situation is a bit more complicated for Guy Waites (GBR) and El-

liott Smith (USA) who have both been dealing with high pressure systems catching up on them, hampering their progress towards Australia. Both understand that they cannot now make the Hobart Gate in time. Both have contingency plans and keep finding the resources to continue sailing. Hats off to them!

Guy is determined to continue his solo circumnavigation as explained in his weekly call but will be retired from the GGR once the Hobart gate closes. Elliott has been doing well despite being forced to sail with a double reefed main and staysail only to nurse his Second Wind after the bowsprit broke again. His goal now is to get to Australia safely, planning to make landfall in Fremantle for repairs, as he told us this week. He is currently being hit by a small intense low with 5-6 metre seas and 55 knots gusts. A sudden wind shift expected may set up a dangerous sea.

2022 GGR Results (as of 10 January)

	Boat	DTF
1. Simon Curwen	Biscay 36	10,961
2. Abhilash Tomy	Rustler 36	11,788
3. Kirsten Neuschäfer	Cape George 36	11,835
4. Michael Guggenberge	Biscay 36	12,546
5. Jeremy Bagshaw	OE32	13,514
6. Ian Herbert Jones	Tradewind 35	13,933
7. Elliott Smith	Gale Force 34	15,199
8. Guy Waites	Tradewind 35	16,684
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
Arnaud Gaist	Barbican 33	Retired

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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Globe 40 News

A COMPLEX LEG 6 IN THE SPRINT FOR BRAZIL

Leg 6 of the GLOBE40 have departed Ushuaia. With the first competitor making landfall at the heart of the Argentinean region of TIERRA DEL FUEGO on 16 December, participants in the GLOBE40 have relished this stopover in what is a truly unique setting, coloured by a backdrop of sea and mountains at the gateway to the Antarctic. Ahead of their bows now is a 3,273-mile course for this return to the Atlantic Ocean bound for RECIFE, where the fleet will be hosted at the brand-new RECIFE MARINA. Having covered close to 75% of the total distance for this event, there is precious little separating the teams in the overall ranking with just 1 point between the top two crews on SEC HAYAI and MILAI Around the World.

The southernmost start in the history of offshore racing

This start at 54° 48, 8 South is a first in the history of offshore racing. Indeed, with the finish of leg five from Papeete being decided just after Cape Horn, at a point outside the Beagle Channel, a 150-mile strait linking the Atlantic and Pacific Oceans with the town of Ushuaia at its centre, the start of leg 6 took place within Ushuaia Bay itself, in a light breeze that contrasted with the 40 knots that rocked the moorings the previous week. Ahead of them the competitors can enjoy a 50-mile sprint along the Beagle Channel and its spectacular backdrop of snow-capped mountains, before they reach the open waters of the Atlantic for what promises to be a complex leg with at least 3 phases: nearly

1,000 miles through the Roaring Forties with a low pressure system scheduled to roll through on 10 January, a complex zone up to Rio de Janeiro with multiple influences and finally a rendezvous with the SE'ly trade wind to make landfall in Recife. Christian Dumard explains the course in more detail:

“After exiting the Beagle Channel in light and variable winds, mainly from the north, with gusts likely sweeping down from the mountains, the 5 duos will have to make their first strategic choice: to pass to the east or west of the Isla de los Estados. If they opt for the west, they'll have to pass through the Le Maire Strait with its strong currents. Timing will be key to benefit from favourable currents and avoid punching into them. What comes next is not yet set in stone. Some 3 to 4 days out, the weather models are yet to reach an agreement. The primary difficulty will involve trying to avoid a depression to the north on 12 and 13 January. A westerly rounding will be called for to avoid sailing close-hauled in boisterous conditions. A long slalom will ensue between depressions rolling off South America and cells of high pressure before the competitors try to hunt down the trade wind off Rio for the home straight to Recife where the front runners will be expected around 24 January.”

A striking stopover in Tierra del Fuego

As was the case in Mauritius and Papeete before it, the hosting of an international offshore race in Ushuaia in Tierra del Fuego was a first. And it will undoubtedly be a stopover that the competitors will remember for a long time to come through its difficult

access, the passage around Cape Horn and the climb up the Beagle Channel, as well as its wild splendour, its changeable and often violent weather conditions and its exuberant marine fauna, the charms of which leave absolutely no one indifferent. The town of Ushuaia has an end of the world or ‘Fin Del Mundo’ sea spirit about it, both as a destination for yachts and cruise liners making a stopover in Patagonia, and as a hostile environment, which brings together a diverse and international collection of people who gravitate towards these remote lands and form lasting bonds in a spirit of solidarity. As such, in a matter of weeks, the GLOBE40 has treated its participants to a series of exceptional contrasts ranging from the lush landscapes of French Polynesia to the magnificence of those in Patagonia and soon the festival feel of north-east Brazil as it approaches carnival season, the first since the two-year health crisis.

A return to the Atlantic

There are 5 coefficients colouring the

last 3 legs of the GLOBE40 - leg 6 Ushuaia – Recife is coefficient 2, leg 7 Recife – Grenada is coefficient 1, and the return sprint across the Atlantic to Lorient for leg 8 is coefficient 2. The overall ranking for the event remains as hotly contested as ever with nearly 75% of the total distance, or over 21,000 nautical miles (38,800 km) already covered. With just one point separating the top two teams made up of the Dutch pairing on SEC HAYAI and a Franco-Japanese pairing on MILAI Around the World, it's sure to be an intense sprint up the Atlantic. Indeed, the Anglo-American crew on AMHAS is just 4 points shy of the top spots and is keen to get back into contention as it did when it took the win in the Cape Verde – Mauritius leg. A little further down the leader board, GRYPHON SOLO 2 and WHISKEY JACK will also be giving their all to try to match the pace of the rest of the fleet, the bond of solidarity driving them ever onwards in this epic competition and this unprecedented adventure of a lifetime.

Maine Seacoast Mission News

Continued from Page 10

applicants are instructed to visit the Employment web page for the future job opening, <https://seacoastmission.org/employment/>.

Maine Seacoast Mission Receives \$20,000 Grant Award for Children’s Backpack and Summer Literacy Programs

Maine Seacoast Mission was recently awarded a \$20,000 grant from the Evelyn S.

and K.E. Barrett Foundation that will support initiatives out of the Mission’s Downeast Campus in Cherryfield. The grant will be shared between two Mission programs, the Backpack program which provides food to children and the EdGE Summer Literacy program.

Mission President John Zavodny shares, “Food security and early literacy programs are both linked to increased success at school. By addressing these supports for learning, the Mission hopes students will be able to excel. We are grateful to the Barrett Foundation for their support of our Backpack and Summer Literacy programs.”

The Backpack program, part of the Mission’s Food Security program, provides food for more than 100 families at five elementary schools in Washington County. The area has one of the highest food insecurity levels in Maine with one in four children labeled as food insecure. The backpacks, which are given out each weekend and before holiday breaks, include child-friendly, non-perishable food. There is enough food for one dinner and two breakfasts, along with snacks. Along with food, there are simple recipes families can make together using easily accessible ingredients.

The literacy program is an integral part of EdGE summer camps which serves more than 250 students in kindergarten through eighth grade at three locations in Washington County. Through the program, children attending summer camps receive books they can keep and age-appropriate literary support during the summer. The camps include group readings and discussions for older kids as well as book-related engagement programs for younger children. The program works to develop campers’ reading abilities and meet learning milestones including building vocabulary, reading comprehension and proficiency, and recalling information.

About both programs, EdGE Program Director Isaac Marnik says, “This grant will make a tremendous impact on the quality of programming that we are able to offer. Over the years, when we have been able to provide new books to students, it is wonderful to see the excitement and joy that the students have when they received them. This grant will help bring that happiness to the students we work with.

Rooted in a history of compassionate service and mutual trust, Maine Seacoast Mission seeks to strengthen coastal and island communities by educating youth, supporting families, and promoting good health. We offer healthcare, education, food, shelter, and spiritual support by land and by sea. For more information, please visit <https://www.seacoastmission.org/>

MAINE DMR NEWS

Continued from Page 13

Finally, some good news for Maine’s lobster industry.

December 23, 2022

The U.S. House of Representatives followed the lead of the U.S. Senate and voted to approve the omnibus spending bill to fund the federal government. This budget package includes a six-year pause on new federal whale regulations, money to gather needed data including the presence of whales and phytoplankton, and funding for the development of innovative gear technology that will keep the fleet fishing. We expect the President to sign this legislation in the coming days.

Here are the major provisions: Postpones implementation the next phase of federal rulemaking for the lobster fishery under the Atlantic Large Whale Take Reduction Plan (ALWTRP) for six years. New regulations will need to be in place by December 31, 2028. This is a much-needed pause in a process that was setting this industry up for serious economic hardship. Provides \$2,000,000 for partnerships among State agencies, academia, and industry to address American lobster research in the Gulf of Maine, Georges Bank, and southern New England. The research will explore the impact of whale protection measures on the resource and the fishery. Provides \$6,000,000 for (North Atlantic Right Whale (NARW)-related research, monitoring, enforcement, and conservation efforts. A better understanding of NARW abundance and distribution will be critical to the development of future regulations that protect whales without unnecessarily impacting industry. At least half of this funding will be used for vessel surveys, passive acoustic monitoring, habitat and plankton monitoring, habitat modeling, and potentially whale tagging in the Gulf of Maine. This is the type of research and monitoring that we believe will lead to better modeling and more targeted risk reduction measures in the future. Along with aerial surveys, it may also enable dynamic management of closed areas

based on whale presence, which would be a better, more targeted solution than large, static seasonal closures. Provides \$1,500,000 to support continued development of ropeless gear technologies. The research will focus on issues important to industry such as gear location, gear conflict avoidance, and enforcement. Provides \$26,000,000 through the Atlantic States Marine Fisheries Commission for distribution among affected States. This funding can be used for a range of purposes, including offsetting costs of compliance with the 2021 rule and electronic monitoring requirements, or research to inform future regulatory actions, including development of a dynamic management program or new gear technologies. Authorizes and provides \$20,000,000 in funding for Fiscal Year 2023 for a new grant program to be administered by the National Fish and Wildlife Foundation. Funding will be available for research and development of new gear technology that will reduce lethal and sub-lethal effects of human activities on right whales, development of dynamic management approaches, and training on how to use newly developed technologies. Eligible recipients include states as well as nonprofits, research institutes and universities who partner with states or fishing industry members and groups. Directs NOAA to work with States and other stakeholders to improve the Decision Support Tool (DST), with a goal of reducing the uncertainty that has hampered the effectiveness of the DST in determining risk. Encourages NOAA to revise whale population models using “most reasonably certain to occur” rather than “worst case” scenarios and assumptions, and to incorporate better data that allows more accurate predictions of future NARW populations before issuing any new regulations.

Thanks to the extraordinary efforts by Senator Collins, Senator King and Representatives Pingree and Golden, who coordinated closely with Governor Mills to accomplish this legislative action, this package provides the time and resources needed to gather better data and develop workable gear changes

before further regulations are implemented.

I need to give special thanks to the staff of our congressional offices who worked tirelessly day and night, well into the wee hours of the morning, for many days, to help make this all happen. I also want to thank MLA’s Patrice McCarron and MLU’s Ginny Olsen who made themselves available, day and night, for us to bounce language off and verify if the MLA and MLU could live with compromises as the playing field changed by the hour and sometimes the minute. MLA and MLU both played critical roles over the last few weeks that helped get this effort over the line.

I would also be remiss if I didn’t thank DMR staff, most notably Deputy Commissioner Meredith Mendelson, who was working with me on this during every waking hour.

This Congressional action also does not mean that this is the end of our work in the courts. We are still actively developing our brief for the appeal in the MLA lawsuit and will keep you apprised on both cases as they progress.

What it does mean is that now we have the time we’ve needed to work on the future of the fishery. This win doesn’t mean we can sit back and wait for things to change – we must actively work on gathering data, challenging the science, improving the models and developing gear that works.

Yes, there is much work to do over the coming months and years– we can’t rest yet. The federal laws will still be used to develop rules that will be implemented in 2028 and beyond, so in the meantime we must ALL WORK TOGETHER and determine the path forward.

I will continue to provide updates as these issues progress, but I’m happy to be able finally to share good news with you as we head into the holidays.

I look forward to seeing you in the new year and in the meantime wish you a healthy and safe 2023!

Patrick Keliher, Commissioner, Maine Department of Marine Resources

Awful Calamities or The Shipwrecks of December 1839

BEING A FULL ACCOUNT OF THE DREADFUL HURRICANE AND OF DECEMBER 15, 21 & 27, ON THE COAST OF MASSACHUSETTS; IN WHICH WERE LOST MORE THAN 90 VESSELS, AND NEARLY 200 DISMASTED, DRIVEN ASHORE OR OTHERWISE DAMAGED, AND MORE THAN 150 LIVES DESTROYED, OF WHICH FULL STATISTICS ARE GIVEN; COMPRISING ALSO A PARTICULAR RELATION OF THE SHIPWRECK OF THE FOLLOWING VESSELS; BARK LLOYD, BRIGS POCAHONTAS, RIDEOUT AND J. PALMER, AND SCHOONERS DEPOSITE, CATHARINE NICHOLS AND MILLER. AND ALSO OF THE DREADFUL DISASTERS AT GLOUCESTER

BOSTON:
PRESS OF J POWELL
NO. 39, MERCHANT'S ROW, 1840

The only survivor of the wreck

“Oh I have suffered
With those that I saw suffer! a brave vessel,
Who no doubt had some noble creatures
in her,
Dashed all to pieces. Oh, the cry did knock
Against my very heart! Poor souls! They
perished.”

Entered according to Act of Congress, in
the year 1840, by
WALTON, SKINNER & TRACY,
In the Clerk's Office of the District Court
in Massachusetts.

It has probably never fallen to the lot of the citizens of New England, to witness, or record, so many terrible disasters by sea, in the short period of fourteen days, as have transpired within that length of time the present month. Three gales of unequalled fury and destructiveness, have swept along our coast, carrying desolation and death in their stormy pathway, and overwhelming many families in the deepest mourning. Many who entered upon the month of December with a fair prospect of enjoying “a happy new year,” and perhaps a long life, now sleep in the bosom of the great deep with the seaweed wrapped around them, or have been tossed on shore by the bellowing surges, and all bruised and mangled, have been followed, perhaps by strangers, to an untimely grave. Often as we have been called to weep with those who have wept over the sad wreck of human hope, we have seldom met with anything so well calculated to excite the sympathy of all the friends of humanity, as the melancholy events which we have recorded below.

In giving the history of the late dreadful shipwrecks, we propose to speak of the devastations of the three gales separately, first inserting a list, as complete as possible, of all the vessels wrecked or damaged; and then detailing some of the affecting incidents accompanying these disasters. We have been at great pains to collect the materials from the most authentic sources, and have no doubt but this unpretending pamphlet will afford the best account of these remarkable providences of God which will fall into the reader's hands.

THE FIRST GALE

On the night of Saturday, December 14, at about midnight, a violent snowstorm commenced along the coast, and continued to rage until late on Monday. During a part of the time, the snow gave place to a freez-

ing rain. About 2 PM on Sunday, the rain commenced, and the wind at the same time rose to a gale; but it was not until 11 PM that the unprecedented and devastating hurricane broke upon the ill-fated shipping. From that time until 2 or 3 o'clock, AM of Monday, it continued a perfect tornado. It blew hard all Monday, and Monday night, but the most damage was done on Sunday night. The following is a list of the vessels wrecked or damage, as far as has been learned.

Schooner HARWICH, at anchor in the stream dragged against ship COLUMBIANA, at Lewis' Wharf, carried away mainmast, stanchions, bulwarks, &c. Knocked off the cutwater of the COLUMBIANA, and chafed her badly, carrying away her anchor, &c.

Schooner CLARINDA, of Boston, a lighter sloop were sunk at Lewis's Wharf.

Ship PROPONTIS, of Boston, from Cadiz, broke adrift from Sargent's Wharf, tore out her timber heads, and drove up the dock where she remained safe.

Ship FORUM, of Boston, broke her moorings at Granite Wharf, drove up the dock, stove in her stern, carried away her foretopmast, and was otherwise damaged.

Ship STERLING, of Boston, broke adrift, fell across the dock, and was much chafed.

Brig BANIAN, of Boston, from Matanzas, dragged from the stream against Granite and T. Wharfs, and was much injured by the contact, staving her boat, the store-houses, &c.

Barque CREOLE, drove from the stream against brig ADELAIDE, carrying away her bowsprit, and chafing her badly. The ADELAIDE then dragged against the Hamburg brig EDWIN, damaging her sides, chain plates, &c. A lighter sloop was sunk at Central Wharf.

A schooner at Arch Wharf, drove her bowsprit through a store.

Schooner HERPERUS, of Gardiner, from Pittston, parted her chain in the stream, drove against ship WILLIAM BADGER, at Rowe's Wharf, parted her fasts, and both drove up the dock. The schooner carried away her bowsprit, and stove her bows; the ship was badly chafed, and drove her jibboom through a store.

Brig EDWIN, at India Wharf, chafed off all her sheathing, fore and aft, split several planks, stove a hole in her side, carried away her chains, fore and aft, jibboom and main boom, and tore up considerable of the wharf. Brig GERTRUDE, from Mansanilla, drove up the dock between Central and India Wharves, stove in her stern, and carried away her bowsprit.

Brig AJAX, at Foster's Wharf, carried away bowsprit. Brig CYPRESS, at Carleton's Wharf, was badly chafed. Schooner CLORINDA, lost her foremast and bowsprit, filled and sunk. Sloop HEPZIBAH by also filled and sunk.

Schooner THOMAS, from Portland, dragged from the stream against Union Wharf, starting the planks in her larboard quarter.

The sloop of war CONCORD, broke from the wharf at the Navy Yard, Charlestown, and drove against the COLUMBUS, 74, damaging both vessels.

BOSTON BAY, AND VICINITY

Swedish brig PRECIOSA sailed from Boston on Saturday, was driven back, and 11 o'clock on Monday anchored inside Cohasset rocks, and cut away both masts, where she rode out the gale.

Schooner MARY FRANCES, of Belfast, which drove out of Gloucester Harbor, went ashore on Tuesday, on Marshfield Beach. Goods all saved. Schooner AN-TIOCH, of Ellsworth, also drove out of

Gloucester, brought up on Nichols' Rock, Cohasset, bilged badly; cargo of wood, lumber, &c.; almost a total loss. Schooner ENTERPRIZE, of Phippsburg, from Bath, for New Orleans, ran ashore high and dry, near Worrick's Hotel, Cohasset, all safe. Schooner ROBERT RAIKES, of Thomaston, from New York, went ashore, a total loss; cargo mostly damaged. Schooner EDDINGTON, from Bangor, for Providence, went ashore, wreck, cargo lost. Schooner MARGARET, of and from Bath, for Charleston, South Carolina ran ashore north of the lighthouse, not much damage.

British brig SUSANNA, drove up to Quincy. British schooner H. DAVENPORT, for Annapolis, went ashore on Hospital Island. Schooner SUSAN JANE, of Blue Hill, from New York, with flour and navy timber, anchored off Black Rock, Cohasset, lost both her masts and her rudder, parted one chain, but the other held her; she was abandoned. The captain, his wife, and the crew, landed

safely at Scituate. Schooner JULIA, Morrill, of and from Dresden, anchored on Sunday, off Spectacle Island, dragged, struck a rock, and knocked off her rudder, after which she cut away her masts and rode it out.

The brig COLUMBUS, of Boston, anchored outside of Plymouth flats, dragged, and run aground. Packet schooner HOMER, from New York, also run high up on the flats, with the loss of both her chains. Brig SEA ISLAND, drove on the flats at the same time, with the loss of both top-gallant masts. The schooner MARY ANN, of Castine, from New York, went to pieces at Warren's Cove, crew saved.

CAPE COD COMIC AND VICINITY

The ship MARTHA WASHINGTON, of Castine, which sailed from Boston for Mobile, on Saturday, was driven ashore on Palmet Harbor Bar, about three miles south of the Highland Light, inside of Cape Cod, and was got off without having sustained much injury. New brig ALICE, Jordan, from

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Awful Calamities or The Shipwrecks of December 1839

Bath, for Cuba, went ashore about three miles west of the Highland Light, both masts carried away. The captain, his wife, and crew, were taken off about 12 o'clock Tuesday morning. Two fore and aft schooners, unknown, went ashore back of Wellfleet, on Monday, PM and went to pieces, and all on board perished. From Provincetown to Eastham, 21 vessels went ashore.

A Bath ship, said to be lumber laden, went ashore in the vicinity of Orleans.

The brig DEMOCRAT, Sylvester, from Bath, for Barbados, went ashore on the evening of the 16th, at Dennis Point, in Barnstable Bay, and lost. The hull of the brig DILIGENCE, Woodbury, from Portland for Havana, anchored about halfway between Barnstable Bar in Billingsgate Light, her spars all gone.

A large full rigged brig was very near the breakers on Barnstable Bar, on the morning of the 17th; but the wind having moderated, she obtained an offing, with tac-help of the strong ebb tide. Schooners VISCHER and MAGNET, was somewhat damaged on Monday night, by contact with schooner TRIO.

Schooner SCIO, Darby, of Brooksville, Maine from Philadelphia for Boston, with coal, went ashore back of Wellfleet, and will probably be a total loss; crew saved.

Schooner CALEDONIAN, Emerson, of Bucksport, went ashore back of Eastham; crew saved.

Two hermaphrodite brigs, names unknown, went ashore on the inside of the Cape, near Wellfleet, on Monday, one laden with flour and corn. Brig MARIA, Johnson, from Richmond for Boston, was stranded in the late gale at Wellfleet; the cargo is landing on the beach. Schooner AMETHYST, of North Yarmouth, from St. Johns, Florida, sunk off Wellfleet, all lost.

Brig RIDEOUT, from Bath for Matanzas, was driven among the breakers on the Cape, capsized, and all hands were lost. Brig AUSTIN, Walston, from Bath for Matanzas, was more fortunate; she was driven ashore near the same place, but beat over the outer bars, and by the means of a rope, all the crew succeeded in reaching the shore, much exhausted. Schooner SHAKE-SPEARE, Ulmer, from Havana for Boston, went ashore near the same place, and was totally wrecked; the crew, however, were all saved. Brig CARABASSET, of Portland, bound from Havana for Boston, went ashore near the Highland Light on Sunday evening, and vessel and cargo were lost, and seven out of nine of the crew were saved. Sloop INDEPENDENCE, of Charleston, sunk in Provincetown Harbor on Sunday; the crew, four in number, remained in the rigging for some hours, and at length were rescued by the gallant exertions of some of the Cape Cod men, who at the imminent risk of their lives, went off to them in a whale boat. Sloop BELVIDERE, of Boston, with sand, drifted from her anchors, and went ashore in Provincetown Harbor. Brig CARTER BRAXTON, Smith, from Fredericksburg for Boston, drifted from her anchorage and went ashore; got off without much damage. Schooner PIONEER, Moore, from Gouldsboro, Maine for Lyme, Connecticut dragged ashore; got off with trifling damage. Schooner CHAPPELL, Moore, from Steuben, Maine for New York, dragged with both anchors ahead, but cut away both masts and rode out the gale. Schooner ALBION, Smith, of Hampden, from New York for Boston, slipped her cables, and got alongside of a wharf, with loss of bowsprit, cutwater, davits, &c. Schooner BRENDA, of Boston, drifted from her anchorage, went afoul of schooner TARQUIN, causing some damage to the latter; the BRENDA had her bends

and one plank stove in, and was obliged to cut away her foremast to get clear. Sloop MINERVA, of Norwalk, Connecticut deeply loaded, for Boston, carried away her mast about fifteen feet from the deck, and rode out the gale in the harbor.

A large brig went ashore on the back of the Cape, the crew took to the tops and were saved. A large schooner also went on shore and loss both masts. A brig went ashore on the outer breakers, and went to pieces in the night; all on board lost; her keel, timbers, &c. drifted ashore.

The schooner BOSTON, Bray, from Philadelphia, for Boston, slipped her chains in the Bay, and went ashore on Long Point, but got off without much damage.

LYNN AND MARBLEHEAD
At Lynn, the schooner CATHARINE NICKOLS, Woodward, went ashore at Nahant, at about 4 PM. The vessel was washed into a mere mass of splinters; three men were lost.

At Marblehead, although every vessel but one went ashore, no lives were lost. The schooner MINERVA, Rollins, from Pittston for Plymouth, lost both masts and bowsprit, threw over her deck load of hay, &c. Schooner PAUL JONES, high and dry on the rocks, bilged. Schooner SEA FLOWER with corn and flour, on the beach, a total loss of the vessel and part of the cargo. Schooner BRILLIANT lost her main boom, stern ripped down. Schooner TASSO, slightly damaged. The schooners MARY, SWAZEY; J. Q. ADAMS, PLUTUS, TWO BROTHERS and BURLINGTON, ran ashore on River Head Beach. The stern of a small craft was found on this beach, probably wrecked on one of the islands at the mouth of the harbor.

GLOUCESTER
The greatest destruction took place here; the gale was truly terrific, and the devastation unprecedented and terrible. The following is a list of the vessels that were most severely injured; all of which ran ashore unless otherwise stated.

Schooner ELIZA AND BETSEY, of Mount Desert, sunk at her anchors; Joseph Gott, Alpheus Gott, (picked up,) Peter Gott and Joseph Gott, her crew, all lost.

Schooner BOSTON, Thomas, of Belfast, with wood and lumber, for Salem; vessel and cargo totally lost, crew saved.

Schooner MARY JANE, of Portland, cargo of molasses; cut away masts, stove deck load, crew taken off.

Schooner COLUMBIA, of Bremen, Maine, Jacob L. Kaler, master; total wreck; William Wallace and --- Hafses drowned.

Schooner NEUTRALITY, of Portland, William Shays, master; crew saved, vessel and cargo total loss.

Schooner ST. CLOUD, Park, from New York for Prospect, total wreck, crew saved.

Schooner FAVORITE, of Wiscasset, vessel and cargo total loss; Mrs. Sally Hilton and William Mann, drowned; former picked up.

Schooner SALLY, of Wiscasset, Capt. Drake; vessel and cargo total loss. Capt. Drake and brother drowned.

Schooner FAME, (three masted) of Ellsworth, Capt. Lord; vessel bilged; cargo may be saved, no lives lost.

Schooner DELTA, of Augusta, Capt. Moor; vessel above high water mark; no lives lost.

Schooner SARAH, of Portsmouth, owned by G. Melcher; cargo, corn and flour, partly saved; no lives lost.

Sloop PORTLAND, of Brunswick, on shore; hands saved.

Schooner PRUDENCE, of Prospect; vessel and cargo lost, crew saved.

Schooner SALLY AND MARY, of Bristol; vessel and cargo lost, crew saved.

Schooner INDUSTRY, of Prospect; vessel and cargo lost, crew saved.

MARY FRANCIS, of Belfast, Warden. Just as the Custom House boat boarded her on Monday afternoon, her last cable parted, and she went to sea; the boat took off the crew and two passengers, B. F. Blackstone and Dr. Boyden, of Belfast.

Schooner VOLANT, of ---, wreck; crew believed to be all saved.

Schooner MARY GOULD, of ---, wreck; crew saved.

Schooner CHARLOTTE, of ---, wrecked; crew saved.

Schooner WALRUS, of Bucksport, wrecked at Pigeon Cove; crew all perished; four bodies found. Cargo of corn, flour, &c.

Schooner BRILLIANT, of Mount Desert; vessel, cargo and three men lost; names unknown.

Schooner MILO, of Bristol, vessel and cargo lost; one man, Samuel Sprowl, drowned.

Schooner SPLENDID, of Newcastle; vessel and cargo lost, crew saved.

Schooner SALLY, of Wiscasset; vessel, cargo and two men, Hartley and Isaac Decker, lost.

Schooner NORTH CAROLINA, of Calais, James Barter, Jr., from Calais, bound to Newport, with lumber, cut away masts and rode out the gale; sustained injury by vessels drifting afoul of her. Schooner COOPER'S FANCY, Bridges, of Mount Desert, vessel sunk, crew saved.

Schooner F. SEVERS, lost on Norman's Woe. Sloop EAGLE, of Bowdoinham, went to pieces; crew saved.

Schooner ARIEL, of Ellsworth, from Boston for Frenchman's Bay, dismasted; crew taken off. Schooner ELIZA & BETSEY, of Mount Desert, driven ashore; crew saved. Schooner ALERT, Dunten, of Woolwich for Boston, dismasted; crew taken off.

Schooner HENRIETTA, Dunten, of Westport, for Norfolk, dismasted; crew saved.

At *Sandy Bay*, a schooner struck a reef while entering the harbor, and went to pieces instantly. It is thought all on board were lost; her name was unknown; four bodies came ashore.

IPSWICH AND VICINITY
At Ipswich, schooner DEPOSITE, of Belfast, with lumber, went ashore on Lakerman's Beach; four lost; two men and one woman saved.

At Essex, a schooner went ashore on Patch's Beach; six persons lost, one saved.

NEWBURYPORT
Fifteen or twenty vessels were injured, but we believe no lives lost. Among the vessels damaged, where the NANCY, badly; RINALDO, loss of mast and other damage; IVY, MECHANIC and HARMONY. Schooner GOOD INTENT, at one of the lower wharves, got foul of the HOPE, and both were damaged. Schooner GLIDE, loaded for New Orleans, was badly chafed at the wharf; also the MARGARET, for Baltimore. Ship HUNTRESS, reported on Saturday to have sailed, did not get out, but returned to the wharf, where she lay with no other damage than rubbing her paint.

Such is believed to be a very correct account of the destruction caused by the first storm, and who, in looking over the extended list, can fail to perceive that it was one wide scene of devastation along the whole eastern coast of Massachusetts. On the coast of Maine the storm was less severe, as it was at the southward. A few of the most distressing shipwrecks deserve to be detailed more particularly,

The Schooner CATHERINE NICHOLS...This vessel, owned in Charlestown, and bound thither from Philadelphia, with

a load of coal, was wrecked on Nahant, on Sunday, at 4 o'clock, PM Capt. Woodward first made Egg Rock, through the thick and almost impenetrable atmosphere. Having thus learned his position, he ran round into Reed Cove, on the southwest side of Nahant. At this time the wind was so light, and blowing from such a quarter, that all the crew might easily have escaped in the boat. But hope, so deceitful to hundreds during this gale, induced them to remain on board. The wind was at that time favorable, and they were sheltered by the high hills of the promontory from the violence of the tempest. But they were doomed to sudden disappointment. Hardly had the anchored before the wind, as if bent on ruin, chopped round so as to make the cove no shelter. In thirty minutes they parted their cables, drove by Baylie's Point, and rushed furiously on the shore. By this time the generous citizens thronged the shore in hopes to save the crew of the doomed vessel. After she first struck, she wheeled round, and on the back of a mountain surge was rolled up upon the rocky shore, and immediately one mast went by the board. When the waves retired, several men would make a desperate effort to seize someone on board and run him on shore. Mr. Johnson is understood to have been principally instrumental in this philanthropic work. In this way, the captain and two of the crew were saved. Soon, the other mast was carried away, and as it fell another man crept forward and over the gunwale. He was seized on the return of the wave, but was found to have been wounded, probably by the falling of the mast. As they laid hold of him they heard him say, "Oh dear," and when he reached the shore he motioned them to lay him down, which they did, and he immediately died. His name was Whitton. The mate stuck to the vessel to the last, feeling assured that he should escape, as he had passed through so many perils safely, but he was at the last point of danger. He died amidst the roaring surf, and was found, stripped of every particle of clothing except his stock and stockings, jammed in among the rocks of that iron shore. When the last mast fell, a man, (the only one whose fate has not been stated) was seen to crawl out upon it through the mad and foaming waves. Soon the mast broke loose from the schooner, and instead of washing on shore as the poor fellow had vainly hoped, it drifted seaward, and he was carried out of sight to be buried in the depths of Lynn Bay. On Tuesday, the two bodies which had been recovered were taken to the first Methodist Church in Lynn; appropriate funeral services were performed, and the victims of the sea were committed to the bosom of the earth. The name of the man drifted to sea was John Lindsay of Philadelphia. The vessel went entirely to pieces.

The Brig RIDEOUT...This vessel, commanded by Capt. Purrington, of and from Bath, for Matanzas, was driven among the dreadful breakers on the outside of Cape Cod, and capsized. Every soul on board was lost. She went upon the outer breakers, and being upset, remained among them, the furious sea rolling quite over her as if she had been but a log. She finally went to pieces. In this case, about a dozen human beings, flushed with hope, and anticipating a long life, were suddenly hurried into eternity. The reader has only to picture to himself, a noble vessel careering over the sportful waves; then the rising of the storm, the preparation of the creaking vessel for the fierce struggle, the increase of the tempest, the breakers ahead, the fruitless effort to clear them, the shriek and prayer as she plunges into the midst of the foaming surges, where the spray is dashed over her very truck, the reeling of the ship for a moment as though she were

Awful Calamities or The Shipwrecks of December 1839

a drunken man, and then the fearful mountain-wave that strikes her amidships, and rolls her over like a slaughtered ox, throwing the frightened mariners into the merciless waters, the gurgling cry of a moment as they struggle even with certain death, and then the silence of all save the roaring waves and whistling winds, and he will have some idea of the loss of the poor ill-fated RIDEOUT.

The Schooner DEPOSITE... This schooner, Cottrell, master, from Belfast, with lumber, was wrecked on Lakeman's Beach, Ipswich. She was first discovered by Mr. Marshall, of Ipswich, who gave the alarm, and with Mr. Greenwood, keeper of the light, repaired to the beach. The schooner was close into the shore, but the surf was breaking over, and inside of her, so that a boat could not live for a moment. Mr. Greenwood dashed into the surf, and at imminent peril, succeeded in reaching the vessel, and with a rope hauled in Mr. Marshall and the boat. By this time the poor sufferers on board were almost gone, cold, and exhausted, the sea every moment breaking over them. The wife of the captain was among the wretched company. One, a boy, lay dead in the scuppers, and a Negro man was in his last agonies, when they got on board. He died in a few minutes. Nerved to desperate effort by the peril of the sufferers, and that common humanity, which, despite of the little petty bickerings of men, will reveal itself in such an hour, these two noble fellows went to work at once. The captain, almost senseless, and completely exhausted, was first lowered into the boat with Marshall, but a wave instantly upset it, dashing Marshall under the vessel. He rose to the surface, and saved himself by catching hold of a rope; the poor captain was drowned of course, as he was incapable of helping himself. The cries of the dying for succor, were as nothing to the terrific shrieks of the captain's wife, as she saw her husband buried beneath the waters. Two of the crew were got ashore, one of them by floating on the boom. The bereaved woman was then lowered from the stern by ropes, and Greenwood and Marshall, standing each side of her in the water, took advantage of an inward wave, and run her ashore in their arms. The names of the three survivors are Mrs. Cottrell, George Emery and Chandler Mahoney. The dead bodies were taken to town and interred on Wednesday. The services were performed at the South Church, before a large concourse of people. The bodies were followed to the grave by sixteen sea captains as bearers, and a long procession of citizens. The expression upon the countenances of the dead was striking. That upon the face of the young man named Durham, was peculiarly sweet. He seemed to be a calm slumberer, rather than a breathless corpse.

DISASTERS AT GLOUCESTER

But the calamities we have recorded above, were nothing in comparison to those which happened at Gloucester. The harbor was supposed to be very secure, and at the commencement of the storm a great many vessels, especially coasters, put in there for shelter. Unfortunately, instead of anchoring in the inner harbor, as far at least as Five Pound Island, or in the South East harbor, in both which places the holding ground is good, and the anchorage well sheltered, they generally anchored just north of Ten Pound Island and Ten Pound Ledge, where they were right in the teeth of the current of wind, rushing in a gale from southeast or north-northeast, between Rocky Neck and the Fort; in the range of the undertow rolling over Dog Bar; and on very poor holding ground. Of course the most of them dragged ashore. Such a scene of terrific and horrible ruin has not been witnessed in that harbor within the memory of the oldest resident,

a man 104 years of age, who has always lived there. More than fifty vessels were either driven ashore, dismasted, or carried to sea, and the loss of lives could not have fallen much short of fifty. From one end of the beach to the other, nothing could be seen but pieces of broken wrecks; planks and spars, shattered into a thousand splinters; ropes and sails, parted and rent; flour, fish, lumber, and a hundred other kinds of lading and furniture, soaked and broken; with here and there a mingled and naked body of some poor mariner; and in one instance that of a woman lashed to the windlass-bitts of a Castine schooner, lay all along the beach, while off, thirty yards, with the surf breaking over them every moment and freezing in the air, lay nearly a score of lost vessels; all together forming a picture which it is in vain to attempt to copy in words. In the midst of this scene of terror, the hardy and noble fishermen of Cape Ann, fully proved that a sailor's jacket seldom covers a craven heart. They manned two boats, the Custom House boat and the VAN BUREN; and fearlessly risked their lives for the safety of their fellow creatures. Vessel after vessel was visited by them; they made their way over the tops of mountain-waves, and through the gaping chasms of the hungry waters; and from the very teeth of greedy death, plucked many a poor, despairing, and exhausted fellow; bringing him safe to shore. Excellent, generous men! We would we could record all their names, that posterity might approve and emulate their deeds of daring. The boats were manned as follows: The VAN BUREN by Andrew Parker, Jr., John Parker and others; and the Custom House boat, by Messrs. Addison P. Winter, Carter, Charles P. Wood, Gideon Lane, and D. D. Heartley.

A public meeting was called, at which it was resolved to choose a Committee of Relief, to attend to the wants of all the sufferers, and to the interment of the bodies. The meeting voted to have the bodies taken to some church, and funeral services performed, under the direction of the following Committee, who were the Committee of Relief, viz.: George D. Hale, G. H. Rogers, Alphonso Mason, Epes W. Marcham, Eben H. Stacy, Samuel Stevens. Five hundred dollars was raised on the spot.

Such was the devastation wrought by the first storm, one of unequalled fury and destructiveness.

THE SECOND GALE

Occurred on Sunday and Monday, the 22nd and 23rd of December. It was less severe

than that of the 15th, although sufficiently violent to have obtained under other circumstances, the name of a terrible hurricane. The injury to shipping was considerable, and two at least of the most distressing shipwrecks we ever had occasion to record, took place. The following is a list of the disasters.

Schooner TREMONT, Ingraham, from New York, of and for Thomaston, went ashore on Hampton Beach, New Hampshire fifty rods south of Great Boar's Head, on Sunday morning; the vessel and cargo lost, crew saved. Schooner HENRY, of Somerset, capsized off Leed's Point, New Jersey on Sunday, and went down with all her crew. Brig JULIA MCLINN, Palmer, from Puerto Rico, for New York, put into Lewes, Delaware on morning of 22nd; soon after, lost both anchors, and in attempting to beat up to the Breakwater, run ashore and was lost; crew saved. Schooner CHARLES, went ashore at East Thomaston, on night of 21st, and broke in two. Schooner EAGLE, Snow, also went ashore at the same place, and much damaged. Schooner CHARLOTTE, Farrar, of Kingston, from Baltimore for Boston, went ashore on Nantasket, on Sunday night; the crew saved, vessel had not gone to pieces. British schooner H. DAVENPORT, which went ashore on Hospital Island, on the 15th, and was got off, dragged ashore again on the 22nd, and it was supposed could not be got off till spring. But the most dreadful disasters are yet to be chronicled. We refer to the loss of the bark LLOYD, and brig POCAHONTAS.

The LLOYD, Mountfort, of Portland, from Havana for Boston, went ashore on Nantasket, about noon of the 23rd, in very thick weather, and a heavy sea on; her fore and mainmasts were gone, and only part of the mizzenmast was standing. six of the crew immediately got out the long boat,

and attempted to get on shore, but the surf at once filled the boat, and every man was swept to his grave in the billows. Another of the crew, named George Stott, got out the small boat, and finally succeeded by aid of the boat, and then an oar, in getting so near the shore, that the inhabitants dragged him from the foaming breakers. Capt. Mountfort, and the two remaining hands then lashed themselves in the mizzen rigging; the sea was all the while making a clear breach over the trembling hull. Soon the two men were broken from their lashings, and hurried overboard; they buffeted the surges a moment, and sunk forever. Capt. Mountfort still remained lashed to the rigging, the last survivor on board; but he could live only a short time in that fearful position. The boat of the CHARLOTTE, manned by the crew who had themselves just suffered the horrors of shipwreck, stood ready on the beach to seize the first opportunity to get on board. It came, and by dint of the greatest exertion, they succeeded in boarding the bark and bringing Capt. Mountfort ashore. He had been washed from his lashings several times, and bruised by his contact with the ragged deck, and was insensible when he was taken off. He was immediately taken into one of the huts of the Humane Society, and every effort made to restore life, but all in vain. He was sixty years of age; the oldest shipmaster out of Portland, and left a wife and three daughters to mourn over the loss they have experienced. The whole community will join them in that mourning, as Capt. Mountfort was very much respected. His body was taken to the village of Hull. Here, as at Gloucester, Ipswich, Nahant, and other places, the generous conduct of the hardy fellows who boarded the wreck, is above all praise. The roll of the LLOYD was as fol-

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Awful Calamities or The Shipwrecks of December 1839

lows: Daniel Mountfort, of Portland, Maine, master; Frederick C. Huntress, of Parsonville, Maine, mate; Henry Dodd, of Boston, seaman; William Guilford, of Limington, Maine; George Stott, of Baltimore, (who was saved); William Birch, of Baltimore; William Leslie, of New York; Henry Peck and John Stewart, no residence given.

The Brig POCAHONTAS, James G. Cook, master; sailed from Cadiz for Newburyport, the latter part of October. On Monday morning, the 23rd instant, Capt. Brown at the hotel on Plum Island near Newburyport, discovered a dismasted wreck ashore on a sandbar, about half a mile east of the hotel. The bar, or reef, lies about 150 yards from the beach, and is, we suppose, what is usually called the South Breakers. By the papers, trunks, and fragments of the vessel strewn on the beach, she was immediately known to be the POCAHONTAS. At this time but three men were to be seen on board; two were clinging to the bowsprit; and one was lashed to the taffrail almost or quite naked, and apparently dead. The weather was very thick, so that no signals could be made to alarm the town, and before intelligence could be conveyed thither, only one man was left on the bowsprit, his companion, and the man on the taffrail having been washed overboard. The sea was all the while breaking so furiously over the fated brig, that at the distance of 150 yards, with the aid of glasses, it could not be told whether the poor fellow on the bowsprit was an old acquaintance or not. Through the feathery spray he could just be seen for a moment, and then a mountain wave would roll quite over him. Yet in this dreadful condition he hoped and tenaciously clung to life. Perhaps he was a citizen of Newburyport, and possibly he could now and then see through the parting surf, the spires of the churches where he had worship God. The lighthouse, the first gleam of which over the waters he had long waited for, were now almost within his reach. He saw perhaps his own friends thronging the shore, and he knew that others, almost in the sound of his voice, were waiting with breathless anxiety to learn the fate of the last survivor. Oh! what terrible emotions must have rent the bosom of the poor man, as he hung there, suspended between life and death, hoping and despairing, dying in sight of home in his full strength, murdered by the pitiless

waves before the eyes of his own childhood's friends. Once he lost his hold! 'Twas a fearful struggle, but he regained it, and there amidst the stormy surges he hung till noon. No one could relieve him; a boat could not live in instant, and about noon the wretched man was swept away and lost among the angry waters.

The place where the brig struck is the most dangerous spot on the island, as between it and the shore is a wide space of water deep enough to float the largest vessels. Had she been a quarter of a mile on either side, she would have run on a dry smooth beach. It appears that she must have anchored some time in the course of the night, and being too near the shore for good holding ground, dragged from her anchors and went stern on to the reef where she thumped until her stern was stove in, and the fearful breach which the sea made continued to tear her in pieces, until nothing but the skeleton of what was once a noble vessel remained.

When she came into the bay, and whether those on board knew her position during the gale; whether the majority of them were swept off together, or one by one, being overpowered by the intensity of the cold and the violence of the sea, will never be known, as not one of the twelve or thirteen souls on board is left to tell the sad tale. It is heartrending, indeed, that the toil worn mariner, after beating about on a stormy coast for many days, should be wrecked and perish within sight of the smoke ascending from his own hearth.

The POCAHONTAS sailed from Cadiz in September; was run into by a Spanish ship, and compelled to put back, discharge, and repair; she sailed again in the latter part of October. As most, if not all of her original crew left her during this time, and no list of the crew is found among the papers which have come on shore; the names only of the captain, (James G. Cook,) and chief mate, (Albert Cook, son of Elias Cook of Newburyport,) she had at least nine hands before the mast. She was 271 tons burthen, built in 1830, was owned by Capt. J. N. Cushing, and the vessel was insured in Boston; cargo not insured.

The wreck took place on Monday. During the week several bodies were recovered. On Saturday the remains of Capt. Cook were interred, and on the following

Monday, the funeral of Mr. Cook, the first officer, and seven of the crew whose bodies had been found, took place from the Federal Street Church. The house was filled with an immense concourse of people, not less probably than 2,500 in number. The services were of a deeply impressive character. Silence, like that of the grave, reigned in the vast assemblage, broken only by the suppressed sobbing of some bereaved one, or of those who had friends at sea, and sympathized with the sufferers. There was the aged parent, bowed down with grief; there were other members of the broken circle which had often gathered cheerily round the old familiar hearth-stone; there was the hardy old sailor weeping like a child; and there, saddest of all, because touched nearest, was one who had waited for the return of an affianced lover, to consummate the happiest of all earthly contracts. She had watched till the vessel should heave in sight, e'er the publication of the banns of marriage. The vessel came; but she came amidst the howling storm, and the rolling billows, bringing not the realization of cherished hopes. She came the ship of death, freighted with horrors. The lover was clothed in the robes of the grave, before the altar were Hymens vestments would soon have been worn; and the drooping maiden on the day when she should have been a happy bride, was a stricken mourner over the wreck of hope and love. It was a sad scene. None could listen without tears to the solemn monitions of the officiating clergymen, or the clear and mournful tone of the requiem. Prayers were offered by Rev. Mr. Dimmick and Rev. Dr. Dana, and the audience was addressed by Rev. Mr. Campbell. The coffins were placed in the broad aisle, and an American ensign thrown over each. After the close of the exercises at the church, a procession of several hundred citizens formed, notwithstanding the severe cold of the day, and proceeded with the bodies to the grave, while all the bells in town were tolled, and the flags were displayed at half-mast.

THE THIRD GALE

Commenced about 11 o'clock, PM of Friday, December 27. The wind was from east to east southeast, and blew a hurricane until near sunrise of the 28th. The tide all along the coast rose to an unprecedented height, and great damage was done on shore by the overflowing of the wharves. Happily few lives were lost. Death seemed to have been well-nigh glutted with his former victims, and a good Providence spared such a sacrifice of life as marked the former gales. The following is a list of the disasters.

BOSTON

Ship ROBIN HOOD, carried away the posts, &c. which held her to Brown's Wharf, and drove against Charlestown Bridge, doing a good deal of damage to the bridge, and carrying away her cutwater.

Schooner VELOCITY, from St. Domingo, with coffee and logwood, dragged her anchors, and drifted against Union Wharf, bilged and sunk.

Ship EAGLE, from New Orleans, at anchor in the stream, dragged her anchors and drove against Lincoln's Wharf, but experienced only little damage.

Schooner SPLENDID, at Sydney Wharf, run her bowsprit into the store occupied by David Snow, injured the store considerably, and destroyed several barrels of flour.

A hermaphrodite brig, bound to the West Indies, loaded with lumber, drove against Downer's Wharf, at South Boston, bilged and sunk.

Brig ADELAIDE, at Lewis' Wharf, having just repaired damage sustained in the gale of the 15th, had her head, stem, and part of her bow again carried away.

Ship FORUM, bark MAID OF ORLEANS, brigs SEAISLAND, PLUTUS, schooners SENATOR of Portland, and CHARLES, of Salem, and sloop INCREASE, all severally parted their fasts at Central and India Wharves, and drove up the dock the WILLIAM, of New Bedford, NAMSHONG, of Marblehead, FRANKLIN, of Salem, and sloop PACKET of Salem, where they all remained jammed together, and grinding each other till the gale unabated. Schooner NAMSHONG lost bowsprit; brig PLUTUS, lost bowsprit; schooner SENATOR, had her stem stove; schooner WILLIAM, had her stem stove; the others were much chafed; a sloop drove an oak post on India Wharf, through her stern, and remained fast to it at 8 o'clock.

Ship CASCO, of Portland, at end of Rowe's Wharf, stove in her side, and sunk the hull nearly underwater.

Schooner ATLANTIC, at Brown's Wharf, Broad Street, had her stern stove in.

Schooner PALESTINE, of Nantucket, at Woodman's Wharf, parted her fasts, drove against Liverpool Wharf, where she thumped till she sunk.

Bark GANGES, at the end of Foster's Wharf, parted her fasts, drove into the dock against bark NIAGARA, brigs JUNIPER, ACADIAN and PORTREE, where they all ground in chafed each other considerably. The JUNIPER lost head, bowsprit, &c.; the PORTREE had her stern stove in, &c.

Schooner MILLER, Merrill, from Bristol, Maine cargo wood and bark, run ashore on Chelsea Beach, high and dry; crew saved.

A large vessel was seen off Baker's Island Light, at anchor near the breakers; masts gone.

Brig LINCOLN, Smith, from Havana, via Vineyard, struck on the Spit, Friday night, and knocked off her rudder, lost fifty hogsheads molasses off deck, cut away mainmast, beat over, and anchored, and rode out the gale; a steamer went down to tow her up.

Ship GENEVA, of New York, at India Wharf, had her bowsprit and head rigging carried away, her starboard anchor torn from the bow; her head and stem, to the water's edge, is completely smashed level with the bow.

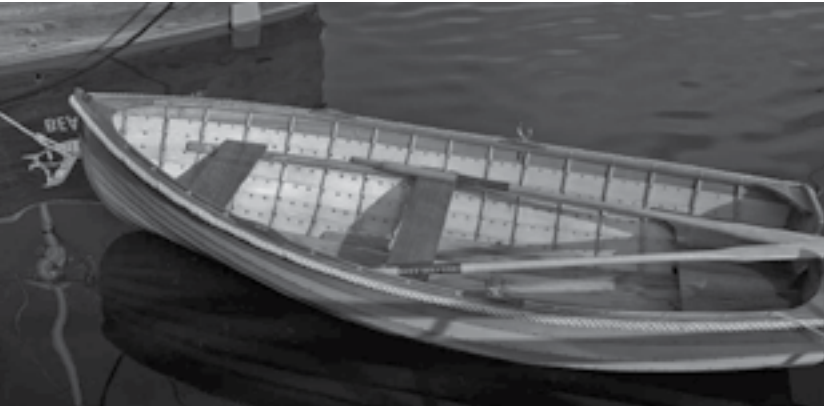
Two water boats, the property of Mr. Smith, were sunk at Central Wharf; and two other water boats, belonging to Mr. Anderson, were sunk at India Wharf.

Sloop HELEN, from New Bedford, drove from her anchors in the stream, into Rowe's Wharf dock, and carried away her mast and bowsprit.

Ship ARGO, at India Wharf, lost head, carried away bobstays, and otherwise damaged about the bows.

Schooner ALLEN, from Jacmel, at Liverpool Wharf, lost topmast, was cut down amidships, and drove from Brown's Wharf.

The ship COLUMBIANA, of over 600 tons burthen, was lying on Friday night at Swett's Wharf, in Charlestown, and broke from her fastenings on Saturday morning about 5 o'clock, at near high tide; she was partly loaded with ice. Driven by the wind and tide together, she came bows on against Charlestown (old) Bridge, and made a clear breach through it. She next brought up against the wharf at the draw of Warren Bridge, and here the scene of destruction is most remarkable. A story and half house stood upon the wharf, occupied by Mr. Dix who is engaged in attending the draw, lighting lamps, &c. Himself and family, consisting of nine persons, were in bed at the time, *and all escaped without any injury*, notwithstanding the building was entirely demolished. No two parts of it are left together, but all presents a scene of chaos which



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cannot be imagined. One large fragment of the chimney stands poised many feet from its original position, and directly beneath it is the family bureau, bedding and chairs. Part of the roofing was thrown overboard, and another part projected on the bridge. The piers on which it stood, forming a part of the wharf, are broke or bent over, and the flooring carried away. The bridge is much injured; the fencing broke down, and the walk thrown up for some distance.

It is remarkable in what manner the inmates succeeded in escaping with their lives and limbs. One man, we are told, was thrown overboard, but succeeded in regaining the wharf, without receiving injury. The children were also saved from their beds without harm, and found shelter in the fruit shop at one end of the bridge.

The ship probably slipped her fastenings, on account of the very high tide, which flowed over many of the wharves. She does not appear to be at all injured, unless her bottom be chafed. Capt. Barker was on board the ship until midnight, and finding all safe, left the mate in charge, who, finding the vessel adrift, took the helm and steered her. She passed directly through the old bridge, as though there had been no obstacle in her way. She would also have passed through the Warren Bridge had not the mate luffed her so as to strike the wharf and bring her broadside to the bridge; by this movement, the bridge was saved.

SALEM

Pilot Boat LEADER, lying at her moorings off Phillips' Wharf, parted her chain, carried away both masts, drove against Derby's Wharf, and will be a total loss.

Schooner JAMES, of Belfast, drove against Phillips' Wharf, knocked a hole in her bottom, and sunk.

Schooner ST. GEORGE, of St. George, from Stonington, with oil, broke from her anchorage off the Misery, drove across Beverly Bar, and was forced ashore near the bridge, considerably injured; several female passengers were on board, but fortunately no lives were lost.

Brig PAMELIA, last from Vineyard, anchored on Friday evening, near the Whale's Back, off the Misery, and was obliged to cut away both masts in order to save her. The mate and two men came up in the night for assistance, and with two of the pilots in their boats attempted to return to the vessel, but the storm had increased so violently, that they were obliged to put back, after an unsuccessful struggle of three hours. The brig was towed into the harbor, by the pilot boat, on Saturday, and Capt. Sturgis, of the Revenue Cutter HAMILTON, being in the harbor, with several of his men, rendered very efficient assistance in bringing her up.

The ship SUMATRA, was driven from Derby's Wharf, and went ashore south of the railway, high and dry on the beach. A schooner ashore near the same place, by Railway Wharf, somewhat injured.

The IZETTE and bark BRAZIL, parted there fasts at Phillips' Wharf, and drove against the Allen Wharf, receiving but little damage.

British brig COLLYRIA, Card, of and for Windsor, Nova Scotia dragged her anchors and run foul of schooner TEMPERANCE, Malcom, from Boston for Windsor, carrying away the schooner's bowsprit; the masts of the latter afterwards went by the board. The brig drove against Derby's Wharf, forced in her larboard quarter, and bilged.

Schooner DOVE, of St. George, drove against Derby's Wharf, carrying away jib-boom, and considerably injuring one of the stores.

The schooner POCASSET, of Bever-

ly, was forced from Beckett's Wharf, and brought up against Derby's Wharf, running her bowsprit through a cooper's shop near the head of the wharf, chafed sheathing badly.

The schooner AMAZON, of Deer Isle, with wood, dragged on the flats need Derby's Wharf, and cut away both masts.

NEWBURYPORT

The tide is stated to have risen higher than at any time before for thirty years, completely overflowing all the wharves, and sending adrift and destroying a large amount of property. The damage to the shipping at the wharves was much greater than has ever been experienced before. Of 130 vessels in port, 41 were more or less injured, as follows:

The schooner PANAMA, of Wells, lying at Bayley's Wharf, with part of a cargo of flour and corn, sunk at the wharf.

The schooner ACTOR, partly loaded with salt, onions, &c. for the south, lying at Bartlett's Wharf, filled and sunk.

The pink-stern schooners HARMONY, VAN and UNION, also sunk at the wharves.

The schooners TRIO and GRAMPUS, at Perkins' Wharf, had their sterns completely stove in, and sustained other damage.

The schooner VULTURE, at Bayley's Wharf, had her main topmast broken off, parted her fasts, stove in her stern, and sustained considerable other damage.

A new brig lying at Cushing's Wharf, was so badly chafed, that many of her planks will have to be taken out.

The schooner NUN, which came from Boston, just before the commencement of the gale, with a valuable cargo, parted her fasts at Commercial Wharf, and drove to the upper side of the mast-yard of Messrs. Cook, where, after breaking off her bowsprit, davits, and tearing out one side of a shed, she lay in a snug berth.

The schooners TRAVELLER, of Wells, and HERALD, had their sterns stove in.

The schooners TOM BOLIN and ORISON, of Wells, lost their bowsprit.

The schooner NANCY, which was badly damaged in the gale of the 15th, and had just been repaired, was again considerably damaged.

The schooners HOPE, ATLAS, ELLEN, RETRIEVE, MERCY & HOPE, AURORA, MECHANIC, HARRIET, ALPHION, and BALTIC, were also very badly chafed or otherwise damaged.

The new ship VIOLA was somewhat chafed.

The schooners ANDROMEDA, ANTI, RINALDO, FRANKLIN, of York, REWARD, CAMELIA, of Portsmouth, were also chafed; ANGOLA, stern carried away; AGNES, stern carried away; ALBION, quarter boards gone; ENTERPRIZE, quarter boards gone; WAVE, EVELINA of York, and SPARTAN, had sterns stove; EUNICE, broke main boom.

GLOUCESTER

The brig ALADDIN, of North Yarmouth, from Baltimore for Portsmouth, ashore and stern knocked out, crew saved; her cargo of corn and flour, was saved in part, though in a damaged state.

Brig RICHMOND PACKET, Capt. Drinkwater, of Deer Isle, from Richmond for Newburyport, entirely gone to pieces, and her cargo of corn and flour mostly lost; the crew saved, but the wife of the captain in attempting to reach the shore on a spar, was drowned.

The schooner BRIDE, from Georgetown for Salem, ashore and bilged, crew saved; cargo of corn and flour, saved in a damaged state.

The schooner THETIS from Philadelphia for Portland, with coal, crew saved; vessel and cargo a total loss.

A schooner ashore in the inner harbor, and another outside at anchor, with masts cut away.

CAPE COD

Provincetown – The loss of shipping here is immense; brig IMOGENE, (whaler,) it is thought will be a total loss. The brig FANNY, (whaler,) suffered much in her hull. The schooners CAROLINE, BRENDA, AMAZON, and ALICE & NANCY, lost their sterns, and received much other damage. The schooner DELPHI lost most of her sails, and had her hull badly damaged. The schooner JOSEPH HELEN, loaded for New Orleans, lost windlass, bowsprit, foremast sprung, and badly damaged in her hull. All the above are very high up on the beach.

The schooner ELIZABETH ANN, of and for Halifax, from Boston, with flour, grapes, raisins, &c. drove ashore and sunk; her decks were under water at high tide; the cargo all landed in a damaged state.

The schooner CLIO, Wharf, from Norfolk for Boston, drove high up on the beach, lost main boom, bowsprit, and received other damage.

The schooner PLANET, from Bath for Baltimore, with lumber and pickled fish, also high up on the beach.

The schooner FLEET, loaded for Baltimore, went ashore with both anchors ahead; she drifted afoul of schooner CLIO, in the stream, and both vessels came ashore together.

The schooner PANDORA, from New York for Boston, with flour, &c. went ashore, but did not receive much damage.

The schooner ALTORP, from Richmond, with corn and bread, ashore high and dry.

The new schooner WILLIAM W. WYERS, from Norfolk, high up on the beach, and about 20 other vessels, principally fishermen, suffered greatly in spars, rigging, and hulls badly damaged.

The brig WAVE, from Bath for Matanzas, having lately got off shore at Truro, went ashore again at this place.

The following are the particulars of the wreck of the brig J. PALMER, on her passage from Philadelphia to Boston. She was lost on Friday night. How she was lost, whether driven on shore or foundered, no one can ever learn, as all hands were lost. All that is known of her is, that pieces of a wreck, parts of boxes, flour barrels, &c. were picked up on Sunday morning, on the eastern shore of Conanicut. Among parts of the wreck, is quarter deck, almost entire, and part of the head, on which is the name "J. PALMER." It must have been the brig J. PALMER, Ardley, from Philadelphia for Boston, which was spoken on Thursday, off Block Island. She had lost her foresail in previous gales. On Friday evening, at dusk, a brig was seen standing towards the south end of the Island, three miles off, without any foresail; since that time, nothing has been seen or heard of her, saving the melancholy proofs of her destruction that have been thrown upon our shores. There is no ground for hope that one of her crew escaped; all must have perished! Some pieces of boxes that have been picked up are marked on the side, (and therefore thought to be the shipper's marks,) "J. S. M. J. J. A. H. D. Franklin Window Glass," some 8 x 10, and some 7 x 9. A waistcoat, with the name of "S. Browne," on the back of it, was among the pieces of wreck that drifted ashore.

Wreck of the Schooner MILLER... This schooner, Merrill, master, bound from Bristol, Maine with wood, to Lynn, in running into the harbor, struck on a rock and sprung her planks, so that she leaked badly. She then anchored, and the pilot, Mr. Pecker, came on board. Soon after he boarded her, she parted

her chain, and it was determined to run her on shore. The wind by this time was lashed into a perfect tornado, and the canvas which they attempted to get upon her was blown into ribbons in an instant. They however managed to get up just enough of the flying jib to steer her by, and then put her head for Chelsea Beach. She struck heavily, and the sea immediately began to break over her. The crew then ran forward. As the pilot was making his way forward, a sea broke upon her, and Pecker felt something strike against him; he clutched at it, and seized a man by the hair, while he himself caught by a rope. Thus was one life saved. By this time, another sea had lifted the schooner higher on the beach; and dropping one by one from the bowsprit, the whole crew were saved, some of them being drawn ashore by the pilot. We are much happier in recording escapes than deaths; and especially is it a pleasure to give praise to men who are the means of rescuing any of their fellow creatures from destruction.

RECAPITULATION

From the foregoing account, it appears that 1 bark, 17 brigs, 68 schooners, and 4 sloops, were lost in the three gales; and the estimated number of lives destroyed at the same time are from 150 to 200. It was supposed 50 were lost at Gloucester alone in the first storm. Besides this, 23 ships and barks, 22 brigs, 168 schooners, and 5 sloops, were dismasted, driven ashore, or greatly injured in some other way. The destruction of property must have been near \$1,000,000. We do not suppose we have ascertained the loss of near all the vessels which have been destroyed by these tornadoes. Many were founded at sea; and some went ashore and to pieces, so that no intelligible record of their loss is left behind.

Alas! what destruction. What widespread ruin and desolation. Who can look upon it, without fearing Him, whose voice is heard in the tempest, and whose will directs the storm? Into the short period of fourteen days, the agony of years was pressed. There was enough of despair and horror felt in that time, to chill the blood of youth or palsy the arm of the strongest. It has past. The waters heave as calmly as ever. The winds are hushed upon its bosom, and the gentle heavens look down in smiles on the splendors of the deep. But the shipwrecked mariners of December – where are they? where? Oh, that we may so live as to be prepared even for such a death as theirs.

* * * * *

WOULD you behold the works of God, His wonders in the world abroad, Go with the mariners, and trace The unknown regions of the seas.

They leave their native shores behind, And seize the favor of the wind, Till God command, and tempests rise, That heave the ocean to the skies.

Now to the heavens they mount amain; Now sink to dreadful deeps again; What strange affright young sailors feel, And like a staggering drunkard reel!

When land is far, and death is nigh, Loss to all hope, to God they cry: His mercy hears their loud address, And sends salvation in distress.

He bids the winds their wrath assuage, The furious waves forget their rage; 'Tis calm; and sailors smile to see The heaven where they wish'd to be.

O may the sons of men record The wondrous goodness of the Lord! Let them their private offerings bring, And in the church his glory sing.

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POWER



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



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



18' NAUTICA 180, 2006. Powered

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



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine. Extras include, 9" Garmin GPS/depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/heated. \$47,000. New Meadows Marine, (207) 869-4008.



21'BOSTONWHALERCONQUEST, 1998. Powered by Yamaha F200 engine with new controls. Optional repower with a used Yamaha F250

POWER

engine with new controls at \$42,500, or new Yamaha F225 or new F250 at \$50,000+. Includes radar, chartplotter, depth sounder, Fusion stereo, cushions and eisenglass enclosure. Calkins roller trailer. \$39,900. New Meadows Yamaha Freeport. (207) 869-4008.



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



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.

POWER/SAIL



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



24' SCOUT 245 DORADO, 2002. With Mercury 300XXL Verado V8 AMS factory pearl fusion white o/b, full black hull color, Garmin VHF radio, fiberglass hardtop, bow cover, cockpit cover, 2022 Venture tandem axle trailer. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



25' LARSON CABRIO 254, 2002. With MerCruiser 250 hp I/O – 503 hours and 2002 Venture tandem trailer. Asking price \$23,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



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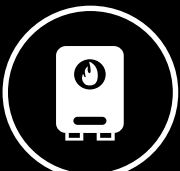
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