

Maine Coastal News

Volume 36 Issue 5 May 2023 FREE

Maine Boat Shops Still Very Busy



DOUBLE DOWN, a Mussel Ridge 42 finished off as a split wheelhouse lobster boat for Nick Saunders of Stonington by Samoset Boat Works, Boothbay.

**Davis Small Craft  
North Yarmouth**

On my visit to Six River Marine in North Yarmouth I met Elijah Davis of Davis Small Craft, who has rented space from them. He is in the process of building an Acorn 17, which is an Acorn 15 stretched. He is outfitting her for coastal and road cruising, which means he will fit her with a deck and dry storage. She will have two rowing stations and removable sliding seats with an optional sailing rig. There were a couple of people interested in this boat, but they disappeared, so she is available. Elijah is hoping to have her done later this spring and have it at a couple of shows this summer.

Elijah is also building furniture, having just finished a deck. Right now, he is working on four doors. He is also installing windows and doors and he obtains a lot of other work from these projects. This aspect of the business is keeping him busy.

**Downeast Custom Boats  
Yarmouth**

The 36-foot ROYAL has gotten her new keel. Now they are lining it up and making sure everything fits. They had already primed the area with four coats of primer. Once everything is lined up, they would be ready to bolt the floor timbers down. Fortunately, they only needed to replace several floors as the others were still in good shape.

He replaced two in the aft section and another two under the engine.

They have already started cutting rib stock for the ribs they need to replace. Joe Lowell added, "I am ribbing from the forward part of the dead wood aft and once I start doing that then I can take out the stem and fore foot and get that fitted out. We also built a new steam box and that is ready to go. We have got a couple distiller barrels with five hose attachments and hopefully that blows a good head of steam through the whole thing. I used to use a becket burner on a barrel with an expansion tank and that really worked well."

When the framing is done, they will start on the planking. About half of the original planks are good so the rest will be replaced and then they will begin on the interior and cabin.

They also need a new engine. She came in with a 260-hp Cummins and that was sold to a fisherman in Jonesport. The owner is talking about a Yanmar, but he has not settled on which one.

HARPOON, a Lowell built cruiser, was on hold during the winter, but they are back finishing up that project. The keel is almost back together and then they will replace 18 ribs in the stern. This will be followed by replanking the stern. The stem and fore foot are out and Joe is waiting for a piece of wood so he can finish and reinstall this.

Outside there is a wooden Calvin Beal 32, which had been down in Marshfield, MA for a while. She is now owned by a fisherman here in Maine and he is having the keel worked on. Joe explained, "I am just going to do the lower section where they put these arrow-head pieces in. We are going to put a whole length piece on. Then we are going to cut in a stern post to tie it all together and that way he can go with a more standard box. The owner is going to do the rest of it himself."

Off to the side of the shop there is a 30-foot inboard/outboard Arno Day cruiser built in 1970. The owner was from New York and wanted to find her a good home and it is now Joe's. He said that there is some work to do on the fore foot, which this year he said, "I am just going to put a piece in, glue it and rebolt it."

She will also need a good paint job and next year Joe is hoping to do some refastening in the stern.

**Fogg Boatworks  
North Yarmouth**

In the shop Patrick Fogg was working on one of their water taxi boats, SILVER LADY, a 28-foot Foggcrafft powered with a 200-hp Suzuki. She was getting her annual maintenance, which included going through all the systems and then paint and varnish. This one they also replaced the trim tabs and

a transducer.

Before SILVER LADY VESTA MERLE, a 29-foot Foggcrafft powered with a 350-hp Suzuki. They went through the systems and gave her a new coat of paint.

These boats run from May to October and only sit docked for a few hours in the middle of the night so they want to make sure they have as few problems as possible during the summer season. Mostly people do not do over 100 hours a year, but these boats are running more than 3,500 hours. What surprised me is that they replace about three outboards a year. Mostly of them with more than 10,000 hours on them.

A major project this winter was rehabbing and modifying the second Foggcrafft they built. They have a bay in the barn attached to the house and in there they removed her centre console and Patrick designed a full cabin. Patrick said, "I redesigned that basically from the deck up and so we went right through it. We put a new cabin on, new seating, brand new full paint job, all new electrical and systems and fuel tank. We did a walk-through cabin on it. So, it's got a front door you walk right through to the seating and deck space up forward which the owner was looking for. He wanted more seating, more cover to keep out of the weather. Basically, he has a brand-new

Continued on Page 14

Contents			
Publisher's Note	4	Commercial Fishing News	Boat Yard News
Calendar of Events	4	U. S. Navy News	Maritime History
Brian Larkin, Brooklin Boat Yard	5	Another Direction to Consider	Republican Journal 1850
Golden Globe Race Update	7+	ME DMR News	Classified Ads
		Directors Report, DELA	
		Misc. Fishing News	

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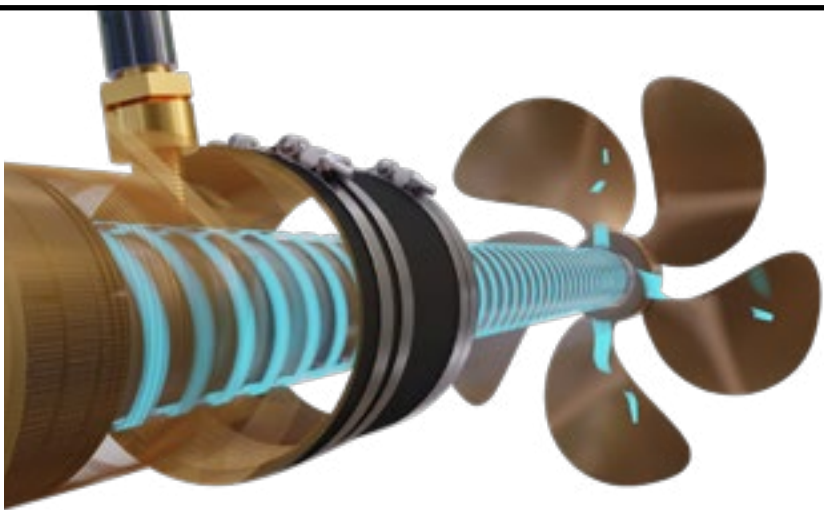
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**Advertising Deadlines:** The deadline for the June issue is May 5.  
The deadline for the July issue is June 16.

# Publisher's Note

In the last issue I took offense to the renaming of Maury Hall at the U. S. Naval Academy in Annapolis, Maryland to Carter Hall. Maury’s contribution to the science of the oceans for the U. S. Navy, and the world at large, is second to none. He was recognized outside of the Navy and by numerous other countries for his many contributions, especially regarding the merchant marine due to his research in winds and currents on the oceans of the world. He was also a major supporter of starting the Naval Academy. Yes, he went to the Confederate States during the Civil War, but his contributions there were limited. How does Jimmy Carter come close to any of these accomplishments? Then, after the Secretary of Defense stripped his name from the Naval Academy building, it was later announced that his name would also be removed from the naval vessels and replaced with Marie Tharp. She is credited with mapping the Atlantic Ocean floor. Hold on did not Maury do some of this so they could lay the Atlantic cable in the 1850s? She is another person who does not even come close to Maury’s accomplishments. All this is trying to rewrite history and eliminate what some feel is inappropriate. They are put in power and take the opportunity to push their ideas forward without regard for the truth or importance. Both sides of history should be told so people can understand the whole issue and not repeat mistakes. Those that do this and teach future generations their white-washed ideas of history threaten to have these events repeat themselves and worse.

Then came an announcement that the Welsh Government wanted to remove several people from the public to create the “right historical narrative” calling them “old white men.” The names they mentioned were the

Duke of Wellington, Admiral Lord Nelson, Sir Thomas Picton and Henry Morton Stanley. This agenda is led by the Labour Party, Wales’ devolved government, who wants to remove or destroy the statues of these historical figures or renaming streets named in their honour saying that they assisted British expansion and that with the diverse population in Britain this may be offensive to some. Sometimes you just cannot believe how some people can be that stupid. Was George Orwell correct in his book “1984?” He wrote that they wanted to whitewash history and eliminate anything someone thought offensive. Wow, and we were told that this was fiction.

The Duke of Wellington was actually Arthur Wellesley, 1<sup>st</sup> Duke of Wellington, who had a very distinct military career, which included his victory at Waterloo ending Napoleon’s advances in Europe. He was also a politician. Admiral Lord Nelson had an incredible naval career protecting England, which ended Napoleon’s threat to attack England when his fleet defeated the combined French and Spanish navies at the Battle of Trafalgar in 1805. Is a 47 old enough to be consider an “old white man?” Henry Morton Stanley was an explorer of Central Africa and the person who found Dr. Livingstone. He also made numerous discoveries in the Congo. Sir Thomas Picton was a British Army officer, who fought numerous battles on the continent, many against Napoleon. However, he did have a sketchy incident in Trinidad involving the use of torture.

Most people have little to no understanding of history. Those that are experts usually only have an understanding of spe-

Continued on Page 6

# MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings  
Searsport  
Info: [penobscotmarinemuseum.org/](http://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](http://mainemaritimemuseum.org)

Cape Ann Museum

Window on the Marsh  
Fitz Henry Lane Gallery  
Gloucester, MA  
Info: [capeannmuseum.org](http://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  
19<sup>th</sup> Century Navigation  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

2023

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  
Info: Amanda Peacock (207) 756-3104  
Kristina York (207) 449-7571

AUGUST

12 Winter Harbor Lobster Boat Races  
Town Dock  
Winter Harbor  
Info: Chris Byers, (207) 963-7139

13 Merritt Brackett Lobster Boat Races  
State Park Restaurant  
Pemaquid  
Info: BrentFogg(207)350-7163/563-6720  
Sheila McLain (207) 677-2100

19 Long Island Lobster Boat Races  
Ferry Dock  
Long Island  
Info: Lisa Kimball (207) 332-3968  
Amy Tierney (207) 317-1576

20 Portland Lobster Boat Races  
Portland  
Info: Katie Werner (207) 807-1832

SEPTEMBER

14-17 Newport International Boat Show  
Newport, Rhode Island  
Info: (800) 582-7846

OCTOBER

14 Annual Meeting & Awards Banquet  
Robinson’s Wharf  
Southport Island  
Info: Jon Johansen (207) 223-8846



The Sea Pier building on the east side of Boothbay Harbor has been leveled and a new building will be erected before summer.



# Brian Larkin, President Brooklin Boat Yard

BROOKLIN – There was a major change at Brooklin Boat Yard in Brooklin several years ago when the company became employee owned with a board that decided major issues headed by Steve White. Then this winter Steve decided to retire as president, but still stay involved. This meant they needed a new president and it was announced early this spring that Brian Larkin had assumed that position.

Brian added, “When Steve made the place an ESOP (Employee Stock Ownership Plan) we created a management team to run the company, myself, Eric Blake, and principal carpenters and project managers who have been here a long time. Our operations manager was part of that team as was our service manager and our CFO and Steve. That is how it ran for the last three or four years. Steve was still the president and Frank Hull, had retired but was vice president. Steve wanted to put a message out that he was stepping down and the best way to do that was he would step down as president. So, one of us had to be president. They didn’t know if they wanted the young progressive guy or me. Steve would have liked to have had both of us, but we don’t want two presidents.”

Steve does have a project that he is working on involving a 65-foot sailboat designed by Reichel-Pugh Yacht Designs of San Diego, California. This boat has a lifting keel and a hybrid electrical and engine system. Steve is working with the engineers and once they overcome some of the issues and the contract is signed the team at Brooklin

Boat Yard will take over. The day I was there, Steve was on his way to pick up a number of parts for a current project in Newport, Rhode Island. I am sure he will always be available to answer questions, and who has been better at sales on this coast?

Brian was tasked with being the president, but his job is still relatively the same and that means you will usually find him out on the floor overseeing the new construction. He added, “It is a great management team. We vote on stuff and I usually go with the team, even if I don’t agree 100%.”

“We are buying some land and putting up some new buildings,” said Brian. “The land is right here in Brooklin, just about five acres. Not workshops, just storage sheds. We are trying to strip the storage sheds off this campus the best we can so all the buildings will be working bays here and not storage. The ultimate goal is to build three new storage sheds and then take one of these buildings down, so we have got a staging area because we fight with the tide. When the tide is low, we can have a place we can set up the boats, get them rigged and ready so when the tide is up, we can just rapid fire them into the water. We need to be more efficient on our waterfront. The building which will be in the parking lot will have three working bays. They will be heated and you can cycle boats in and out. They could be a building bay if they had to be. Then on the east side of that shop we are going to put the machine shop and get it out of this building. That is kind of the short-term plan.

“What else am I working on,” continued

Brian, “I am working with a couple of solar companies to put solar on these buildings, trying to get our electric bill down a little bit. The research I have done, the two companies want to do the one big shed with the south facing roof. The government subsidies will pay 40 percent and then we get a 30 percent tax credit on top of that.”

Brian was born in Brooklin, but grew up in Sturbridge, Massachusetts. His father was a systems analyst and worked for IBM and American Optical. He was born in 1961 and lived here for five years before the family moved to Sturbridge. “I was here every summer, every vacation, Christmas, February and April,” said Brian. “I was on the water all summer long. We always had boats and I still have the boat.

“My great-grandfather was a yacht captain,” said Brian, “and these two ladies bought an estate and they figured they ought to have a boat built. They had that little 28-footer built in ‘61. He took them out and I always got to go with them when I was quite young. In fact, the ladies had stools made for me so I could drive. I still have them little stools. I went with them all summer long; it was great fun. When he died, they didn’t know what to do with the boat and I was probably in high school then. I said, ‘We are up here in the summer we will still take you out.’ We took the ladies out whenever they wanted to go. One day she just came over and gave us the title to the boat and said, ‘She is yours.’ We never used her much without



Brian Larkin, President Brooklin Boat Yard.

the ladies. When the ladies died, I rebuilt it in 1990. I took the house and deck off her. The hull was fine, but I put the new house and deck on her. Maynard (Bray) would stop by maybe once a week and we would chat about the house and cabin for an hour or so, ended up with a pretty little boat and I have had her ever since.”

Brian has been at Brooklin Boat Yard since 1987 and has been there the longest. He added, “I was working with an electrician and I didn’t mind him, but he was an alcoholic. Never knew when he was going to come to work and how many days he was going to be gone. I had enough of that so I mentioned that to Joel (White), and he said, ‘Why don’t you just come to work here?’ and I said, ‘Why don’t I start tomorrow,’

Continued on Page 6



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## Brian Larkin, President Brooklin Boat Yard

## Continued from Page 5

and he said, 'I will tell Steve.' I didn't have any plans to stick around, I was still single at that point and just moved back to spend some time with my grandparents. I came to work for Joel and there were 10 or 11 people here at the time. The first boat I worked on was FIDALO, putting a new deck on. Then I worked on a Concordia yawl with Doug Hylan. Then I worked my way up. I had tools and both my grandfathers and my great-grandfather were shipwrights and captains. My great-grandfather worked on CORSAIR with J. P. Morgan, but he wasn't the captain. Then he went on to work for Mrs. Whitney on a boat called MOSQUITO. She was an Alden design and then he went to work for Henry Maxwell on a boat called TERROR which was built at Nevins, a 138-foot power boat."

His grandfathers were Aubrey and John Allen and they still have the original King George grant on one side of the family. John Allen built several schooners in Allen Cove and they also built E. B. White's farm. He is also related to George Allen, who is his great uncle, and worked with him building the pinkie SUMMERTIME at his place in North Brooklin in the mid-1980s. Brian added, "I was scallop diving and I had nothing to do on my off days so I went up and helped George."

“The job really wasn’t holding me here but then I met a girl,” explained Brian. “I was lucky to get a good place in town. I have a nice home I bought in 1986 when we got married. It belonged to Henry Lawson, who worked here as a machinist. They had inherited three estates in one year. They are the only children of divorced parents and everybody died and they didn’t know what to do with this one. Karen and I were fairly responsible so they asked us to live in it. We lived there four or five years and of course

I filled the barn up. Then they said they are going to sell it. I said, 'We don't have money but would you like to owner finance?' They said, 'If you just stay downstairs for the next five years and we can still use the upstairs of the barn, we will owner finance.' I think in about four years we had enough equity in the house to buy it and we still have it."

“Belford Gray was sick of everybody borrowing his tools,” explained Brian. “I got into the carpenter’s shop because I had tools, but I didn’t necessarily know how to use them,” said Brian. When asked who he learned the most from he replied, “Brion Rief. I worked for him for 10-15 years. Brion would start something and he’d go onto something else and I’d finish it. They were all cool little projects. He’d build two or three pieces of trim and then get sick of it and he’d say you build the rest, but he’d show me how to do it. He is a great boatbuilder, I mean he is good at glass, aluminum, wood, wood composite. I learned the most from him. He, Belford, Norman White, and Peter Chase. I learned quite a bit from them.”

The projects got bigger. Brian worked on DRAGONERA and then WILD HORSES. On this boat he found himself lead carpenter. He added, "Nobody ever said anything, but all of the sudden everybody was asking me what are we doing next. It wasn't cold turkey by any means. Steve was quite involved so I had a lot of help."

Other boats that Brian has been heavily involved in either building or rebuilding were APHRODITE, ANNA, RESTIVE, ENTICER, VIXEN, and MISCHIEF. One very challenging project was the first Botin design, because it used carbon in its construction. Brian said, "I didn't know how carbon worked. I didn't have any sense of how strong it was. It was really hard for me to build an ocean-going boat in a medium I didn't understand. We brought in an engineering firm. We got through it with the

lifting keel and the Italian hydraulic system and making that all mesh together. That was a really stressful job, it was one that I really worried about. The boat has been around the world and back so I guess it is okay.”

When building a Botin boat they are always conscience of weight savings. With the two current 55-foot Wheelers under construction they do not count weight. They are nice, big, and heavy.

Brian was also involved in the rebuilding of the 63-foot Sparkman & Stephens designed motorsailer DJINN built for Harry Morgan. This was a major project from replanking to redoing the deck and interior, which took nearly three years to complete.

What made Brooklin Boat Yard one of the top builders in the world? Joel White was a well-known designer and did several notable builds. However, when Steve came in to run the yard he built VORTEX and then campaigned her on the Classic Yacht Regatta. "Steve wanted to build something for himself, he didn't want to have a little yard," said Brian. "He liked VORTEX and he thought a cold molded boat was a great way to span the gap between the traditional boat and fiberglass boats. You didn't need any tooling to build them. You could build

one without any moulds. We went racing in the Spirit of Tradition class that first summer. We caused a lot of controversy because they didn't know how to rate the boat. We cleaned up everything and won the whole series. At the end of it, Steve walked up, and goes, 'I am not going to take this trophy, I can't. I just wanted to have some fun down here and everybody was gracious and nobody knew how to rate this boat. If I win next year, I will take it, but not this year.'

I remember when VORTEX was under construction in the old shop. Since that time the company's reputation has grown and grown as has the facility. The success of a company comes from its employees and many of them have been there for years. They all love what they do and that can be seen in their craftsmanship in each one of their projects whether it is a small daysailer needing a minor repair or a major project that will take months, if not a year or two to complete. It also comes from management, whether it was Joel, Steve and now Brian, there has always been someone at the helm who knew how to run the yard and that is why they are one of the most successful yards in the world.

## Passed over the Bar: Ronald Peck



Ronald R. Peck, 81 years old, of Kingston, MA entered into the presence of his Heavenly Father on March 6, 2023 after a hard fought, month long battle with COVID. He is preceded in death by his parents Roy and Bethel Peck and his sister Joan Trefry. He leaves his “girl,” Alice Hardy Peck, wife of sixty-one years, whom he treasured above all others; his sister Nancy Merry and husband Robert and his children Douglas Peck and wife Lori, Sally Balch and husband Ken, Kelly Clink and husband Clarence, and Alison Sopher and husband Sam. His

## Publisher's Note

**Continued from Page 4.**

cific events or a definitive period of time. The more you read the more your eyes open to the complexity of history. The other major problem is whether what you read is accurate? Sometimes discovering the truth usually means doing a lot more reading and research. This is easier today than what it was even 20 years ago with the internet and all the documents that have been uploaded. Still there are pitfalls as some publish lies that push their agenda.

Ready for another idiotic statement, this one from the Secretary of the Navy, Carlos Del Toro. He said that his main objective is climate change and that we should be shrinking our fleet was warships.

In these troubled times with threats coming for many areas of the globe, the military should be stronger than ever. The better the military the bigger the deterrent. If one of these adversaries think we have a kink in our armor they will try to defeat us. Watch the happenings, listen to the real experts, and figure out truly what is going on. Remember the meek will not inherit the earth, they will be enslaved or sent on a voyage to eternity.

legacy also includes nine grandchildren and two great grandchildren of whom he was so proud: Joshua Tornstrom, Tyler Tornstrom and wife Alyssa; Joel Balch, Noah Balch and wife Kat; Grant, Lincoln, Will, and Gibson Martin; his only granddaughter Michelle Peck, along with his great grandchildren Wesley and Annie Jo Tornstrom.

Ron had very fond memories of his home and family in New York, which include his beloved Aunt Beverly and Uncle John Storrier and the entire Storrier family who were so special to him. He enjoyed hunting throughout the years with his son, uncles, aunt and cousins. Ron attended Lafayette School District before his family moved to Kingston in 1958. Ron attended Silver Lake Regional High School his junior and senior year where he made many lifelong friends. Ron holds the school record for the half-mile race with a time of 1:57.8 where he ran at States as a senior in 1960. He had his own personal cheerleader, Alice, the love of his life. She continued to cheer him on for sixty-one years.

While still holding down a full-time job, Ron began his own business Capeway Welding in 1968 out of his basement. In 1969, he left his job to focus solely on his business. This business flourished, and in 1985 he built his current shop in the Plymouth Industrial Park. In 1987, he purchased New England Propeller, Inc. which he proudly ran with his beloved son Douglas. Ron's work ethic and ability to think outside of the box to problem solve were second to none. Ron always expressed appreciation for his past and present employees' skills and talents that contributed to the success of the business.

Ron was a good friend and rock to so many. He loved people and his generosity to all was beyond measure. He dearly loved his church family at St. Paul's Church of the Nazarene, where he served in many capacities throughout the years.

Ron also loved spending time with his extended family included special in-laws, nieces, and nephews on both the Hardy and Peck side. Ron loved a party and hosted many lobster feasts at his home for family, friends, and neighbors. Many will treasure

## Continued Page 7

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# Golden Globe Race 2023 Update

**Day 185: Solo woman leading Golden Globe with 200-year-old weather routing! More storms ahead!**

*International Women's Day celebrates Kirsten Neuschäfer (ZAF), the leader of the GGR, holding a commanding position as she reaches the South East Trades first. - Abhilash Tomy (IND) sailing 'BAYANAT' faces ongoing breakages, inc running backstay and mainsail ripped in two! - Captain Gugg (AUT) and Simon Curwen (GBR) finally out of Southern Ocean conditions and catching up with the leaders. - Jeremy Bagshaw, 700 nm from Cape Horn, hit by the first of two storms in the next 48 hours, gusting 60kts and 8-9 metre seas.*

8th March

Racing yachts around the world use computerised weather routing programs to optimise courses against satellite weather data. It's the norm! Both are banned in the Golden Globe but the current leader and only woman in the race, South African Kirsten Neuschäfer, found the perfect solution for her best route home to Les Sables d'Olonne after rounding Cape Horn.

She consulted Ocean Passages of the World with its 200-year-old weather routing charts, historical weather and suggested routes from the original clipper sailing ships. Following that advice is now paying strong dividends sailing through the tricky horse latitudes! She sailed out to the east and is now in a commanding windward position as she reaches the South East Trades ahead of the rest of the fleet.

700 miles inshore to the west, Abhilash Tomy, currently second and 350 miles behind Kirsten, is now locked on starboard tack in northerly head winds. With the coast just 400 miles ahead, he must soon start tacking north. Kirsten on the other hand, 1,000 miles offshore, has easterly winds on the beam and could make one long 1,500 mile starboard tack through the trades, all the way to the northern tip of Brazil. That may give her another 300-400 mile advantage over Abhilash. Combined with her current 350 mile lead,

## Passed Over the Bar

Continued from Page 6

time spent on his boat lobstering and fishing. Time on the boat was truly a refuge for Ron and his family.

Ron was blessed to have been under the care of Dr. Irina Gurevich for the 20 years of his cancer diagnosis. We are so thankful for the staff on the BID Progressive Care Unit and Dr. Mark Dunlop for their graciousness and wonderful care.

If you knew Ron, you probably knew he lost his sense of taste and smell many years ago. We have the blessed assurance that Ron's Heavenly Father has prepared a table for him, and his sense of taste and smell have been fully restored. Ron's love of Jesus was reflected in his love for all of us, and we are grateful to have been loved by him.

A celebration of life service was held at St. Paul's Church of the Nazarene, 136 Summer St., Duxbury, MA at 4:00 p.m. on Friday March 17, 2023. In lieu of flowers, donations can be made to Operation Smile or Samaritan's Purse.

that's potentially a big break going into the doldrums and crossing the equator. But she will need it!

Abhilash's Rustler 36 'BAYANAT' is lighter and faster to windward than Kirsten's Cape George 36. The north Atlantic is a real climb upwind back to France. Kirsten is 4,600 miles from the finish and just crossed her outbound track of four months ago "tying the knot" for the first time. She reports all is well onboard with no major issues! It is clear she is working hard to press ahead. To have a chance of being the first ever woman to win a solo race around the world, she must be well ahead coming out of the doldrums!

Abhilash Tomy (IND) has resumed his northern route after more repairs onboard Bayanat, detailed in his weekly safety call including climbing up the mast to replace a broken running backstay with his guardrail wire, getting badly bruised in the process. His mainsail ripped completely in two from luff to leach below the first reef point that was a huge effort to hand stitch together. More importantly, he caught another 30 litres of rain water which is always welcome on Bayanat!

**Mid-fleet showdown!**

Meanwhile, as the two leaders fight it out, Simon Curwen (GBR), sailing his Biscay 36 'HOWDENS' as a Chichester Class entrant not in the rankings, is slowly closing in on both. He has been doing what he does best: sailing the shortest course at the best possible speed, and it shows! Since Cape Horn, Clara/Howdens reduced the gap from 800 miles to 550 with Abhilash's Bayanat. He previously held the lead for 150 days before diverting 1,000 miles and taking a stop for repairs. He is cruising home to finish his one stop circumnavigation, but admits he does not know how to go slow! And surely has Bayanat in his sights!

Meanwhile, Michael Guggenberger (AUT) found it difficult to find the right pace and route in the changing conditions after Cape Horn, as he shared in his weekly safety call. From no wind to too much wind and many sail changes with a succession of cold fronts and calms he decided to find a middle route in the sail combination of his ketch-rigged Nuri and limit changes. He lost 300 miles on Simon since Cape Horn but managed to gain around 100 miles on Abhilash and 200 on Kirsten. With the doldrums coming up, the Biscays could further reduce the gap!

**Two storm fronts for Jeremy!**

On 7th of March, GGR placed Jeremy on a weather alert and provided routing advice to head north above the second of two storms that are fast approaching his position, 700 miles NW of Cape Horn. The first front

crossing on the 8th is impossible to avoid and will bring NW 50kts and 7 metre seas. The second storm due to hit late on the 9th is much stronger and will last for over 24 hours with gusts over 60kts and seas to 9 metres. Jeremy is trying to get above 51 degrees south latitude so the worst will pass below his position, but it is quite clear he is in for a hammering, even at that latitude. He has prepared everything onboard for the two days of solid weather.

Jeremy is the fleet's record-holder for gales encountered, but these last two are nothing like the ones he encountered before. Once passed, he may have a relatively open period of average weather to get around the Horn!

At the back of the fleet, Ian Herbert Jones (GBR) has found a new lease of life, FINALLY coming out of the northern limit of the dreaded no-go zone. Puffin celebrated her newfound freedom by posting the fleet's best 24 hour speed at 155 miles a day, a distance the Tradewind 35 has not sailed daily in weeks!

Ian will get decent winds this week, possibly beating his own 1022-mile weekly personal best but after 50°S will be very heavy with low pressure now crossing the zone one after another all the way to Cape Horn 1,500 miles away. Ian is in his usual good spirits as he shared on this weekly safety call. With a 4.5 knots VMG, Puffin could be rounding the Horn in 14 days, just in time for the northern hemisphere spring.

Ian is sailing conservatively, mostly under-canvassed to avoid being surprised by the weather. Now living full time in his dry suit and looking forward to getting out of the Southern Pacific Ocean into warmer weather. There's still a bit of time before that!

**Day 193: Jeremy Bagshaw a Cape Horn-er, suspense for the leaders with tight compression in front!**

*Jeremy Bagshaw rounds Cape Horn in between heavy weather systems. - Abhilash Tomy reduces the gap with Kirsten Neuschäfer who thinks she's chasing him. - Simon Curwen in Chichester Class could play line honours with the leaders after a 1,000-mile week. - Ian Herbert-Jones 550 miles from Cape Horn in good weather conditions so far, but will they last? - The virtual GGR has a winner, Don currently 22nd!*

17 March

Jeremy Bagshaw (ZAF) who's had his fair share of issues, with barnacles forcing him to moor in South Africa and stop in Australia, has been a model of determination in continuing his round the world adventure.

The Saffer has sailed more in heavy weather during this GGR than anyone in the fleet and spent three days in storm conditions towards Cape Horn, running bare poles most of the time. He was emotional to have rounded Cape Horn after 191 days, as he shared in his safety call. He is the 5th 2022 GGR sailor to do so, leaving Ian alone in the Pacific.

With both Jeremy Bagshaw and Kirsten Neuschäfer, 100% of the South African entrants have now sailed around the Horn. The southern sailing nation is used to heavy conditions, and can now boast two more Cape Horners joining Bertie Reed. 30 years before Kirsten rescued Tapio, the famous salty sea dog picked up a fellow South African sailor, whose yacht had been hit by a growler near Cape Horn in the 1990-91 BOC Challenge.

Ian Herbert-Jones (GBR), in fourth position and the last GGR sailor in the Pacific, is currently 550 miles from Cape Horn. Worried about arriving late in the season, he and Puffin are enjoying surprisingly good conditions on their way down since they escaped from the dreaded Pacific exclusion zone.

However, he also had his fair share of

Continued on Page 9.

## Help Support Kirsten in Golden Globe Race



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

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



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# Golden Globe Race 2023 Update

## Continued from Page 7

breakages. After he repaired a couple of issues with the Hydrovane in stronger conditions, a large section of the mainsail has ripped, as he shared in his safety call. Ian will spend the weekend in manageable conditions, but the last stretch to the Horn on the 21st and 22nd will be very windy!

### Atlantic showdown and a fragile lead at the fleet’s forefront

The fleet’s experience in the Atlantic is very different to Ian’s, with the scorching sun and extensive areas of calms giving the skippers a hard time in the horse latitudes. Simon Curwen (GBR), in Chichester Class, has been the luckiest so far, enjoying idyllic downwind conditions all week. He has massively closed the gap on Abhilash, but he is no longer racing, just cruising.

Modern racing yachts know their exact position several times a day. They download GRIB files for routing and get their fleet ranking at least once a day. This is not the case for the GGR sailors. Kirsten Neuschäfer (ZAF), who has been leading the fleet since January, still thinks she is chasing Bayanat when in fact she is more than 300 miles ahead.

Having discovered a problem with her bowsprit on which Minnehaha’s genoa is rigged, Kirsten has been sailing more conservatively while trying to catch up with an imaginary leader. While her easterly course gave her a clear advantage last week, this week she ran into a windless wall in the latitude of the horses.

Working hard to get 40-60 miles a day out of Minnehaha, Kirsten, who chose her route based on centuries-old data, now thinks she has made a wrong decision and is unaware that she is still a few hundred miles ahead of Abhilash Tomy (IND) who is now done with rebuilding his Rustler and is finally enjoying

the great sailing conditions!

After a rather low morale for Kirsten on Wednesday’s safety call, the wind finally came back from the east at the end of the week. Minnehaha is back to her more usual speeds of 6-8 knots, increasing her lead over the rest of the fleet, while Abhilash and Bayanat, who have slowed down considerably, now have to go through the wall that stopped the leader!

Simon Curwen (GBR) in Chichester Class on Clara had his best week of sailing in a long time, surfing in south-easterly winds brought by the high pressure south of his position. Alternating between full main/maxi spinnaker and reefed main/genoa when the conditions are too rough, Clara/Howdens, has sailed between 140 and 155 miles a day. The red Biscay is the only boat to have exceeded 1,000 miles this week, coming within 500 miles of Kirsten while the skipper enjoyed the sailing tremendously as he shared during his weekly safety call.

In the same weather system as the two leaders, 4,000 miles from the finish, with the dreaded doldrums to cross, Simon could well play the line honours with Kirsten and Abhilash en route to Les Sables d’Olonne, but he too has to cross the wall in front, first!

### Playing with fire

It was a week of calms for Michael Guggenberger (AUT). In third position, he looked like he could give the leaders a run for their money for a while but his gap with Simon increased significantly after he got stuck in the centre of a high pressure.

Cpt Gugg is now a week behind Simon, and has been trying to cross the centre of the high to get downwind conditions to the east of it, to no avail. After days of calm, he has done all the work on his to-do list, but he is also enjoying the sunny, quiet sailing conditions after several months in the Southern Ocean.

Alas, the forecast shows no mercy for Nuri: the high pressure extending north this weekend, meaning more calms in the days to come. It is certainly a long way home through the horse latitudes, getting baked in the cockpit in the scorching sun before taking on the dreaded doldrums.

With 630 starters, the GGR 2022 Virtual Race organised by Real Sail and McIntyre Adventure is a hit! As with the real world race, the attrition rate was high, with 122 entrants left racing to the finish. While Don is doing well in 22<sup>nd</sup> position, it is player BooBill from Team Canada who finished 1st on March 13 at 07:02:19 UTC time, completing the course in 189 days. Congratulations BooBill, come and pick your GGR Trophy in Les Sables d’Olonne during the official prize giving ceremony!

### Golden Globe Race ‘Code Orange’. Paying the price for a Cape Horn rounding!

*Ian Herbert-Jones approaches Cape Horn in extreme conditions with a broken windvane, after days of ‘biblical’ conditions. - The battle of the doldrums and the GGR crown between Kirsten Neuschäfer (ZAF) Minnehaha and Abhilash Tomy (IND) Bayanat is on! - The last GGR sailor rounds Cape Horn hand steering and is headed for refuge to effect repairs. He goes Chichester Class and only three racing for the finish! - Jeremy Bagshaw (CH) climbing out of the 40’s and Cpt. Gugg (3rd) into the horse latitudes catching 280 litres of rain!*  
23 March

Way before the start of the Golden Globe Race in Les Sables d’Olonne, the last stretch to Cape Horn was always a concern for Ian Herbert-Jones (GBR)

It became more of a worry for him in the South Atlantic when the Shropshire sailor thought of skipping the Cape Town film drop altogether to save time and make the 31st January Hobart gate cut off date. Miss that gate and you must stop, as you are considered too late to round Cape Horn before early spring storms. Ian just made Hobart by a few days. Later heading east, after a slow exit of the Tasman Sea, the weather conspired against him north of the Pacific exclusion zone, increasing his concerns about paying the price for a late rounding of Cape Horn.... and so it was!

Sailing for several days in what he described in his weekly satellite safety call as ‘biblical conditions’, Ian faced his worst fears: Extreme winds well over 60 knots, heavy and confused breaking seas, several knock downs with his hydrovane struggling to cope. He nevertheless carried on, displaying his signature vulnerability, humility, humour and determination to get the job done.

On Wed 22nd at 0400 UTC, Ian called the Race Office to advise that the conditions were crazy, screaming wind speeds impossible to determine (Chilean Navy forecast possible gusts to 90 knots) and 7-metre seas. Sailing under bare poles, he was struggling to deploy his drogue which was now a tangled mess in the cockpit. One hour later, he had deployed the drogue, unfurled a small amount of staysail and as the wind was finally abating.

However, at 1100 UTC he called back, sounding stressed, declaring a ‘PAN PAN’ and requesting GGR to notify MRCC of his situation, though NOT requiring assistance. He was unsure of his position and his hydrovane had another issue and was no longer working but in the dark he could not see why and it was dangerous hanging over the back. GGR was providing weather updates and monitoring his track which was headed for the Diego Ramirez Islands. Sailing at only 3 knots under the drogue in seven metre seas, the bottom rapidly rose from 1,500 metres to just 100 metres in a few miles, causing some concern in Race Control. Ian reported serious waves slamming into the back of PUFFIN. He passed 2.5 miles north of the islands as

conditions slowly moderated and daylight returned.

He rang a third time at 1810 UTC to advise that his drogue warp at some time had wrapped around the Hydrovane rudder whilst sailing slow in the big seas. It caused the initial damage and eventually the rudder snapped in half. He could not fit his emergency electric autopilot as it steered through the Hydrovane rudder and it was too rough to fit his Hydrovane spare rudder. He was hand-steering to Cape Horn and beyond. He cannot do that for 6,000 miles back to Les Sables d’Olonne. He is now headed for Puerto Williams about 150 miles away to effect repairs. He has been officially moved into Chichester Class (no longer in the rankings for the solo non-stop GGR) giving him full use of his safety GPS and sat phone to organise the stopover logistics.

Ian is safe, in control and did not require assistance. The ‘Code Orange’ which alerts the Chilean Rescue Coordination Centre of a difficult situation, was cancelled on 22/03 at 2200 UTC.

With Ian rounding Cape Horn in Chichester Class, there are a few significant changes in the fleet. First, all the GGR fleet is in the Atlantic, stretching 3,700 miles between the Tierra del Fuego at 56°S and the leader at 04°S. Secondly, there are now 3 sailors in Chichester Class: Simon, Jeremy and Ian, and only 3 sailors contending for the GGR trophy: Kirsten, Abhilash and Cpt. Gugg!

Despite the recent concerns about Ian’s safety, there certainly is a sense a relief in the Race Office after an eventful Southern Ocean experience, starting with Tapio Lehtinen’s (FIN) rescue in late November and the various entrants knock-downs between the Pacific exclusion zone and the Horn, and a 2,000-mile detour to Chile for Simon Curwen. There has, however, been significantly less damage and loss of boats compared to the 2018 GGR. The new start date of September 4th from Les Sables d’Olonne, two months later than in 2018, put the sailors in the Southern Ocean two months later, experiencing fewer and less violent storms. The long list of retirements this time is mostly a result of personal and technical issues rather than storms.

### Southern Atlantic philosophy

It’s not plain sailing in the Atlantic either, starting with Jeremy Bagshaw (ZAF) in Chichester Class who has been faithful to his gale record holder title of the GGR fleet! Although now on the right side of the South American continent at 45°S and 1,000 miles ahead, he has still shared most of Ian’s foul weather all week. He is ending his roaring 40’s experience with another strong gale of 40 knots gusting 55! He and Olleanna have been fantastic to watch since the OE32 became barnacle free in Hobart. He is certainly enjoying the ride as he shared in his weekly call.

The podium hopeful Michael ‘Gugg’ Guggenberger (AUT) is certainly delighted to be out of the forties. Now entering the horse latitudes, he has been in very variable conditions, alternating fresh wind this week with a full blow of nothingness in the past week. He was struggling with a high pressure hugging Nuri closely. Then he caught 280 ltrs of water in a squall! But after 200 days at sea, Captain Gugg who has struggled with the isolation and weather conditions, found redemption in a new philosophy of life and is enjoying the little things. Possibly changing his whole outlook on life as he shared in his call last week, after several days idle which would have driven him nuts only a month ago.


### Battle of the doldrums is raging at pace!

Up front, it’s getting really close! Who will be the first to cross the finish line in Les Sables d’Olonne? Who will win this incredi-

Continued on Page 21

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# U. S. NAVY NEWS

## USS Arleigh Burke (DDG 51) Receives Service Life Extension From Naval Surface Force Atlantic Public Affairs

14 March 2023

First-in-class Arleigh Burke’s estimated service life was 35 years, expected to expire in FY 2026, but efforts began early last year to request additional service time for the ship. The approval extension carries the ship out through FY 2031 now, when the ship will be 40 years old.

According to Rear Adm. Brendan McLane, commander, Naval Surface Force Atlantic, the extension is a testament to the success of the DDG 51 program as a whole and is an example of the Navy’s enduring relationship with industry partners.

“DDG 51’s are the best warships in history. They demonstrate that there are no limits to what we can accomplish with a strong American Navy-industrial partnership,” McLane said. “Arleigh Burke-class destroyers are the backbone of the Navy’s surface fleet and critical to the Nation and the Navy today and long into the future.”

A DDG modernization program is underway to provide a comprehensive mid-life upgrade that will ensure the DDG 51 class possesses the latest long-range fires and terminal defense capabilities. The modernization changes are also being introduced to new construction ships to increase the baseline capabilities of the newest ships in the class, and to provide commonality between new construction ships and modernized in-service ships. The goal of the DDG modernization effort is to increase warfighting capabilities and drive commonality, which enable these ships to remain relevant, to their service life, against current and future threats.

After 30 years in Norfolk, Va., Arleigh Burke shifted homeports to Rota, Spain, on March 26, 2021, to be forward-deployed in U.S. Sixth Fleet. The ship arrived at Naval Station Rota on April 11, 2021, and is on its third patrol.

SURFLANT mans, trains and equips assigned surface forces and shore activities, ensuring a capable force for conducting prompt and sustained operations in support of United States national interests. The SURFLANT force is composed of nearly 80 ships, 17 pre-commissioning units, and more than 30 shore commands.

## Navy, Coast Guard Begin Oceania Maritime Security Initiative Patrol

24 March 2023

SAN DIEGO - The U.S. Navy and U.S. Coast Guard began their joint patrol in the Western Pacific under the Oceania Maritime Security Initiative (OMSI) to reduce and

eliminate illegal, unregulated, unreported fishing, combat transnational crimes, and enhance regional security, March 20.

“OMSI is imperative to ensure that the Western and Central Pacific Fisheries Commission Convention (WCPFC) agreement is upheld within the Indo-Pacific region,” said Cmdr. Richard Skinnell, Mobile’s commanding officer. “This initiative allows us the opportunity to work jointly with other branches of the military as well as our allies and partners.”

OMSI, a Secretary of Defense program, improves maritime security and domain awareness by enabling Coast Guard law enforcement personnel to conduct maritime law enforcement operations from Navy ships. These joint and combined operations ensure the U.S. military honors its security commitments to allies, partners, and friends.

“Collaborating with our partners throughout Oceania is essential in ensuring a free and open Blue Pacific,” said Cmdr. Jeff Bryant, chief of enforcement, U.S. Coast Guard District Fourteen. It is a privilege and we are proud to support the Federated States of Micronesia through dedicated partnership in the effort to maintain maritime governance and preserve maritime sovereignty.”

The WCPFC international fisheries agreement prioritizes the long-term conservation and sustainable use of highly migratory fish stocks in the Western and Central Pacific Ocean.

“The U.S. Coast Guard is always ready and looking forward to executing the OMSI mission alongside our U.S. Navy partners,” said Bryant.

Independence-variant littoral combat ship USS Mobile (LCS 26), with an embarked Coast Guard law enforcement detachment from the Pacific Tactical Law Enforcement Team, supports maritime law with partner nations by enforcing the WCPFC agreement and by suppressing illicit activities. Independence-variant LCS is the platform of choice for this mission due to its fast and agile maneuvering capabilities, large flight deck with manned and unmanned aviation assets and surface warfare mission set.

An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet operates naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to flawlessly execute our Navy’s role across the full spectrum of military operations—from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with our allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

## U.S. Navy Launches USNS Cody From Team Ships Public Affairs

29 March 2023

MOBILE, Ala. – The U.S. Navy’s newest Expeditionary Fast Transport (EPF) vessel, USNS Cody (EPF 14), launched at Austal USA’s shipyard, March 20.

Capable of transporting 600 tons of personnel and cargo up to 1,200 nautical miles at an average speed of 35 knots, each EPF vessel includes a flight deck to support day and night aircraft launch and recovery operations. The ships are also capable of interfacing with roll-on/roll-off discharge facilities, and can load and off-load heavy vehicles such as a fully combat-loaded Abrams Main Battle Tank.

“Today’s launch marks another successful milestone for the EPF 14, and it demonstrates the strength of the Navy-Austal USA partnership,” said Strategic and Theater Sealift Program Manager, Program Executive Office, Ships, Tim Roberts. “EPFs provide capability and capacity for a variety of missions, when and where our fleet needs support.”

Launching an EPF is a multi-step process, conducted over two full days. The ship is moved from the Modular Manufacturing Facility where it was constructed to a docking barge, and then transported to a floating dry dock. Submerging the dry dock into the water then launches the ship to float on its

own.

EPFs operate in shallow waterways. These versatile, non-combatant transport ships are used to quickly transport troops, military vehicles, and equipment needed to support: Overseas contingency operations; Humanitarian assistance; Disaster relief; Special operations forces efforts; Theater security cooperation activities; and Emerging joint sea-basing concepts,

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

## USS Santa Barbara (LCS 32) Commissions in Namesake State

From by Julie Ann Ripley, Commander, Naval Surface Forces Pacific

02 April 2023

NAVAL BASE VENTURA COUNTY, CA. - Independence-variant littoral combat ship USS Santa Barbara (LCS 32) commissioned at Port Hueneme aboard Naval Base Ventura County, April 1.

“Littoral Combat Ships are versatile platforms. A successor in heritage to the escort fleets of the Second World War. They are fast, agile, and mission-tailored to operate in

Continued on Page 27



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# Another Direction to Consider

By Sheila Dassatt

The Maine lobster industry has had so many challenges that we have been facing in more recent years that our attention span has gone completely on one or two subjects. These subjects are North Atlantic Right Whales and the threat of Windmills based in the ocean. There are law suits happening more than I've ever seen before. We have been "black balled" or "red listed" by other organizations and health food stores. Now I'm seeing suing each other upon counter attacks. Who is making the most out of this, the lawyers? This is all very disturbing and a big concern for those of us that make a living on the ocean.

The question is, is all of this a diversion for other agendas? We really don't have the exact answers, but it certainly makes your mind think about it.

With the whale agenda, now we have companies that are paying money to have fishermen try ropeless fishing. There must be a lot of money involved in the ropeless theory if there's enough to pay people to "give it a try." So where does all of this money come from? This is a legitimate question, because I truly don't know the origin of a lot of it. So are we accepting funds from the whale people that came up with this brainstorm?

Talking about windmills now, I do have

an understanding of the existence of newly designed ships that are made just to install windmills in the ocean. If you read the shipping magazines, they are even saying that there are great job opportunities involved with the development and placing of windmills. We are talking about companies that have millions of dollars, possibly billions of dollars to help make this all possible. One of the headlines goes like this: "Discover new ocean opportunities." There is also logistics in the making to convert a Multi-Carrying Vessel (MCV's) into a cable lay vessel (CLV). This is set to start operations in the third quarter of 2024. The main uses of this vessel will be to connect offshore wind farms with the mainland. So there is work in the making to carry out these plans.

Now, it has been brought to my attention that this is the major focus right now and while everyone is distracted by all of these issues, we have a great problem on our hands. This problem has been growing and spreading each year since it first started to appear in our North Atlantic waters. This problem is the ever present and spreading "sea squirts." I had never seen one before, but I understand that they came into being from the bilges of the large tankers that traveled from other countries to deliver their goods in our country. This is one way that

the invasive creatures come into our waters. Once they are here, we have a definite problem. We can worry about eel grass, kelp, sea urchins among other "green" concerns, but this one goes like this: nothing really wants to eat them, or grows on it and nothing seems to prevent them from spreading. They won't harm people, but scientists are worried about the effects on marine life. There is evidence that shows sea squirts smother scallops and mussels, coat the sea floor, possibly making the area uninhabitable to fish eggs and shellfish larvae. These sea squirts could have potential ecological and financial impacts and is a fear of the scientists.

Like a creature that can be our worst nightmare, they can spread up and around a rock, smothering everything in its path, including shellfish. Tons of them have spread to docks, on pilings, in tide pools which look like wide lumpy mats. They spread to docks, lines, rocky sea beds and on boat hulls. As they have spread, they attach to our lobster traps and multiply very quickly. If for some reason that you can't tend your traps due to bad weather or a breakdown, they grow in-

side and outside of the traps making them so heavy that it takes three people just to bring them over the rail. The only way to combat them is to take a "cooker" out on your boat and dip every single trap, just to clear them from the gear. Then, it only lasts for a short while and the process needs to be done again.

Now I could go on and on about these nasty little creatures, but it is a growing concern. How do we know if the shortfall in our catch, whether it is lobsters, scallops or mussels, isn't due to the ocean bottom being smothered with these creatures.

We can do all that worrying in the world about the Whales and Wind, and now Cruise ships coming back, but while we're worrying ourselves about all of that, these sea squirts are covering and spreading over our bottom like a cancer that is spreading. This can bite us in the butt if we don't turn around and start doing something about them and soon!

Perhaps some of this funding that is being spread around should go to researching how to eliminate them before it is too late. Please stop and think about it.

## MAINE DMR NEWS

### James "Jimmy" Wotton Receives Annual DMR Andy Mays Award of Excellence

March 6, 2023

James "Jimmy" Wotton of Friendship received the annual "Department of Marine Resources Andy Mays Award of Excellence" at the recent Fishermen's Forum in Rockport.

Wotton currently serves as the Chair of the Lobster Zone D Council and as a member of the Scallop Advisory Council. He has held licenses in multiple fisheries including lobster, scallop, urchin, menhaden, river herring, and halibut, and was applauded by DMR Commissioner Patrick Keliher for his valuable input into fisheries regulation and management.

In presenting the award in front of a packed room attending DMR's Lobster Science presentation, Keliher echoed the words engraved on the plaque. "This award is being presented in recognition of your expertise across numerous fisheries and your willingness to engage the department in a constructive way that contributes to the prosperity of all Maine fishermen," said

Keliher.

The award is named for Southwest Harbor fisherman Andy Mays who passed away in 2017 but who left an important legacy of participation in the management and regulatory process. "This award recognizes industry members who participate with the department to ensure a sustainable future for Maine's commercial fisheries, which is what Andy did throughout his career," said Keliher.

"Jimmy exemplifies that standard by sharing his broad base of knowledge with our advisory councils and through his collaboration with the department. That kind of strong working relationship is vital for the sustainability of our commercial fisheries," said Keliher.

### Marine Patrol Specialist Evan Whidden Named MLA Officer of the Year

Marine Patrol Specialist Evan Whidden (center), who serves in Marine Patrol's Section 2 which runs from Freeport to Bremen, receives the 2023 Maine Lobstermen's Association Marine Patrol Officer of the Year Award. The award, presented last Saturday night at the Fishermen's Forum in Rockport, is an annual recognition of Marine Patrol Officers who provide outstanding service in support of the Maine lobster industry. Pictured with Specialist Whidden are Marine Patrol Colonel Matthew Talbot (left), and Department of Marine Resources Commissioner Patrick Keliher (right). (Photo courtesy of Mike Young)

### DMR Seeks Proposals for Bottom Trawl Survey of Proposed Wind Research Array

The Maine Department of Marine Resources, Bureau of Marine Science is seeking proposals to hire a fishing vessel, or vessels, to conduct bottom trawl surveys in and around Maine's proposed offshore wind research array site, located approximately 30 nautical miles south of Boothbay Harbor.

The purpose of the surveys is to create a baseline understanding of marine resources in the research site area before construction of the array, which will help evaluate impacts on marine resources during and after construction.

The surveys will be conducted during the winter, spring, summer, and fall to evalu-

Continued Page 22

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Commercial Fishing News

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

From the Director -

Doesn't seem possible that we're into April already and there's still ice clearing out of the lakes and ponds. Hopefully, things will start warming up and the wind will simmer down so we can get some outside work done on the gear and the boats. It seems that there's been a lot of wind this past year.

The Zone Council meetings have begun, which gives us an opportunity to hear what the DMR has to say and to give our input on the issues as well. At this point, there has been two meetings held and one more tonight. The meetings will continue until the last week in April. The agenda for these meetings are all basically the same, which starts with ASMFC Addendum XXVII (Resiliency of the GOM-GBK stock). This is to consider changing the gauge to help expand the lobster population. At this point, Canada's gauge will not change, which is also a talking point for the U. S. This proposal could increase the price of lobster to consumers and have a negative impact on U. S. caught lobster. Why would we want to increase our gauge, and have to throw back what the Canadians can come along and catch? This all needs more research before it is put into place.

The next agenda subject is about the Direct Payment for the gear modifications. This has been on a lot of people's minds, due to the fact that everyone is getting ready to work on their whale approved ropes. At this point, after speaking with the DMR for further information on this, I was told that the research for who will qualify for the funds, depends on the information that the Landings provides. As I mentioned in my last report, they will be checking on qualifications due to whether

you had a certain amount of days that you landed lobsters, which is over fifty trips. If you didn't qualify under that rule, you may have landed enough lobsters to qualify by poundage. It will take most of May to do that research and the checks should be going out in June. So what we thought would help us to purchase the equipment that is needed, it will be more of a reimbursement. Stay in touch, we will know more as time goes on, but the funds are "for real."

We are receiving questions about the fishermen that do not have a computer or cell phone to report their landings. The DMR was set up at the Fishermen's Forum to demonstrate and answer any questions that we may have concerning this. Unfortunately, the snow storm was so bad on Saturday of the Forum, that not many were able to attend and learn the information about this. This is all new and there are so many avenues that the Maine lobstermen are facing that it is mind boggling. I understand that DMR has folks that plan to attend the Zone meetings to offer further explanation and demonstrate how this all works. It is a whole different avenue for the fisherman that have been in it for many years and do not own the equipment to do what is now required. If you were unable to attend the Maine Fishermen's Forum or the Zone Council meetings, I would advise that you call the Department of Marine Resources at Boothbay Harbor to ask if there are options for those that do not have the necessary equipment. The contact information for Boothbay Harbor is 207 633-9412 or 207 633-9566. I'm sure this should be a help for you, so please don't be discouraged yet. I understand, there is a lot to digest in a short amount of time, but everyone that I have dealt with has been

very helpful.

The numbers are in for the lobster landings for 2022, which shows that the catch was down slightly as well as the overall price to the boat. The biggest problem was the price of bait and fuel, as we all well know. The overall reports were down, which since the pandemic, some were fishing less and some sold out completely. Those that were close to retirement age, decided it was time to retire and some downsized their amount of gear and took land based jobs to make up the difference. Let's hope that 2023 shows more promise than the 2022 season! If we are going to stay strong, we still need to persevere and not give up if we can possibly help it.

There's so many challenges going on, that it's mind boggling, but we want you all to know that D.E.L.A. is still in the fight. We had a spell that our entire Executive committee had Covid, and could not participate in certain meetings. I want you to know that we were able to communicate through websites and cyberspace. We have still been able to participate without actually being there. Communication is half the battle!

We have a new shipment of "Who's Endangered Now" T-shirts that also represent D.E.L.A. on the screen print. There has been a lot of interest from folks that would like to purchase one. I will try to

post them and also have them available right here in Stonington. We are at 129 North Main Street, Stonington and you are welcome to stop in and pick one up if you'd like. They may seem like "just shirts" but they go get the message out and with warm weather coming, it will be a big help to get them out and about. We can also ship them to you, which is just a matter of contacting me at dassatt711@yahoo.com. Or 207 322-1924 to speak to me or leave a message. We are all in this together and the more we can spread the word, the stronger we become.

I would also like to welcome a new member, Gary Greene of Trenton! Every member counts too, Welcome Aboard! Thank you all for your help and support.

I'd like to wish everyone a safe and successful season this year!

Take care, Sheila

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Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

## Study Sharpens Atlantic Cod Stock Delineation

*The U.S. Northwest Atlantic is home to five distinct populations of Atlantic cod.*

Over nearly 5 years, an international group of researchers inventoried, summarized, and analyzed all relevant peer-reviewed information about Atlantic cod stock structure off New England. Their initial results were reported in 2021. The fully documented study is now available.

The researchers determined that cod found off New England occur in five distinct populations. They have further identified these as an offshore Georges Bank population and four inshore populations. They include a mixed stock composed of spring and winter spawners in the southern Gulf of Maine.

Since 2021, the Northeast Fisheries Science Center and the New England Fishery Management Council have considered both the management and stock assessment of these newly proposed biological cod stocks.

## Variety of Experts Needed to Unwind Stock Components

Since 1972, the Atlantic cod in U.S. waters have been managed in two management areas: Gulf of Maine and Georges Bank. These areas were drawn around an underlying “grid” of smaller areas with roots in fishing grounds identified by U.S. and Canadian fleets through most of the fishery’s history. The framework was further formalized as fishery management and fishery science advanced and was used to structure groundfish studies and regulations.

However, both fishermen and fish biologists could see and document differences among cod throughout U.S. and Canadian waters, including: Genetic composition; Spawning behavior; Migration patterns; and Physical characteristics like shape, size, and color.

The challenge was first to collect and aggregate enough reliable information for a large-scale study. Then, we brought together an interdisciplinary group of experts to analyze the information and further define more discrete populations within the larger management areas. The Atlantic Cod Stock Structure Working Group was formed in 2018 to do just that.

The group includes specialists across various fields in fisheries biology, Rich McBride, a co-chair of the working group, found that each discipline offered insight into how a species lives in the vast, open ocean. Species in the open ocean are often divided into discrete or overlapping popu-

lations. “The differences evident with each discipline are often a matter of resolution or spatial or temporal scale, but that is important,” he said. “I found the different disciplines offered complementary and not competing perspectives.”

The working group also included commercial fishermen and sought out their perspectives and input throughout this study. McBride noted the importance of this component of the study, saying “the industry was included in every step of the process.” A former commercial fisherman was a working group member. Recreational and commercial captains and their representatives also attended: 2018 and 2019 working group meetings; 2020 peer review of findings; 2021 outreach meetings; and 2022–2023 Atlantic Cod Research Track Assessment.

## Better Stock Structure Understanding Key to Improving Chances for Cod Recovery

The Atlantic cod stocks have declined significantly since the 1990s. Despite efforts to reduce fishery catch and support the species’ ability to thrive, these stocks have not had much success in rebuilding. There are many pieces to the puzzle of understanding and improving the condition of cod stocks. Experts hope that improved recognition of population structure may help.

These findings are currently being taken into account in the U.S. Atlantic cod research track stock assessment, scheduled for July 31 to August 3, 2023.

“The assessment is currently moving from the old two-stock structure to a new stock structure that will better match our new understanding of the biological stocks,” said Charles Perretti, a NOAA Fisheries stock assessment scientist and one of the leads for this assessment. “This work is ongoing and is scheduled for peer review this year. After that, fishery managers will decide how to incorporate the new stock structure into management.”

The work is ongoing, but with persistence, stock assessment scientists and fishery managers hope this work will help: Prevent further loss of Atlantic cod spawning components; Better guide adjustments of allowable catch to balance fishing mortality across populations; Facilitate recovery of currently declined stocks; and Strengthen the resiliency of the populations that exist within fishing areas.

McBride continues to look ahead for additional ways to apply these studies, remarking, “New methods and funding are

needed to sort out the data for two separate stocks in the mixed area, as well as to improve the data quantity in the data poor areas, but these issues have been clearly identified for the future.”

## Researchers Investigate Innovative Way to Plant Oysters for Restoration

*NOAA and the U.S. Naval Academy explore whether using “direct setting” of oyster larvae is effective.*

The Chesapeake Bay is home to the world’s largest oyster restoration project, which will restore more than 1,800 acres of habitat. Work is taking place in 10 rivers around the Bay. The Chesapeake is the largest estuary in the United States. Spanning roughly 200 miles from its head at Havre de Grace, Maryland, to its mouth at Virginia Beach, Virginia, the Bay encompasses a range of habitats and water conditions.

That means the ways that oyster restoration partners work must vary from one part of the Bay to another. In Virginia, saltier waters support higher levels of natural oyster reproduction. Oyster reef restoration work there is generally limited to constructing reefs made of hard material that oyster larvae can settle on, like oyster shell, other kinds of shell, or rock.

In Maryland waters, salinity levels are lower. In addition to constructing reefs, oyster reef restorers also need to plant spat-on-shell (juvenile oysters) on top of those reefs in order to jump start populations.

## Restoration Is a Complex Process

These restoration efforts can be expensive and time consuming. Experts working in oyster hatcheries keep oysters in special tanks. They can collect larvae when the oysters spawn. Then the larvae go through the grow-out process. They are moved to tanks where they settle on oyster shells that have been collected specially for this purpose. The hatchery feeds and takes care of these juvenile oysters until they have grown large enough to be planted on constructed reefs.

NOAA Fisheries joined a group of researchers, including scientists from the NOAA National Ocean Service and the U.S. Naval Academy. They wondered if it would work to skip the grow-out process and to simply let oyster larvae settle on a constructed reef area. This process is called “direct setting” because the oyster larvae are set directly on the restoration reef without being set onto hard substrate first. If this

works, it could potentially save time and money.

## Is There a Better Way?

The researchers had another question: How can you tell the difference between the oysters that are there because of the experiment and oysters that are there because of natural reproduction from nearby reefs?

They decided to stain the oyster larvae with calcein, which is a kind of dye that “glows” when it is viewed under blue light. These marked larvae were placed in the water so that they could settle on a reef. The project used scuba divers to precisely release larvae at predetermined locations. In the experiment, 1.6 million larvae were released at each of three reefs in Maryland’s Tred Avon River in July 2019, and again in September 2019.

Researchers went back after roughly 1 week to see if they could find oysters, stained from the experiment, attached and growing on the reef. They did! That means that, in certain situations, oyster larvae can be set directly onto reefs.

More remains to be learned about how such efforts could be scaled up to set oyster larvae directly onto larger reefs.

## NOAA Fisheries, Atlantic Coast Partners Release Plan to Improve Atlantic Recreational Fisheries Data

*The Atlantic Coastal Cooperative Statistics Program and NOAA Fisheries have released a Regional Implementation Plan that highlights priorities over the next 5 years for improving recreational fisheries data collection on the Atlantic Coast.*

The Atlantic Coastal Cooperative Statistics Program and NOAA Fisheries have jointly released the Marine Recreational Information Program Regional Implementation Plan for the Atlantic Coast. It highlights data needs and funding priorities over the next 5 years for improving recreational fisheries data collection on the Atlantic Coast.

“Our regional and state partners are essential to developing, executing and improving our national network of recreational fishing surveys that inform catch estimates,” said Evan Howell, NOAA Fisheries, director of the Office of Science and Technology. “We rely on partners like ACCSP to efficiently facilitate regional partnerships and joint data collection activities, as well as identify regional priorities through tools like

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

our regional implementation plans. I want to thank all of our partners for their hard work to develop this plan together, and we look forward to our continued partnership as the plan is implemented.”

ACCSP is the state-federal partnership that collects, manages, and disseminates Atlantic commercial and recreational fisheries data and serves as the MRIP Regional Implementation Team for the Atlantic Coast. It also coordinates state conduct of the MRIP Access Point Angler Intercept Survey and For-Hire Survey from Maine to Georgia. Program partners include coastal resource agencies from 15 states and the District of Columbia, 2 interstate marine fisheries commissions, 3 regional fishery management councils, the U.S. Fish and Wildlife Service, and NOAA Fisheries. To provide better data for stock assessment and management, the ACCSP Coordinating Council and Recreational Technical Committee (RecTech) identified top priorities for improving recreational data collection on the Atlantic Coast through 2027.

Atlantic Coast Prioritized Activities: Improved precision and presentation of MRIP estimates; Comprehensive for-hire data collection and monitoring; Improved recreational fishery discard and release data; Improved timeliness of MRIP recreational catch and harvest estimates; Expanded biological sampling of recreational fisheries; and Improved in-season monitoring.

“Through the ACCSP, state, regional and federal partners are able to cooperatively identify and prioritize recreational fishery data needs for the entire Atlantic Coast and coordinate efforts to address these needs and improve recreational data collection,” said Angela Giuliano, ACCSP RecTech chair. RecTech is composed of ACCSP partner personnel who specialize in survey design, statistical estimation of fishing effort, catch, and participation, and the operation of recreational sampling programs.

The Atlantic Regional Implementation

Plan will help guide NOAA Fisheries’ allocation of resources to best address the data needs of regional fishery stock assessors and managers.

“Working together, we have allocated targeted increases in sample size by month and mode to improve precision of MRIP estimates,” said Dawn Franco, RecTech vice-chair. “We are also working on methodology to improve for-hire data collection. Over the next 5 years, we can achieve even more by building on our momentum and nurturing the relationships that have been forged.”

## National Perspective

NOAA Fisheries maintains a central role in developing data collection and estimation methods, administering recreational fishing surveys, implementing survey and data standards, and producing recreational fisheries statistics. Regional and state partners identify regional data collection priorities, coordinate survey operations and on-site data collection, and participate in quality assurance and quality control procedures.

Through Regional Implementation Plans, each region plays a critical role in identifying which survey methods are most suitable for its science, stock assessment, and management needs. NOAA Fisheries uses these plans to develop a national inventory of partner needs and associated costs, and to annually specify priority-setting criteria for supporting those needs. These plans inform MRIP decision-making for ongoing research priorities and budget allocation. The Regional Implementation Plans are adjusted at least every 5 years or as necessary based on changing science, management needs, and budget availability.

This collaborative approach is critical to addressing region-specific needs for improving recreational fishing data and supporting fishing opportunities for generations to come.

New Report Paves Way for a Northeast

## Fisheries and Offshore Wind Science

### Agenda

*Next steps include workshops on floating offshore wind technologies.*

A final peer-reviewed report synthesizing the current state of science on the interactions between fisheries and offshore wind is now available online. The report was developed through a partnership of the Responsible Offshore Development Alliance (RODA), NOAA’s Northeast Fisheries Science Center, and the Bureau of Ocean Energy Management (BOEM). It also summarizes the results of a first-of-its-kind symposium that helped gather information for the report.

“We are pleased to have been a part of this project, and look forward to working

with our partners on its next iteration, a series of workshops focused on fisheries and floating offshore wind energy,” said Andy Lipsky, who oversees the wind energy team at the science center. Lipsky is also a co-author on the recently issued report.

The Synthesis of the Science: Fisheries and Offshore Wind project enhanced understanding of existing science and data gaps related to offshore wind interactions with fish and fisheries. It included a workshop in 2020 as well as the report.

“This collaboration was a great success and truly helped us as we developed a joint survey mitigation strategy with the Bu-



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# Boat And Ship Yard News



Bamforth Marine in Brunswick made a major repair to the platform of this Corson run-about.




At Buxton Boats in Sunset Peter has all the molds and ribbands in place so he can start planking this Cayman catboat for a customer from the Cayman Islands in the Caribbean.

### Continued from Page 1

boat.”  
SILVER LADY had just a few more days in the shop and then MARTINE was coming in. She is a 28-foot Fogcraft with a 300-hp Suzuki. There is nothing major to do just her usual maintenance.  
CASCO BAY CAT, 46-foot power catamaran with a walk-around deck and powered with two 300-hp Suzukis, was recently


hauled out at Yankee Marina in Yarmouth. They did the bottom, some steering work, went through the systems and did some cosmetic work. She is already back in the water and ready for summer.  
Their 50-foot Navy launch UB85 JOSEPH P. KENNEDY was built in 1985 and last year they fitted her out as a charter boat for Casco Bay. Patrick added, “Last year was the first year for that one for us. She wasn’t quite ready until maybe the first of August. We ripped out and did brand new electrical



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# Boat And Ship Yard News



This Holland 32 is nearing completion at Holland Boat Shop in Belfast. She is being finished out as a day cruiser sportfisherman for a customer from New York.

system, wheelhouse on it, redid all the seating, stuff like that. This will be next on the list to go through. We will haul her out of the water, bottom, topsides, and go through all her systems. I think she is also due for Coast Guard inspection.”

### Friendship Boat Works Friendship, Maine

Presently they are finishing off a Calvin Beal 42 as a split wheelhouse lobster boat for a fisherman from Providence, Rhode Island. She has a simple interior with a V-berth and a couple of cabinets for wiring and hydraulics. In the wheelhouse is shelving and storage. She is powered with a 675-hp Scania with a six-foot Soundown muffler in her exhaust system. Under the platform she has a 400-gallon fuel tank. She sports a tailgate operated with a chain. Randy Young, who runs the shop added, “Actually the style

of the boat is beautiful. I love the way the wheelhouse is, it looks really good. The hull is beautiful. I like the depth and the width. This is my first one and it is beautiful.”

When I was at the shop they were fairing in the cockpit and were about sixty percent done and figured just another couple of days and they were done with this. Then the electrician could come in and start wiring.

The owner will be using her for lobstering and some rod and reel charter fishing in and outside of Narragansett Bay.

Next, they will be bringing in Randy’s grandson’s 40-footer powered with a 675-hp Scania. They are going to install a lobster locker in the centre of the platform. This will be followed by a Young Brothers 36 for some minor work and a hull for some gel-coat work. Randy added, “As far as new sales go, it ain’t looking good. I am concerned about the interest rates they are charging for the



This Calvin Beal 42 is being finished out as a commercial boat for a fisherman from Rhode Island by Friendship Boat in Friendship.

loans right now.”

### Holland Boat Shop Belfast

They have four boats in the main shop. One the left side in front they have a Holland 38 hull being finished out as a high-end cruiser for a customer from San Diego. Glenn said, “We have got more than it looks because the whole deck and top is all built, we just haven’t put it on yet. We are just in the process of putting the engine in.”

Due to the lack of crew, they are running between boats trying to get something done on each of them. The Holland 32 in the corner on the right side is getting close to being finished. She is being fitted out as a day boat going to a customer on Long Island, New York. She is powered with a 550-hp Cummins and sports a simple interior, with a V-berth, head, and seating. They still have

the mechanical and system hook-ups to do, install the windows and then Navtronics from Front Street Shipyard will come over and do the electronics. The owner of this boat has a 100-foot Viking sportfisherman and just wanted a boat that he could take out by himself. He is also thinking of ordering a Holland 14 too.

The 32 in front will be heading to Falmouth as a very basic dayboat powered with a 355-hp Cummins. Down below she will have just a simple V-berth just in case they want or must spend the night some place. The owners of this boat formerly had a Duffy 35 cruiser, which they cruised extensively in. They still want to run around Casco Bay and just do not need all the appointments of a full cruiser.

As for 14s, they still have six or eight

**Continued on Page 18**

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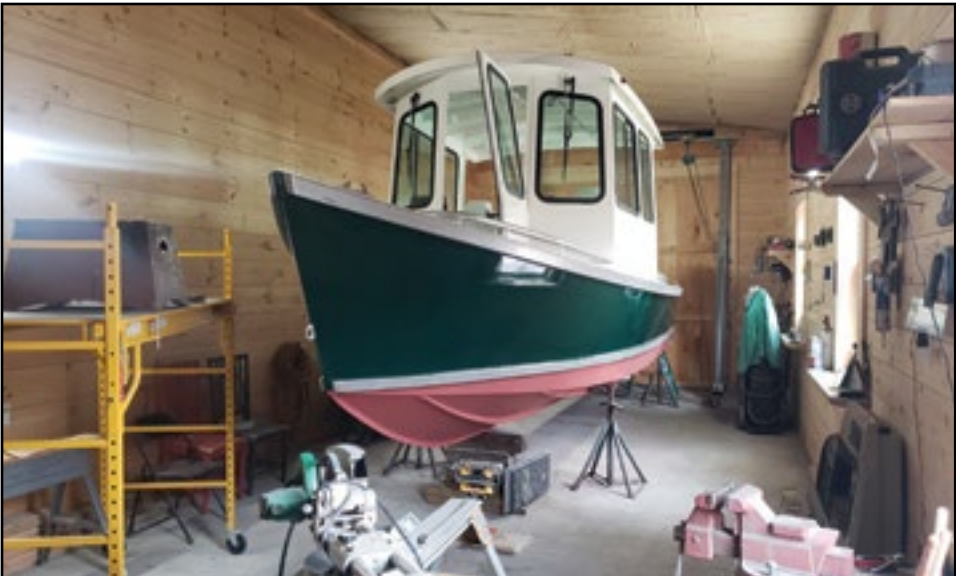
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# Boat And Ship Yard News



The 55-foot Wheeler is getting layers of plywood placed on the hull stations at Brooklin Boat Yard in Brooklin.



This is one of the first Fogcrafts, which came in for a major change. They removed the centre console and installed a cabin and then redid everything that needed an upgrade.

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### Continued from Page 15

on order. Glenn felt that as soon as they get down to just a couple on order another bunch get ordered. What surprises Glenn is that almost every one of them is custom. He said, “I am surprised how much customizing they want to do on such a little damn boat. They are reinventing the wheel all the time on the damn things.”

In the layup shop they have two 14s underway, but they are really concentrating on the boats in the main shop.

They still have two 32s on order and Glenn really wants to get the mould finished on the 20. They started fairing, but it still needs a lot more before they can take a mould off. He said, “I had to put it outside last fall because we ran out of room to work on it in here. I just really didn’t have time to work on it. Got to work on the paying things

instead of that,” explained Glenn.

The last time I was talking with Glenn he mentioned that he could make his boats act just like a wooden boat in the water. There is no question that there is a huge difference between the two and it is said that if a fisherman wants to add ten years to his fishing life, work out of a wooden boat. Glenn did not want to offer specifics, but did say, “There were a couple things Royal (Lowell) said to do so it had the feel of a wooden boat and he was right. We did it on the original 30 and then we did it on the 32. I have had customers tell me they actually feel like a wooden boat. There are a few little tricks, but if I tell you, I will have to kill you. The man (Royal) knew what the hell he was doing. When he told me something I listened. I figured he knew more about this than I did and he did, probably still does. Years ago, I used to get paid for what I was

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# Boat And Ship Yard News



This is ROYAL, which is at Downeast Custom Boats getting rebuilt. The new keel is in and they are now getting ready to replace floors and frames as needed.

doing, now I get paid for what I know and I am going broke.”

### The Landing School Arundel

Under the direction of Sean Fawcett, President, the Landing School in Arundel, Maine is pleased to announce the addition of two new team members, Peter Worthington as a third Marine Systems Instructor, and Reis Hagerman as Admissions Manager, to the staff.

“We are very excited to have Pete and Reis joining The Landing School crew. As we continue to build our “boatyard model” instructional paradigm it is essential that we grow our team with seasoned industry experts such as Pete and Reis’s extensive career in post-secondary admissions management assures that new Landing School receive the highest quality attention. Welcome Pete and Reis!”, noted Fawcett.

Peter Worthington joins the Marine Systems faculty as an additional instructor to work alongside Zachary Volpicelli and Harrison Ringel. His role includes lecturing, leading discussions, conducting interactive demonstrations, and organizing lab exercises.

His previous work experience includes 14 years of teaching AP Physics to high schoolers, 4 years of engineering, and nearly 24 years of technical work experience in marine propulsion and systems trades.

“It’s really great to be back in the classroom and an excellent Marine Mechanic Shop. The staff here at TLS, both teachers and administration, are so amazing friendly, experienced and team orientated. The quality and spirit is clearly demonstrated in the student body that is diverse, eager to learn, and sprinkled with a few real “characters”. Characters make life interesting! I hope to bring some character and my own desire to learn, my passion for connecting with students through physical theory and shop work but most importantly connect with them as a teacher-mentor within a creative and highly instructive environment that’s focused on the diagnostic part of Marine Propulsion

and Systems work.” If you would like to contact Peter, you can contact him via email [pworthington@landingschool.edu](mailto:pworthington@landingschool.edu).

Reis joins the Landing School to recruit prospective students and manage the admissions team and process for the school. His main objective is to maximize enrollment by increasing exposure to the school to drive

**Continued on Page 20**

applications, while working closely with the President, Sean Fawcett.

In Reis’s previous career, he focused on management, admissions, and financial aid in post-secondary education. His previous positions include Vice President of Enrollment Management and Vice President/Dean of Campus Life at Saint Joseph’s College.

Hagerman states, “I hope to bring my strong desire to work with prospective students (and their families) with determining if The Landing School is the right fit for their very successful future. I find it highly rewarding assisting students through the

admissions and financial aid processes. My background includes many years of Admission Management experience having worked at very small private colleges (two of which are right here in Maine). I enjoy the interacting with students, faculty, and administrative colleagues as well as Guidance Counselors & Career Advisors in the industry. I am excited to have joined The Landing School Community as it feels like a close-knit group that truly cares about the students that are here studying and preparing

**Continued on Page 20**

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# Boat And Ship Yard News

## Continued from Page 19

for the next chapter of their lives. It feels like a good fit, and I am very pleased to be here!” If you would like to contact Reis, you can reach him at [rhagerman@landing-school.edu](mailto:rhagerman@landing-school.edu)

**Samoset Boat Works  
Boothbay**

Early in April one of the first new boats to be launched this year hit the water. She was a Mussel Ridge 42 finished out as a split wheelhouse lobster boat for Nick Saunders of Stonington. Nick was looking to upgrade from a Mitchell Cove and had seen ALLISON ANN, which is a Mussel Ridge 48 that Samoset finished off several years ago, and liked how she was finished. Nick called Matt Sledge, owner of Samoset Boatworks, and they discussed what he wanted, when the hull kit would be ready and did Matt have an opening. An agreement was reached and the hull arrived at the shop last year.

DOUBLE DOWN is powered with a D13 700-hp Scania. Down below is simple with a V-berth, hydro-locker and an electronics cabinet, and a cabinet for a microwave and Keurig. In the engine room there are four 8D batteries, two for engine start and two for the house. There are two pacer pumps on the portside with a rope locker to starboard.

One thing the crew quickly noticed is that there was a window on the portside aft of the split wheelhouse giving you great visibility from the outside hauling station.

There is no question that Nick has a boat

with a lot more creature comforts, more deck space, built tough and this will allow him to stay out fishing longer.

Now in the shop is LETTIE ELISE, Eben Wilson's Young Brothers 45, in for a major upgrade. They will remove her 650-hp Volvo, which has more than 22,000 hours on it and she will be repowered with an 800-hp MAN. They will also add a split wheelhouse and this means ripping up the deck, house, and bulkhead. When changing the bulkhead, they are going to change the portside companionway to centreline. This will allow them to put the inside steering station on the portside. It is nice that the new engine is smaller than the one being removed, but there are still changes to be made. They have to replace the engine mounts, move some thru hulls, increase the raw water intake, and change from a dry to wet exhaust system. They are also going to replace all the hydraulics and electronics.

This all needs to be done before June as there is another Mussel Ridge 42 kit showing up to be finished off. Another one was supposed to have already arrived and is in the end bay. The first one is being finished off as a tuna boat going to Massachusetts and the second is also a tuna boat, going to Rhode Island. The first one will be powered with an 800-hp Scania and the other with an 1,150-hp Scania.

**Shawn Snow**  
**Brooksville**

Shawn is presently laying up a Northern Bay 38, which is being stretched to about 41. They have already laid up the extension

and the hull is done and they are putting in the stringers. They have already done one of these and that one went to Boricua Boat Works in Steuben. This one is going to Sargent Custom Boats in Millbridge and should be ready to ship by the end of April.

In the next bay, Bagaduce Boats is working on SUSPECT, which was built at Boricua Boat Works for Tim Toppins two years ago. She had been owned in the Portsmouth, NH area, but recently she was sold to someone in the mid-coast. They added a stern door and replaced the stern piece of the exhaust that had rusted.

Shawn has been laying up the Webber's Cove hulls and Sargent Custom Boats but wants to concentrate on his moulds. He also got a call from another builder who wanted him to lay up some of their hulls. However, if you add too much work you have to find employees and that could come with more issues and Shawn would love to avoid issues.

Shawn thought there was another 41 and a 23 to do and that would keep him busy for the next couple of months.

## Six River Marine North Yarmouth

As they renovate another space for a new tenant, they are working on LITTLE BUTTERCUP, which is a McKenzie Cuttyhunk. They have replaced the rail at the chine and then she needs her annual maintenance and she is ready for the water.

In front of her is a little plywood hydroplane. The owner called her a Western, but Scott said that he did a Google search and nothing came up. He did find that Western Union sold kit boats like this in the early '50s and figures this is what she is. She is powered with a 25-hp Evinrude Aquasonic outboard, which should be more than enough to pull a tube behind it. They are replacing the transom and doing some bottom work on her.

In the back of the shop is a Sisu 26 bass style runabout. This is one of their friend's projects, who had said she was a cream puff and did not need anything done to her. He has removed the platform and replaced it, cut out her transom and will add doors that open in and put a swim platform on.

At the end of winter, they took the Albury skiff to West Palm Beach, Florida, which they had been rebuilding the last few years. She was a total restoration saving just the windshield and weather deck. She was powered with a 200-hp Yamaha and during sea trials with the owner they had her up to 45 mph. The owner was more than pleased, but rather cruise at 25 mph.

**Woodman Boats  
Kennebunkport**

On my way from Kennebunkport to Cape Porpoise I have always wanted to stop at a shop halfway between. I had got an email around the first of the year from the shop's owner Richard Woodman that he had a Booth Chick built lobster boat named MELODY in for a total rehab and that really sparked my interest. My problem is that I run by the shop at noon and some go to lunch, but this last time there was Richard's pickup. However, when I got in the shop there was a schooner and the lobster boat was outside covered up.

The schooner in the shop is ELIZABETH and belongs to Richard. He said, "The last day of January I checked on the boat and everything was fine. I found out 45 minutes later that the lift dock had failed in one corner and she went tumbling backwards and punched a hole through her, kind of like a cannon ball, above the waterline. When she settled back on the transom she staved the rudder up. A quick call to Keeley

Crane and we got her out into the parking lot and then trucked up to my boat shop. I went from restoring a beautiful wooden lobster boat, steam bending frames, having fun to grinding fiberglass. We are over the hump now. I thought about it afterwards and we are fortunate. She didn't have her rig in. If she did that would have either shock loaded and/or when the crane got there then hmmm, how do we do this. I only take the rig out every five years or so, so we hit on the right number. I also had backed her in this year. Normally she sits bow into the parking lot but I backed her in because my spring project was to redo the transom. It needed to be stripped and varnished after 20 years."

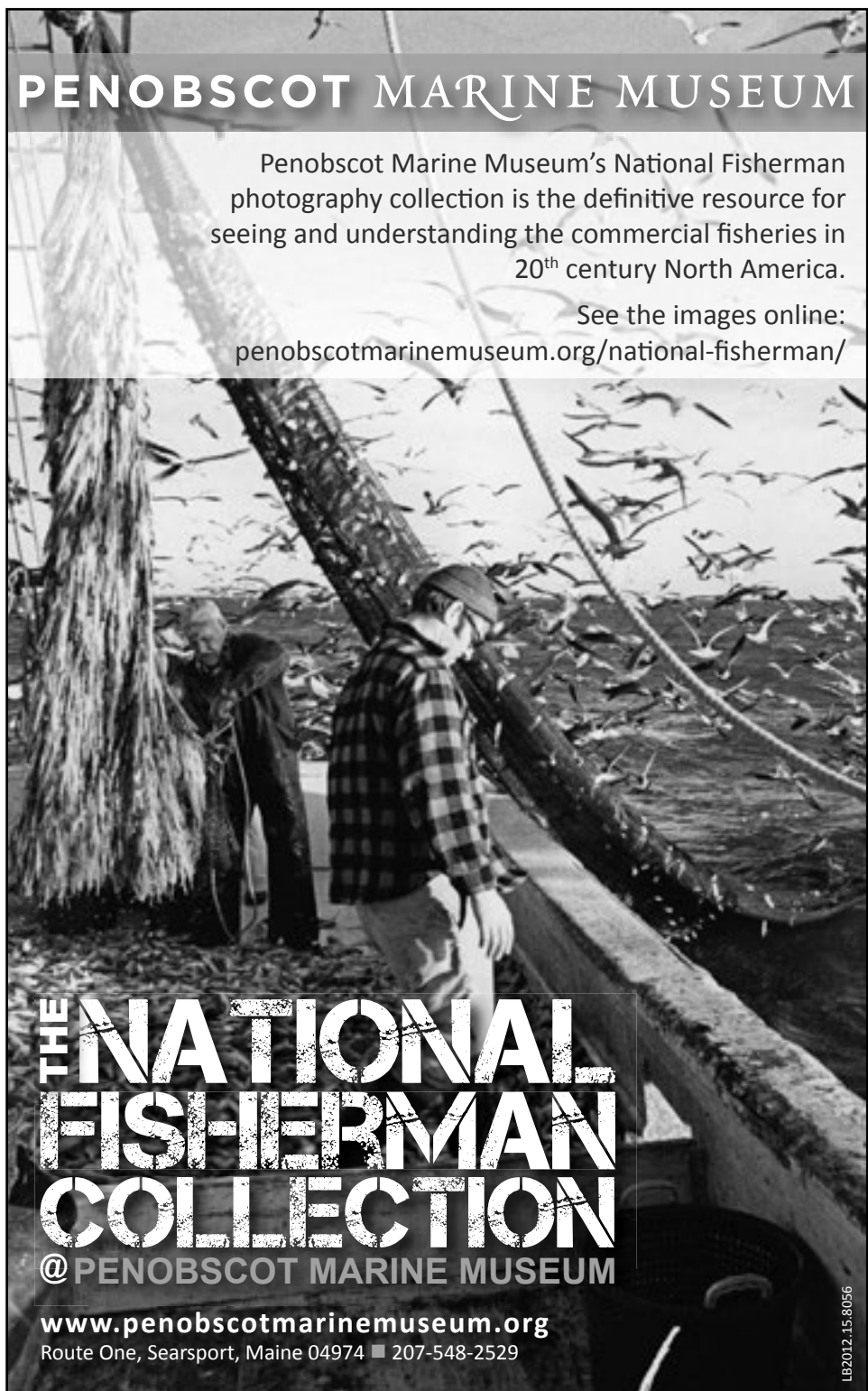
“Christian McAvoy vacuum bagged the layers and stuff for me,” continued Richard. “He was a guy I had worked with at the Landing School. He got it to the point where I have been puttting for several days. I am going to roll out one more coat of gray tonight and then we will use Epiphanes polyurethane, which does a pretty nice job.”

Richard has also done some other maintenance since she was in the shop, which she needed after more than 20 years of chartering. He removed about 23 years of bottom paint, there were a couple of small hits to the bottom, and several other smaller jobs. He even got help from his son, Sam, and a friend of his.

ELIZABETH was designed by L. Francis Herreshoff and is called a Mobjack. Richard added, "This mould to the Mobjack was in production somewhere down in the Carolinas or Florida, probably in the 70s. I don't think it ever went too far from what I could trace. They might have made maybe a dozen of them. A guy here in Maine got wind of it and had the mould trucked up and was going to build his own yacht and it sat in Arundel until he died. It tumbled over and there was a cracked midships when I got wind of it. I was kind of in disbelief that it was a Herreshoff. The lines were in Herreshoff's book, "Sensible Cruising Designs," so I made some patterns from inside the mould and they fit. That also opened a pathway for the Coast Guard to say alright you are building this hull and we can do our calculation. Dwight Raymond of Performance Marine built the hull. It was a very well-built mould, but it pitted and rather than repairing the mould we Awlgripp'd her. Then we built a building on the Log Cabin Road here in Arundel and finished the boat."

As for the lobster boat she is just waiting to come back in the shop when time allows. She was built by Booth Chick of Kennebunkport for Gary McLain of Cape Porpoise in 1969. He used her for lobstering and tub trawling and when he could not fish anymore his son Harrison fished her. One time she came in loaded with 3,500 pounds of haddock after a day tub trawling. Richard said, "She is cedar on oak and it was bronze fastened, so it had a chance, but it needed frames all in the turn. The transom frame was actually okay. The transom was mahogany so I started there and worked my way forward. I got just about a third of the way forward, all new frames and floor timbers. The planking is decent and I think once I get where the cabin is forward, the frames are going to be fine. Might have to do some refastening. She was always the prettiest lobster boat in Cape Porpoise, the big flare and strong shear. I will get back to it in the fall."

Richard also has a client that wants to have one of the first Chris Crafts, which were called numbered boats, come in to be restored. The owner even has the original Curtis OX5 engine, which has already been rebuilt. This will be a real interesting project.



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# Golden Globe Race 2023 Update

## Continued from Page 8

bly disputed GGR 2022? Who will dare make a prediction on those questions? One thing for sure, it won't be the team at the Race Office!

Kirsten and Abhilash have not talked on the HF radio for weeks and Kirsten, unaware of Abhilash's position, is chasing an imaginary leader. She is quite despondent and thinks she has made too many mistakes which she shared on her weekly call.

In reality she has been leading for the last month! Abhilash Tomy (IND) knows Kirsten is in the lead but ignores where she is exactly. But make no mistake, he is racing! All is well on Bayanat, and Abhilash thoroughly enjoys his uneventful sailing as he shared in his weekly call. He is busy sailing, collected another 100 litres of water, topping all tanks on Bayanat, and finally has leisure time, namely French literature and a (long) tale of revenge: The Count of Monte-Cristo!

Both sailors now have equal weather information: Bayanat has no weather fax installed and Abhilash does not receive Peter Mott's New Zealand HF weather forecast, while Kirsten recently stopped receiving faxes from Chile and Passage Guardians bulletins relays. Abhilash decided to sail the shorter course, relying on coastal traffic for weather information, while Kirsten is taking an option 550 miles to the east of him based on historical data.

Both boats were involved in the Tapio Lehtinen (FIN) rescue four months ago, and received time and/or fuel compensation to be calculated after docking in Les Sables d'Olonne. Abhilash was awarded a 12-hour compensation for diverting course before being relieved from the rescue effort by the GGR Crisis Management Team and MRCC Cape Town. However, he has lost some diesel through a leak and will be penalised 2 hours for any litre over the 25-litre allowance.

Kirsten has been awarded a 35-hour compensation for her rescue and transfer aboard the M.V. Darya Gayatri and a 30-litre fuel allowance for engine use. Every litre of fuel consumed gives the entrant a 2 hour time penalty.

### Cruising class rocking the boats in front

Cruising in Chichester Class, with no ranking of any sort, or fighting for any position, Simon Curwen (GBR) HOWDENS is still sailing very impressively. He had huge luck in the past week or more, with favourable weather but sails Clara like he is racing in the Fastnet! His route choices and the Biscay 36's raw speed are impressive. Enjoying the eastern trade winds as he shared in his weekly call he has been consistently posting high averages, reducing the gap with Abhilash to 100 miles and 400 miles with Kirsten.

The 2018 GGR had one Chichester Class finisher, Marc Sinclair (AUS) a.k.a. Captain Coconut, who famously finished his circumnavigation two years later. In 2023 we now have three Chichester Class sailors and could well see a 'cruising' Chichester sailor contending for line honours in Les Sables d'Olonne!

### Day 207: Golden Globe Doldrum Conundrum

Kirsten first of three sailors in the Northern Hemisphere, but who will exit the Doldrums first? Where and when? - Captain Gugg flying the trade winds, catching up with the leaders. Will it be enough? - Jeremy finally out of the Roaring Forties into another storm on April Fools' Day. - Ian Herbert-Jones back on track in Chichester Class after repairs on Puffin. 31 March

It's been an eventful week throughout the fleet. The last entrant Ian Herbert-Jones restarted yesterday from Chile joining the Chichester Class. While in the Northern Hemisphere, at the other end of the fleet

stretching 4,000 miles, the battle for first home to Les Sables d'Olonne is raging between Kirsten Neuschäfer (ZAF) and Abhilash Tomy (IND). Minnehaha has been holding her 250-mile lead for a few days now, a testament to Kirsten's works in the light, elusive winds of the ICTZ, (Inter-Tropical Convergence Zone) but it seems that Bayanat is holding the advantage now.

Kirsten has been in light winds longer than any other sailor in the GGR fleet since entering the Atlantic. A situation that is taking an emotional toll on the South African sailor, who is unaware that she is leading the fleet. She sails like she is chasing Abhilash on Bayanat, who in fact has been behind her since the middle of the Pacific Ocean at 130° West. More than barnacles or bowsprit issues, morale and the mind game is becoming the major issue on Minnehaha as Kirsten's latest safety call suggests.

Abhilash Tomy (IND) also ignores where the other sailors are located exactly, but knows he lost ground on Kirsten early February after a heavy storm when he waited several days for a weather window, heaving to, 700 miles off the coast of Chile to climb the mast and repair his damaged rig. With all repairs finally sorted, and full water tanks now, super happy after months of rationing to 1 litre a day, the 2018 veteran is enjoying every bit of the way back as he shares in his safety call!

Bayanat is 450 miles NE from Fortaleza and just crossed the Equator on March 30, bringing the number of sailors in the Northern Hemisphere to three. Bayanat's position seems to be favourable with narrower doldrums to cross, and some early winds at lower latitudes than where Minnehaha is positioned. Bringing more uncertainty to Kirsten's leadership: the Rustler is a faster VMG boat upwind, pointing higher and pushing less water.

Meanwhile, the "Cruising Class" is happily mingling with the leaders. Simon Curwen (GBR) HOWDENS in Chichester has found a perfect mousehole in between the leaders finding more winds for longer. This has enabled him to not only close on Kirsten at 60 miles but also building a 250-mile gap on Abhilash's Rustler. Do not let Simon's cruising statements mislead you in his weekly call! He changes sails more than anyone in the fleet, alternating spinnaker, light and medium genoa several times on a daily basis.

### Southern Atlantic Highs and Lows

Michael Guggenberger (AUT) who also has his fair share of light winds has finally reached the trade winds. After weeks of weak winds, he now clocks around his usual metronomic 140-miles daily with less than 500 miles to the Doldrums. He is currently gaining 50 to 100 miles daily of the leaders with a gap of a thousand miles to fill, but he too will have to cross the Doldrums for the escape north. The elastic game is on for Cpt. Gugg, but he has a plan. He will stick to 30°W until 5°S and may divert his route to the coast of Brazil to catch some oceanic currents there if the doldrums were too wide to cross as he shared in his weekly call.

At 35°S and entering the latitude of Brazil, Jeremy Bagshaw (ZAF) in Chichester Class is finally seeing some improvements to sailing conditions and was champagne sailing yesterday with full main and code zero in sub-10 knot wind speed. Flat blue seas and opened hatches for Olleanna to finally dry inside was a welcomed relief! He had quite a send-off however, suffering two consecutive gales, getting the worst weather in the Atlantic he had during his round the world adventure, including a knock down on Olleanna and a broken plywood vane, as he shared in his weekly call.

Continued on Page 22

## International Maritime Library

# Version 5

## internationalmaritimelibrary.org

**We now have a listing of over 138,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Numerous 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 6' adding more vessels and updating the ones already listed. Hope to have ready the end of Summer.**

## 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.

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

### I want to join

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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

### Send to:

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

*Dedicated to the Preservation of Maritime Writings*



# Golden Globe Race 2023 Update

## Continued from Page 21

Jeremy, a competitive sailor, found motivation in the Chichester Class, by trying to clock the best time in the fleet between the Hobart Gate and the finish. He sliced the remaining segments into steps: South Atlantic High, doldrums, Azores high and Bay of Biscay, but before that he needs to go through another significant storm bearing down on him on April Fools’ Day.

With Puffin and Ian Herbert-Jones (GBR) back sailing, now south of Staten Islands, all the fleet are in the Atlantic. Despite moving to Chichester Class, Ian is in good spirits. He has completed all repairs, got the green light from the Chilean Armada and left under snow in serene conditions.

The GGR Assistant Race Director, Lutz Kohne (GER) is taking a break from shepherding solo-round-the-world sailors to prepare his own GGR 2026. He has left the Vendée today after 18 months living in Les Sables d’Olonne, adding French, local wine and oyster knowledge to his other known skills of Political Scientist and Sauna Master. He is currently on his way to the Chesapeake Bay to pick up his Rustler 36 (One & All - Ex GGR 2018 Uku Randmaa) prior his biggest solo sail to date: a solo transatlantic between the US and Les Sables d’Olonne, hence his out of office message: “Sorry I can’t take your call at the moment, I’m busy preparing my solo-transatlantic crossing!” Good luck Lutz and see you soon in Les Sables d’Olonne!

**Day 213: Kirsten Neuschäfer out of doldrums and defending her lead in the GGR!**  
*Kirsten in fresh winds no longer bleeding*

*miles on Abhilash’s Rustler. - Capt Gugg gained 450 miles on leaders last week but now in the doldrums. –Jeremy out of the worst weather; Ian out of the furious 50s and Simon into the mix. - Guy Waites, retired from the GGR, rounds Cape Horn in his private solo circumnavigation.*  
7 April

In the northern hemisphere, it’s been tense for Kirsten Neuschäfer (ZAF), in less wind than her runner-up for longer. Every time it looks like she’s losing the lead, she finds the resources to grab some miles back, or clutch to the extra bit of wind to hold the lead.

At the back of the fleet, Ian Herbert-Jones (GBR) and Jeremy Bagshaw (ZAF) still experienced heavy weather, with another storm for Jeremy at 30° South. The feat of the week goes to a retired GGR sailor, but nevertheless very much part of the GGR family. Guy Waites who rounded Cape Horn on the 3rd of April in rough conditions with winds ranging from 40 to 60 knots. He received a warm letter from his personal heroes at the International Cape Horners Association, Sir Robin Knox-Johnston and Jean-Luc Van Den Heede. Congratulations Guy!

The week has been hard on Kirsten who has generally been in lighter weather for several weeks running, bleeding miles from her lead to Abhilash, falling from 300 miles last week to 50 today. Worse, the eastern option she chose, while closer to the finish has brought an in-and-out of the doldrums scenario with more frustrating light winds and psychological trauma. But yesterday she was in fresh winds, now on a higher route at speed towards Les Sables d’Olonne.

The contrast with Abhilash Tomy, Bayanat, is stunning. Choosing a closer route to

Brazil, he had very narrow doldrums and found strong, consistent tradewinds earlier, allowing him to sail higher and faster for weeks. After several months of fixing/rebuilding equipment failures and rationing water to less than one litre a day, he is really enjoying the sailing, posting good speed, with time to relax and drinking plenty of fresh water as he shared in his call.

Unexpectedly, Abhilash called the Race Office yesterday to inform that one of his two EPIRBs activated inadvertently for a couple minutes, with the antenna not deployed. Two minutes later, the CROSS Antilles Guyane / MRCC Fort-de-France called Race Director Sébastien Delasnerie as he was drafting the incident report to advise them of the false alarm. After being informed of the situation on Bayanat, the CROSS then called Abhilash directly on his satellite phone for a SitRep and closed the case. It all went smoothly and the response from the Cross Antille Guyane to the EPIRB activation was instantaneous. The Race Office wishes to thank the team in Fort de France and all of the MRCC’s along the route of the Golden Globe Race for looking after vessels worldwide, including the GGR yachts.

### Tooth and nails

While sounding despondent on her last weekly call, Kirsten’s resistance however is nothing short of spectacular, as she always seems to come back when her leadership seems lost. A few days ago, after 7 months and 27,000 miles, she played a wind shift at night for 8 hours, pointing straight to Les Sables d’Olonne and gaining precious miles over Abhilash. Yesterday, after losing 40 miles daily to Abhilash, she finally got fresh, steady trade winds bringing Minnehaha back up to speed, and pointing higher, somehow keeping Bayanat at bay. As the saying goes, it’s not over till the fat lady sings!

It is unclear however how the arrival will pan out, but we know this: Kirsten received 35 hours time allowance and 30 litres of fuel for Tapio’s rescue. Abhilash got a 12 hours time allowance for his early involvement in the same rescue, so that’s 23 hours to Kirsten. Then there are fuel penalties to consider, with a 2-hour penalty for every litre of fuel used above 25 litres, and Abhilash had a fuel leak onboard. What we don’t know is how much fuel he lost, and that may change everything.

While the Queen and the King of the GGR fleet battle it out, the Jester Simon Curwen (GBR) HOWDENS in Chichester Class on board Clara is playing his own cards in between them, pointing higher than any. He is in excellent spirits, looking after Clara’s inte-

rior, building curtains to protect himself from the sun! But don’t be fooled by the cruising stories he shares in his weekly call. He’s still the fastest, now leading the fleet, but not the race.

On top of elusive winds, the Sargasso weed is impacting the fleet. While Robin Knox-Johnston found them at 24° north latitude in 1968, the GGR leaders found them on the equator and the raft of weed was reported on CNN as now being bigger than the size of America! The Sargassum were first mentioned by Christopher Columbus during his 1492 voyage and created quite a panic as seaweed is normally a sign of close ground. He eventually recognised them for their own oceanic danger: stopping boats from moving in light winds! Learn more about them at the Sargasso Sea Commission. Bayanat can’t get his wind pilot to operate in all the seaweed! Scientists suggest the massive sudden increase is due to global warming.

### Southern adventures

South of the Equator, they have not yet seen the dreaded Sargasso seaweed, and are not the slowest of the bunch, starting with Michael Guggenberger (AUT) on Nuri Sardines. The Austrian sailor had a fantastic week in the trade winds, piling up miles while the leaders were struggling in the doldrums. Now he himself is entering the ITCZ (Inter-Tropical Convergence Zone) while the leaders are in the NE trade winds, tensioning the elastic again. Such is the game of ocean racing!

He is working very hard in the light weather, alternating light genoa, spinnaker or code zero and keeps Nuri Sardines moving well, while taking advantage of the current as per his contingency plan. He is hiding from the heat and taking seawater showers several times a day. The disco ball is back out and he is dawn dancing at the early hours of the morning to cheat the heat and stay fit. Feels like clubbing back in the day, he says in his weekly call!

At 25° S, Jeremy Bagshaw (ZAF) in Chichester Class has weathered his biggest storm to date unscathed. He had to replace -yet another- plywood vane on the wind pilot, but Olleanna and her seasoned skipper have done well in dreadful weather. A usual understated tale shared by Jeremy in his weekly safety call, but he is certainly happy to head north in not enough wind than too much!

Ian Herbert Jones (GBR) in Chichester Class had his share of heavy northerlies, pushing him more east than he liked, but we know gentlemen don’t sail to windward. He is especially happy to be out of the Furious 50s but had a most unusual experience in South-

## MAINE DMR NEWS

### Continued from Page 10

ate marine resource populations throughout the year.

An estimated 20-30 tows each season are expected to be completed in the proposed sampling areas in and around the offshore Maine Research Array.

Bidders must provide a suitable vessel, an experienced captain with knowledge and experience operating bottom trawl gear, and 2 crew members to assist with fishing activity. The vessel must include deck and cabin space available for up to four scientific/support staff in addition to the captain and two crew members.

A current USCG Commercial Fishing Vessel Safety Examination Certificate is required at time of contract initiation. Previous violations of groundfish and other state and federal fishing laws, or the previous termination of a held state contract may impact eligibility as determined by the Department.

Following the initial two-year term of the contract, the Department may opt to renew the contract for seven (7) renewal periods, subject to continued availability of funding and satisfactory performance.

### Marine Patrol Recovers Body from Medomak River

The Maine Marine Patrol has recovered the body of a deceased male from the shore of the Medomak River. The male, whose identity is being withheld until family has been notified, was recovered near Dutch Neck Road after a witness reported that a 12-foot skiff carrying three individuals sank at approximately 4:00 p.m. Marine Patrol along with Waldoboro Fire and Police Departments and EMS responded and began a search. The body was located and recovered by Marine Patrol at approximately 5:00 p.m. and has been transported to the Office of

Medical Examiner.

The following day DMR released the name of the deceased as Dale Boyington, 45, a shellfish harvester from Waldoboro. The also added that Mr. Boyington and two others were in a 12-foot skiff as it crossed the Medomak River after harvesting clams on a nearby island when their boat sank in choppy seas. The two other individuals were able to make it to shore along the Dutch Neck shoreline. One was treated at the scene for hypothermia and the other was transported to a nearby hospital and later released.

Elvers Reported Through 6 P.M. 4/5/2023  
April 6, 2023  
DMR

Pounds Reported - 2,379.99  
Overall Quota - 7,566  
Remaining Quota - 5,186.01

MALISEET  
Pounds Reported –  
Overall Quota –  
Remaining Quota -

MICMAC  
Pounds Reported - 10.72  
Overall Quota – 39  
Remaining Quota - 28.28

PASSAMAQUODDY  
Pounds Reported - 1,362.38  
Overall Quota - 1,287.29  
Remaining Quota - 75.09

PENOBSCOT  
Pounds Reported - 244.79  
Overall Quota – 620  
Remaining Quota - 375.21

Dealers reported buying a total of 3,997.881 pounds out of 9,688 available pounds with a reported value of \$8,275,686 for an average price per pound of \$2,070.

All 2023 data are extremely preliminary and subject to change without notice.

## MISC. COMMERCIAL FISHING NEWS

### Continued from Page 13

reau of Ocean Energy Management,” said Lipsky. “It also helps us define and begin developing the new kinds of monitoring required to continue our long-term data streams on ocean life as well as needed research on how offshore wind energy changes marine habitats and fisheries.”

The symposium brought together fishermen, fishing industry representatives, NOAA Fisheries, BOEM, and RODA experts, wind energy developers, federal fishery management councils, states, and other expert scientists from the United States and Europe. More than 550 people participated. View workshop summaries and videos of panel discussions.

### Synthesis of Science

Following the workshop, an interdisciplinary team of scientists and fishery experts collaborated on the report which covers five broad topic areas: Ecosystem effects; Fisheries socio-economics; Fisheries management and data collection; Methods and approaches; and Regional science planning.

The report is intended to enhance understanding of existing science and data gaps related to offshore wind interactions with fish and fisheries.

### Next Steps for Collaboration

RODA, NOAA Fisheries, and BOEM are collaborating on science, research, monitoring, and process of offshore wind energy development on the U.S. Outer Continental Shelf. The next collaborative project is focused on fisheries and floating offshore wind energy. It will summarize current knowledge, research, and monitoring associated with floating wind technology and include workshops focused on floating technology and to obtain a fishing industry review of existing efforts to map fishermen’s data.

This effort complements the broader interagency Floating Offshore Wind Shot, by helping to advance understanding of this emerging technology in the context of fisheries. We will continue to work with stakeholders as stewards of the nation’s ocean resources, their habitats, and the communities that rely on them.



# Golden Globe Race 2023 Update

ern Patagonia as he shared in his lengthy chat this week. One that might be the highlight of his round the world trip, even if it meant continuing in Chichester Class.

Those started with meeting Mark and Caroline on S/V Jonathan who are organizing sailing adventures in remote places and came out of their way to meet and tow Puffin into a sheltered anchorage. More adventure ensued involving stunning scenery, anchor drift, stepping on land for the first time in months.

Last but not least, Guy Waites (GBR) and Sagarmatha have rounded Cape Horn on the third of April, in winds ranging 40 to 60 knots and heavy seas. Guy, who arrived late in the season, is tired after weeks of foul weather in the Pacific but delighted with the achievement.

He received a letter from the International Cape Horners Association to congratulate him on his rounding, as did all GGR entrants.

**Day 218: EPIRB activation in extreme storm- PUFFIN Golden Globe Race**  
*Rolled over, dismasted, injured back, gashed head, water in the boat- Ian Herbert Jones message to Race control in storm gusting over 90 kts with confused sea. - Ian Herbert Jones unable to deploy his drogue was hand-steering in heavy weather 50 kts gusting 80kts with 7.7mtr sea and dangerous counter sea. - Yellow Brick distress signal manually activated at 1725 UTC, 25 minutes after Ian missed a scheduled safety call, informing GGR he had been rolled. - GGR Crisis Management Team (CMT) informed CROSS Griz-Nez, UK Coast guards Agency and MRCC Argentina who are directing rescue operations.*

10 April  
At 1540UTC Ian Herbert Jones SKIPPER PUFFIN rang the GGR Race Office on Iridium phone to advise that he was in extreme weather and confused sea, 50 knots, gusting over 70 knots, running under bare poles, trying to hand steer downwind. The yacht was laid over often by the force of wind and waves. There was a small amount of water down below. The line was bad and contact was lost.

10 minutes later Ian called again. He could not launch his drogue to keep Puffin stern to the waves. Conditions were extreme and he had been washed out of the cockpit twice. He had activated his EPIRB. Don McIntyre advised Ian that the extreme weather would last for at least another 5 hours, and that he should launch his drogue if possible, to assist down wind control on Puffin. Keeping the stern facing the wave is critical to avoid being rolled.

There was only 8 inches of water over the cabin sole and Ian said it was probably leakage through the cockpit, the manual bilge pump was working and Puffin was not sinking. The mast was secure and all safety equipment onboard was secure, although his electrical system was low on power.

Because he was unable to make contact with his Satphone, Ian decided to activate his EPIRB so that the Search and Rescue chain would be aware of his position and situation.

The Crisis Management Team (CMT) made initial contact with the MRCC Argentina on the phone, to confirm the EPIRB signal reception. MRCC confirmed receiving signal from Puffin's EPIRB and that they had opened a case with the information contained in the GGR Safety Book provided by the organiser prior to the start of the race. CMT provided SITREPS as information came available.

At 1725 UTC, Ian had missed a planned safety call to GGR CMT. 25 minutes later they received a message from PUFFIN YELLOW-BRICK YB3 satellite tracking and texting unit advising" Button ALERT.... 46., 57.250S 037, 12.382W “

This meant that Ian had gone to the YB3 satellite texting and tracking unit, manually

lifted the safety cover and pressed the *distress alert button*. This is recognised as a *distress protocol for all GGR entrants*, suggesting he was in trouble and could not text or use the sat phone. A SITREP was immediately forwarded to MRCC Argentina, followed by a call to explain the importance of this development.

Search and Rescue Puerto Belgrano are coordinating the rescue. Puffin was still in extreme weather. There are several ships in his vicinity, including a tanker 120 miles North of his position, and several fishing boats. MRCC Argentina is attempting to make contact with them and seek their support.

The low pressure system is moving quickly through Puffin's position, currently SW 55 knots, gusting 88 knots. Puffin's tracker position is updated every 15 minutes. At 1810 UTC, Ian's second satphone and second YB3 tracking and texting device (normally on standby) were activated. Ready for use.

**SITUATION: PUFFIN ROLLED DISMASTED Skipper injured**  
At 1842 UTC PUFFIN sent the following YB3 TEXT message – *Rolled Dismasted, injured Back, hard to move, 2ft water in boat*. Then at 1844 UTC PUFFIN sent another YB3 TEXT Message – *Situation getting worse... need weather break to cut rig from PUFFIN*.

The 7.7mtr Southwest sea also had a forecast 1.8mtr North East secondary swell at 9 second intervals at the same time. This is hard to comprehend, two opposing seas and suggests an extremely dangerous sea. With the mast down hanging over the side and Ian unable to cut the rig clear the risk of damage to the hull is real. The motion of the Puffin without a mast is also very dynamic.

SITUATION: 2015 UTC Sat phone Message: Cutting Rig away, water ingress under control, Back getting stiff, Gashed head.

Latest Sat Phone call from Ian onboard Puffin.

At 2015UTC Ian rang with a poor connection but explained the water ingress was under control, he had gashed his head and his back was painful and getting stiff. Conditions were horrendous, but he must cut the rig away as it is bashing against the hull. He was part way through that task. We then lost contact. At 2025 UTC Ian rang again. GGR gave the latest weather forecast that winds and sea are very slowly dropping in the next 12 hours., discussed the possibility of a ship being diverted. He wanted SHIPETA but advised ship NOT confirmed yet. Phone batteries are OK.

Further updates will be made when available. Our thoughts are with Ian and all those working to assist him at this moment. We thank them for their efforts.

**Day 219: Ian Herbert Jones rescue underway, first ETA 1700 UTC**

Ian experienced a tough night unable to cut the mast free because of storm conditions and is taking pain killers for injured back. Water ingress into the hull stopped. - Ian reports at first light his back injury is mobile able to work. Can climb ladders for evacuation, weather moderated to 4/5mtr sea and 25/30 kt wind, - Mast still over the side but not banging too much and he is now trying to cut free. Plenty of power for VHF , sat phone and YB3 , AIS is on and transmitting. He will test the engine later today to check if it is operational for manoeuvring. - SAR Puerto Belgrano Argentina and MRCC Taiwan coordinated the routing of three Taiwanese fishing vessels, the FA DA CAI, ETA 1700 UTC in addition to the ZI DA WANG, ETA 1900 UTC and YUH SHENG N°1.

11 April  
While the GGR Crisis Management Team ( CMT) kept Ian informed of the developments in his rescue throughout the night, they were not receiving response and updates. He was however manually activating the “ac-

knowledge” button on his YB3 device, meaning he was conscious and informed of the latest developments, even if physically diminished.

At 0647 UTC GGR had confirmation from SAR Puerto Belgrano that a Taiwanese fishing vessel, the ZI DA WANG, 90 miles away from his position had been diverted to his position with an ETA at 1900 UTC the same day, earlier than the Fisheries Patrol boat Lilibet, 300 miles to his South that would arrive the next day.

At 0842 UTC, Ian sent a message through his YB3 positioning and texting device: ALL RECD THKU! OK HERE TOUGHNIGHT TRYING2STAYWARM, shortly followed by another message at 0852: GRTNEWS REF FISHIMGBOAT WAITING4 FIRST-LIGHT 2CLEAR RIG.

From this moment on, the GGR team knew that he was able, active in his own rescue and aware of the effort taking place coordinated by the SAR Puerto Belgrano in Argentina, the MRCC Taiwan, as well as ETA's for the ship's arrival on his position.

At 0845 UTC GGR contacted the SAR Puerto Belgrano in charge of the rescue coordination to share the news about Ian. The Officer in Charge informed that a second fishing vessel the Taiwanese flagged FADACAI had been contacted and changed course towards Puffin with a 1700 UTC ETA. They informed the GGR that the British Ship Lilibet had been released from rescue operations due to adverse weather conditions and late ETA. The Lilibet at the time was still enroute towards Puffin, but later stood down and is no longer involved in the rescue.

At 1010 UTC, Ian called the GGR from his satellite phone, confirming he had received messages and had rested. He took Ibuprofen last night from his medical kit and his back is mobile. Ian confirmed he is able to work on deck and can climb a ladder if needed.

Weather moderated significantly at PUFFIN, to 4/5mtr sea and 25/30kt wind. Puffin's mast is still over the side, but not banging too much on the hull. The boom is secured onboard, and there is no more water ingress in the boat from his broken cabin hatch. He has power for communication including VHF, sat phone and YB3, AIS is on and transmitting. He will test the motor later today to check if it is operational for rescue.

*“We're all hands on deck obviously thinking of IAN and grateful for the international efforts to assist him. Fortunately the situation has improved dramatically for several reasons: first Ian is able and active in his rescue, secondly, the weather conditions at PUFFIN have improved a lot facilitating the possibility of a transfer operation, which will still be challenging and the final decision is with the master of the fishing vessels.”* Don McIntyre, GGR Founder and Chairman

The GGR wish to thank the CROSS Griz-Nez, the UK Maritime and Coast Guard Agency and in particular the SAR Puerto Belgrano in Argentina who has worked tirelessly to contact vessels in Puffin's vicinity, as well as the MRCC Taiwan for their coordination and cooperation in Ian's rescue, as well as the Masters and crews of the Lilibet, the M/V Da Zi Wang and the Fa Da Cai and Yuh Shenh N 1 for perpetuating the tradition of the sea in very adverse conditions.

**Day 219: Ian Herbert Jones RESCUED, safe onboard Taiwan flagged F/V Zi Da Wang**

First vessel on scene was F/V ZI DA WANG at 1830 UTC. - Transfer of Ian Herbert Jones from S/V Puffin to F/V ZI DA WANG successful in 25k wind and 4mtr sea. Now bound for Cape Town. - S/V FA DA CAI and S/V YUH SHENG N 1 released from rescue operation - GGR wishes to thank MRCC Argentina, SAR Puerto Belgrano, MRCC

Taiwan for their coordination of Ian's rescue and the Taiwanese shipowner for routing 3 of their vessels to Puffin's position.

11 April  
IT was 1740 UTC when Ian Herbert Jones first saw the Taiwanese Fishing Vessel ZI DA WANG arriving from the North. 26 hours before, the Shropshire sailor closing the GGR fleet in the southern Atlantic was unable to make contact by sat phone. He chose to set off his EPIRB to make sure the Search and Rescue chain of his zone -NAVAREA 6- knew where he was, and that he was facing a bad situation.

Ian had been in heavy weather for a full day already but was unable to deploy his drogue as the wind intensified. Not trailing a drogue or warps made it difficult to keep Puffins stern into the waves and avoid being rolled by the building sea.

The condition soon became overwhelming as the boat could not be held direct downwind. Two hours later, in a SW wind of 55 knots, gusting 75 knots and 8-metre sea, Ian manually lifted the safety cover of his YB3 Satellite tracking and texting device and pressed the distress alert button. This is recognised GGR distress protocol for all entrants, suggesting something more serious had happened.

In fact, at 1930 UTC Puffin had been rolled and dismasted, and her Master had hurt his back and gashed his head in the ordeal. He tried to get out and cut the rig to avoid the mast opening a hole in the hull but conditions were too dire to finish the job. So he went inside, sorted the water ingress through a cabin hatch and proceeded to pump the water out before resting.

Meanwhile the GGR Crisis Management Team had made contact with the MRCC Argentina and later with the SAR Puerto Belgrano to coordinate rescue with commercial traffic in the vicinity. It proved a challenge in the extreme conditions as commercial ships in the vicinity could not safely make way towards *Puffin* at the time.

The UK Fisheries Patrol boat *Lilibet* was the first responder, before concerted efforts from the Argentinian SAR Puerto Belgrano and MRCC Taiwan contacted a fleet of fishing vessels closer to Ian's position able to get to him in a safe and timely manner. Soon there were three fishing vessels routing towards Puffin the *ZIDA WANG*, *FADA CAI* and *YUH SHENG N 1*.


At 1815 UTC the ZI DA WANG arrived first on the rescue site and positioned herself to the West of Puffin to windward, in order to cut the wind and flatten the sea for Ian, enabling him to manoeuvre at close quarters, while discussing on the VHF the best way to transfer from the injured Puffin to the rescue vessel.

At 19:30 the GGR were informed by the SAR Puerto Belgrano that Ian was on the ZI DA WANG, bruised, cut, scraped, still suffering from his back injury, but safe!

It is believed to be bound for Cape Town, South Africa where Ian will be put ashore.





*Puffin*, completed a first circumnavigation with Istvan Köpar in the GGR 2018, nearly completed a second one with Ian completing 79.4% of the round the world course with one stop in Tierra del Fuego to repair the Hydrovane.. Alas, the brave Tradewind 35 was a hazard to safety and had to be scuttled before Ian left his home for the last 7 months to board the ZI DA WANG. The GGR wish to thank the SAR Puerto Belgrano in Argentina and the MRCC Taiwan for an exemplary international coordination of Ian's rescue, as well as the shipowner, masters and crew of the F/V Zi Da Wang and the F/V Fa Da Cai and Yuh Sheng N1. MRCC UK and GRIZ NEZ France were also on standby.






## RUSTICATORS ON THE WATER

When Rusticators flocked to Maine in the late 19th to mid-20th centuries, they sought a rustic vacation to retreat from their busy city lives. To get on the water, they commissioned locally-built small wooden boats: rowboats for exploration, daysailers for picnics, and racing boats for yacht club competitions. This exhibit showcases the Maine-built boats at the heart of the rustivating culture and explores their enduring impact.

 <p>Our Lincolnville wherry CUNNER heading out for a day trip, circa 1955.</p>	 <p>CUNNER on display at the Penobscot Marine Museum.</p>
 <p>The Museum's North Haven dinghies ELFIE and BOB in our Boat House.</p>	 <p>"The Start," North Haven Dinghy Race, 1956.</p>



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We invite you to partner with us on this long-term exhibit that will be on display for a minimum of 5 years in our boat barns. Your sponsorship will be promoted through a sign in our Visitors Center, within the sponsored exhibit, on our website, on social media, in press releases, and with your logo on promotional materials. You may also display brochures at PMM and receive free entry for 2023.

4 sponsorships available for \$2,500 each

Contact Karen Smith, [ksmith@pmm-maine.org](mailto:ksmith@pmm-maine.org)  
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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

10, lon 78 10, carried away fore and topsail yards, topgallant mast, split sails, started head, sprung rudder, stove boat, lost part of deckload molasses, and received other damage.

Vessels Built in the District of Passamaquoddy During the Year 1849

Ship HANNAH BREWER, Robbinston 508 28

<b>BARQUES.</b>	
SACRAMENTO, Trescott	368 24
CATHERINE AUGUSTA, Robbinston	351 07
MANUEL ORTZ, Robbinston	351 04
SOPHIA, Calais	349 92
CORNELIA, Eastport	306 78
KATE & ALICE, Pembroke	304 70
CRISIS, Pembroke	278 83
LUCINDA SEARS, Robbinston	248 32
LITTLE LIZZIE, Robbinston	244 80
FERNANDINA, Trescott	288 17
COMPEER, Eastport	198 84
<b>BRIGS.</b>	
MELROSE, Perry	211 60
TYPEE, Pembroke	209 06
INDIAN QUEEN, Calais	108 80
---, Eastport	165 42
NATHAN C. ELY, Pembroke	155 00
HORATIO, Robbinston	146 78
ADELAIDE, Calais	134 09
ROBERTS, Dennysville	133 65

<b>SCHOONERS.</b>	
D. PHILLIPS, Eastport	128 53
TOMAH, Calais	12 40
A. L. HYDE, Perry	122 10
POLYANTHUS, Pembroke	113 44
FRANKLIN, Dennysville	105 91
AUGUSTUS, Lubec	105 17
SHERIFF, Lubec	97 85
WILMINGTON, Perry	96 51
RED BEACH, Calais	94 00
AMARET, Robbinston	90 77
MARY ANN, Edmunds	30 09
ESTARIA , Eastport	30 05
VANDALIA, Lubec	20 39

Built at Robbinston	1841 16
Pembroke	1060 78
Calais	892 31
Eastport	829 72
Trescott	607 06
Perry	420 86
Dennysville	239 61
Lubec	223 46
Edmunds	30 00
	6254 60

8 February  
Page 2.  
Commerce of the Belfast District. – We are indebted to the officers of the custom house for a list of the vessels built in this district the past year. The number of tons falls 804.14 below that of last year. We may mention one thing in this connection, which has always been a source of surprise to us: Why is it our builders do not go into the business of constructing fishing vessels more largely? This species of vessels is not so much subject to the state of trade, and prices of freights, as any other. It must yield a fine profit so long as fish may be taken and there are mouths to feed. Our facilities for this business are not inferior to those of wealthy towns in Massachusetts, whose whole business is made by fisheries. The great marts of the west are being constantly open to this species of trade. It creates a necessity for vessels of a larger class, to be engaged in foreign trade. The construction of vessels of the proper size for fishing, does not require capital above the means of men of small property. We trust that these few hints, which are as good as long statistics on the matter, will attract some attention from our builders. We must create business in some way, and this seems to us the best.

Vessels built in the District of Belfast, during the year 1849

Barque	
ALEXINA, Belfast	245 70
A. R. TAFT, Belfast	318 26
DENCY, Prospect	241 64
EDGAR, Searsport	234 71
LILIAS, Belfast	398 25
SULIOTE, Belfast	263 76
RHONE, Belfast	349 64
R. H. GAMBLE, Camden	259 79

O. J. CHOFEE, Camden	364 68
W. O. ALDEN, Belfast	274 15
Brig	
GEN. MARSHALL, Belfast	199 68
CHINA, Belfast	176 80
REINDEER, Belfast	161 05
J. B. LUNT, Belfast	149 56
XENOPHON, Belfast	245 33
L. R. PALMER, Belfast	199 89
KEOKA, Belfast	175 00
MONTICELLO, Searsport	143 09
A. FIELD, Searsport	175 20
HENRY MATTHEWS, Searsport	249 20
MARSHALL DUTCH, Searsport	189 35
J. W. HAVENER, Searsport	195 42
BENGUELA, Prospect	199 20
R. PATTERSON, Belfast	227 21
SACRAMENTO, Camden	218 06
ELZIRA Northport	196 47
WAITSTILL, Lincolnville	176 63
REUBEN CARVER, Vinalhaven	108 98
Schooners	
D. P., Belfast	120 03
ABBY GALE, Belfast	105 83
CITY POINT, Belfast	110 70
MORA, Belfast	121 10
BELLE CREOLE, Camden	87 90
JOHN LUMIS, Camden	108 08
C. H. HILL, Lincolnville	88 77
BELLE, Vinalhaven	48 07
	7128 44

No. of Barques 10, Brigs 18, Schooners 8 – total 36.

No. of Foreign entries during the year 1849, 3; value of cargoes, \$4831 50. Foreign clearances for the same time, 55 value of cargoes, \$61,903 21.

No. of vessels engaged in the cod fisheries, 108.

MARRIED.

In Prospect 31<sup>st</sup> ult., by Rev. J. Freeman, Capt. Charles G. Carver to Miss Clarissa B. Nickels, both of Searsport.

SHIP NEWS.

Port of Belfast.

Arrived. – February 4, REINDEER, Flow-ers, Boston; 5<sup>th</sup>, CASPIAN, Mathews, Frankfort, 7<sup>th</sup>, L. BROOKS, \_\_\_\_\_, Boston.

Sailed. – January 31, HARRIET ANN, Wells, Eastport; February 1m CASPIAN, Mathews, Frankfort; 4<sup>th</sup>, ERIE, Coombs, Lin-colnville; ABBY GALE, Pattershall, Boston; PEYTONA, Gilman, do.

Searsport. – Sailed January 30, BANGOR, Towle, Boston; 3d, GENEVA, Park, Savannah.

Arrived at Boston 30<sup>th</sup>, DEMARARA, (of Searsport) Porter, Cardenas, 15<sup>th</sup> ult; TOKEN, Prince, Camden; APRIL, Jordan, Orland, to fit for California; MARY FARLEY, Jenkins, Buck-sport; CAMEO, Hale, Belfast; cleared bark LU-CINDA SEARS, (new, 242.88 tons) BARZIL-LA, Sears, Marseilles; COMMERCE, Greenlaw, St. Thomas and a market; J. W. PAIGE, Taylor,

Baltimore; arrived 21<sup>st</sup>, AUGUSTUS, O’Brien, Eastport; SANTA MARIA, Mann, Frankfort; cleared JEDDO, Eldridge, Apalachicola; arrived 1<sup>st</sup>, APPLETON, Nickerson, Baltimore; SELAH, Atkins, Philadelphia; EDINBURG, Sweet, Rio de Janeiro; MARSHALL DUTCH, McGilvery, Cardenas, 18<sup>th</sup> ult; J. CLIFFORD, Staples, do do; WATSON, (of Sedgwick) Allen, Wilmington, NC; PEARL, HAMMOND, and MALL, Baker, Philadelphia; PALO ALTO, Holbrook, Tangier, Virginia; E. ATKINS, Whidden, Norfolk; MAR-INNER, Daly, Camden; cleared LUCERNE, Nich-ols, Cienfuegos; OVANDO, Couzens, Havana; cleared 2d, RODERIC DHU, Freeman, Sagua la Grande; SEA BIRD, Godfrey, Savannah; S. H. NICKERSON, Nickerson, New York; L. BROOKS, Mayhew, Belfast; SEVEN SISTERS, Drisco, Addison; arrived 3d, M D SEULL, Seull, Philadelphia; arrived 4<sup>th</sup>, GEO EVANS, Kellar, East Machias; cleared CALIFORNIA, Hichborn, Matanzas; C. NICKELS, Nickels, Bath, to load for Cuba.

Arrived at New Bedford 1<sup>st</sup>, POLYAN-THUS, Anderson, Searsport, and sailed same day for Baltimore.

Sailed from Holmes Hole 1<sup>st</sup>, GEN TAY-LOR, Philadelphia; arrived 2d, GAZELLE, Coombs, New London, for Frankfort; 3d, HAN-NAH & ABIGAIL, Crane, Norfolk, for Camden; arrived 4<sup>th</sup>, MARY PATTERSON, Bateman, Philadelphia for Boston.

Arrived at New York 20<sup>th</sup>, WM MCGIL-VERY, Hichborn, Cardenas, 9 ds; CORAL, Thomaston; KALOS, Smith, Eastport; LADY ARBELLA, Glover, Palermo, 55ds; ANTI, Amesbury, Thomaston; PLANET PIKE, East-port; cleared steamer J. W. PEASE, (formerly on the Boston and Bangor route) Jessup, San Francisco; BAY STATE, Ryder, Boston; arrived 30<sup>th</sup>, MOPANG, Clark, Matanzas; DELA-WARE, Harding, Delaware River; MASARDIS, Bramhall, Balize, Hond; cleared CORNATIC, Devereux, New Orleans; SUSAN, Drinkwater, Norfolk; CLARA C. BELL, Porter, do; arrived 31<sup>st</sup>, JNO COLBY, Hatch, Port au Prince; cleared E. PRATT, Hall, Apalachicola; AMERICAN,

Ross, Savannah, arrived 1<sup>st</sup>, CAPT. TOM, Smalley, New Orleans, 14<sup>th</sup> ult; S. P. LORD, Smith, Richmond; ARVO, Spates, Aux Cayes, 16 days; DELAWARE, Glover; RED BEACH, Small, and MORA, Cottrell, Calais; TEXAS, McNair, Savannah; GLOBE, Griffin, Calais; L. JANE, Deleno, St. Marks; ROANOKE, Smith, Eastport; SAWTELLE, Dickerson, Richmond; cleared GOV. BRIGGS, Mobile; J. MEAD, Brown, Savannah; SOL. PIPER, Curtis, Sear-sport; PEERLESS, Concklin, Jeremie; cleared 2d, AMULET, Spofford, Madeira.

Arrived at Philadelphia 29<sup>th</sup>, TREMONT, Sears, Trinidad, Cuba; TURK, Nickerson, Boston; ANN DENMAN, Perry, Providence, and cleared for Gloucester; cleared CEUMA, Baker, and PATTERSON, Bateman, Boston; arrived 30<sup>th</sup>, INDIAN QUEEN, Varney, New York; cleared ERIE, Ryder, Boston; cleared 31<sup>st</sup>, HAMLET, Nickerson, Providence; arrived 3d, EAGLE, Matthews, Boston; LYRA, Remington, Cienfuegos; cleared ACORN, HOWES, and TYRO, Comstock, Boston.

Arrived at Baltimore 28<sup>th</sup>, OBERON, Pend-leton, Cardenas; OCEAN, Parker, Savannah; arrived 31<sup>st</sup>, STATE OF MAINE, (new) Hood, Portland to load for San Francisco; MANDA-RIN, Colby, New Orleans; ELLEN, Reed, Porto Cabello; KATE PENDERGAST, Eams, St. Jago de Cuba; arrived 1<sup>st</sup>, E. DOANE, Loring, Bal-timore; cleared 30<sup>th</sup>, CHIEFTAIN, Drinkwater, Liberia; METAMORA, Kendrick, New York; arrived 1<sup>st</sup>, IDA, Hallett, Boston; MARY, Creigh-ton, Cienfuegos.

Arrived at Richmond 27<sup>th</sup>, EDITH, Crow-ell, Boston, and sailed for do 1<sup>st</sup>; arrived 28<sup>th</sup>, ALBANY PACKET, Rhodes, Thomaston; sailed CHARM, Berry, Thomaston.

Arrived at Charleston 29<sup>th</sup>, J. FREDERICK, Bridges, Mobile; cleared BELLE CREOLE, Bentley, New York; arrived 28<sup>th</sup>, GEORGIA, Tal-bot, Cardiff, W; sailed J. FREDERICK; cleared 26<sup>th</sup>, TYRONE, Smith, Darien; arrived 30<sup>th</sup>, CAMDEN, Sherwood, New York; GULNARE, ELLMS, Matanzas; cleared M & JC GILMORE, Eldridge, New York.

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Arrived at Savannah 24<sup>th</sup>, VESTA, Flinn, Boston; J. HALE, Gilkey, Camden; cleared GEO ENG, Smart, New Orleans, and sailed next day; arrived 26<sup>th</sup>, SUSAN LOVELL, Pendleton, Cardenas, arrived 20<sup>th</sup>, J. BALCH, Melville, \_\_\_\_\_; CHAS HENRY, Wilson, Matanzas; cleared H. DUNSTER, Bagley, Baltimore.

Arrived at Jacksonville previous to 14<sup>th</sup>, SABAO, Sawyer, New York.

Arrived at Norfolk 29<sup>th</sup>, P. R. HICHBORN, Colcord, Georgetown, DC; ITASHA, Greenlaw, Alexandria.

Cleared from Pensacola 23d, ORIZAVA, Hinds, Boston.

Arrived at Mobile 20<sup>th</sup>, A. VINAL, Fettyplace, New York via Pensacola; cleared 22d, MINNESOTA, Allen, Havre.

Cleared from New Orleans 18<sup>th</sup>, CHINCHILLA, Haskell, Baltimore; 19<sup>th</sup>, EMILY TAYLOR, Claussle, Boston; arrived ALVANA, Gould, Thomaston; CANOVA, Kilmann, Rum Key; cleared 21<sup>st</sup>, GRAMPUS, Dyer, New York; PACIFIC, Sawyer, Philadelphia.

Arrived at Galveston 14<sup>th</sup>, DUDLEY, Yates, for New York, with despatch.

Arrive at Matagorda 5<sup>th</sup>, REUBEN CARVER, Carver, Galveston, to load cotton for New York.

At Palta 14<sup>th</sup> ult, SULIOTE, Simpson, for San Francisco, with vegetables.

At Demarara 8<sup>th</sup> ult, GLOBE, Seeley, for New York next day; ARROWSIC, Boyle, St. Thomas, unc.

Sailed from Havana 22d, ARIEL, Chase, Cardenas; 23d, MARCIA, Smith, New Orleans.

Arrived at Matanzas 22s, SUSAN L. BRYANT, Gay, Castine; YANKEE, Small, Cherryfield; 25<sup>th</sup>, BRUNETTE, McGrath, New York; VANDALIER, Pendleton, Charleston.

At Cardenas 24<sup>th</sup>, E. CHURCHILL, Hichborn, New York, just arrived; JAMES HALL, Curtis, do, disg; MAINE, Dutch, for Providence; KEOKA, Carver, for Boston, 2 ds; J. CROSBY, Pendleton, disg; VERSAILLES, Pendleton, wtg ft; E. MARCIA, Treat, and LEMUEL PETERS, Leland, disg; HY ATKINS, Colcord, from Boston, just arrived; at do 22d, D. PRATT, Soule, for Philadelphia soon; J. CARVER, Curtis, for Boston, wtg; TONQUIN, Sawyer, from Havana, disg; Q. ESTHER, Pendleton, for Portland, 4 ds.

Arrived at St. Pierre, Martinique, 14<sup>th</sup> ult, ALPINE, Treat, for St. Thomas same day; J. W. ELWELL, Johnson, repg; AUGUST, Snow, for Laguayra 15<sup>th</sup>, ADAMS, Crowell, for Puerto Rico 17<sup>th</sup>; ORION, Wass, repg – (this vessel was reported at St. Thomas January 5, repg.)

Sailed from Rio de Janeiro 10<sup>th</sup> ult, CHES-TER, from Boston for California; at do December 16<sup>th</sup>, (all for California) ship TALMA, Davis, to sail in 8 or 10 ds, (before reported to sail

16<sup>th</sup>); barks NEW ENGLAND, Williams, wtg cargo, (before reported loading the cargo of the ADELINE & ELIZA, condemned);WABAN, Severn, to sail in 12 ds; MIDAS, Jordan, from Thomaston, ready to sail; OSCAR, Dornin, do in a week; WALTER, from Providence, to sail in 2 weeks; GOLD HUNTER, Jackson, from Bangor, October 7, sail in 8 days; brig ZOROASTER, Handy, from New Bedford, to sail in 2 weeks; MT. VERNON, Ruddington, from New London, do do.

Cleared from St. Marks previous to 23d, MARY VARNEY, Lewis, New York; LUCY, Hosmer, do.

The wreck of schooner SAML WETMORE, of Deer Isle, full of water, and deserted, with a cargo of tobacco and logwood, was seen on 25<sup>th</sup> ult, lat 34, lon 70 – had probably been taken off by some vessel. [The SAML WETMORE, Capt. Wetmore, cleared at New York November 23 for Port au Platt, and this is the first that has been head of her since she sailed, we believe.]

15 February  
Page 3.

**MARRIED.**

In Waterville 11<sup>th</sup> inst, by Rev. Mr. Thurston, Capt. Charles R. Wormell of Belfast, to Miss Mary J. Turner of Waterville.

**DIED.**

In Prospect, 13<sup>th</sup> inst., Capt. Nathaniel Chase, aged 81.

On board the ship EDWARDEVERETT, on her passage from San Francisco to Panama, G. W. Ray, of Blue Hill.

**SHIP NEWS.**  
**Port of Belfast.**

Arrived. – 9<sup>th</sup>, brig GALLIO, Durham, from Cardenas for Boston, in distress; ERIE, Coombs, Lincolnville; 12<sup>th</sup>, AUGUSTA, Hodgdon, Boston; SARAH, Farrow, Thomaston.

Sailed. – 12<sup>th</sup>, HARRIET, Toothaker, Camden; 13<sup>th</sup>, CHARLES EDWARD, Wording, Cardenas.

Searsport. – Arrived 8<sup>th</sup>, bark SOL PIPER, Curtis, New York; 10<sup>th</sup>, brig J. W. HAVNER, Staples, Boston; 11<sup>th</sup>, schooner BANGOR, TOWLE, Boston.

Frankfort. – Arrived 1<sup>st</sup>, schooners LUCY WHITE, Jameson, New York; TRITON, Harri-man, Boston; 2d, MEMPHIS, Baltimore; sailed 2d, HERO, Smith, Boston; 4<sup>th</sup>, FANNY MITCHELL, Atwood, Havana; 5<sup>th</sup>, EVELINE TREAT, Hopkins, Martinique; arrived 8<sup>th</sup>, CADET, (?), Baltimore; BALANCE, Portland; 9<sup>th</sup> FIORA, Aiken, Baltimore; 10<sup>th</sup>, RUBICON, Monroe, Boston; 11<sup>th</sup>, GAZELLE, Coombs, London; I. E. PATTEN, Murch, Boston; sailed 12<sup>th</sup>, brig

THAXTON, Handy, Houduras; schooners LUCY WHITE, Jameson, Thomaston; WAVE, Lancil, Boston.

Sedgwick. – Arrived 5<sup>th</sup>, schooner UNION, Turner, Belfast, with flour and corn to Carlton, Sargent, and the captain.

Arrived at Boston 7<sup>th</sup>, H. MARIA, Howes, Baltimore; PALESTINE, Ryder, Norfolk; MEL-ROSE, Crocker, Provincetown; cleared EM-PIRE, Crowell, Philadelphia; J. W. HAVENER, Staples, Searsport; arrived 8<sup>th</sup>, TURK, Nickerson, Philadelphia; ERIE, Ryder, Chicopee; CLIF-FORD, and EMMA, Baker, do; CHARM, Berry, Richmond; ALVARADO, Pinkham, Harrington, via Providence, for New York, lost foremast off Cape Cod; ADELAIDE, Treworgy, Portsmouth, NH; cleared A. R. TAFT, Bogardus, Charleston, South Carolina; COLUMBIA, Cook, Eastport; arrived 9<sup>th</sup>, CUBA, Blanchard, Cardenas; CAN-DACE, Mathews, Baltimore; SUSAN, Alex-andria; EDITH, Crowell, Richmond; MARY PATTERSON, Bateman, Philadelphia; cleared SEPTEMBER, Nickerson, Curacao, and Hondur-as; MARSHALL DUTCH, McGilvery, Carde-nas; OAK, Ryder, Baltimore; MARY D. SCULL, Scull, Philadelphia; CORA, Phinney, New York; ELK, Mayo, and MARY H. CROWELL, Phil-adelphia; J. C. PATTEN, Murch, Frankfort; ar-rived 10<sup>th</sup>, UNION, Kendrick, and LAWRENCE, Mayo, Baltimore; CALEB CURTIS, True, Jack-sonville; 26<sup>th</sup> ult., ACORN, Howes, Philadelphia; arrived 11<sup>th</sup>, KEOKA, Carver, Cardenas, 27<sup>th</sup> ult., cleared TOKEN, Prince, Camden, Maine.

Arrived at Providence 9<sup>th</sup>, CASILDA, Do-ake, New Orleans.

Arrived at New York 5<sup>th</sup>, CUBA, Sawyer, Matanzas, 26<sup>th</sup> ult; PRES Z. TAYLOR, Hinds, St. Johns, NF; cleared 6<sup>th</sup>, bark HUALCO, Emery, Norfolk; RIO GRANDE, Bruce, Petersburg; arrived 8<sup>th</sup>, T. DIX, Hall, Attakapas; cleared TOR-CELLO, Atwood, Vera Cruz; MONTEREY, Nor-ton, Charlestown; AM. BELLE, Baxter, Boston; arrived 9<sup>th</sup>, GLOBE, Seeley, Georgetown, Dem; WREATH, Talbut, Darien; A. LAWRENCE, Allen, and S. H. NICKERSON, Boston; cleared SANTIAGO, Burgess, Marseilles; ETRURIAN, Leland, Mansanilla; URANUS, Ames, Port au Prince; WM MCGILVERY, Hickborn, Cardenas; arrived 10<sup>th</sup>, MARY MERRILL, (new) Jeffrey, Robbinston, Maine; NANCY TREAT, Littlefield, New Orleans; EXACT, Stevens, Savannah; EM-ILY, Nickels, Charlestown; VAHALIA, Tinker, Darien; HOMER, Kent, Boston.

Cleared from Philadelphia 5<sup>th</sup>, CORDE-LIA, Jones, Barbadoes; arrived 6<sup>th</sup>, CANTON, Crowed, and T. F. KNOX, Belcher, Boston; cleared 8<sup>th</sup>, EAGLE, Mathews, Boston; OCEAN QUEEN, Peachy, do; arrived 9<sup>th</sup>, ELM, Taylor, Boston; cleared TREMONT, Sears, do.

Arrived at Baltimore 5<sup>th</sup>, ELLA, Bryant, Cardenas; cleared ELLEN, Reed, Laguayra, arrived 9<sup>th</sup>, J. W. PAIGE, Taylor, Boston; SU-SAN STURGESS, Parker, Cardenas; cleared 8<sup>th</sup>, OBERON, Pendleton, WI; OCEAN, Parker, Savannah.

Arrived at Elizabeth City previous to 2d, schooner GRACE DARLING from Lyme, in distress.

Cleared from Wilmington, North Carolina, 31<sup>st</sup> ult; HARRIET NEWELL, Warren, Cuba; cleared 4<sup>th</sup>, AYLAS, French, Cuba, arrived 6<sup>th</sup>, SEA BEAU, Merrithew, Boston.

Arrived at Norfolk 3d, MERCY TAYLOR, Nickerson, Boston; cleared 4<sup>th</sup>, ITASKA, Green-law, WI; arrived 6<sup>th</sup>, CLARA C. BELLE, Porter, New York; E. DOANE, Loring, Baltimore for Boston.

Arrived at RICHMOND, 8<sup>th</sup>, ALBANY PACKET, Grant, Portland.

Arrived at Charleston, no date, ORONOCO, Haskell, Baltimore; arrived 2d, ALBERT PER-KINS, Clarkson, Portsmouth; cleared 31<sup>st</sup> ult., CLARENDON, Philbrook, Wilmington, North Carolina; cleared 2d, KATE HOWE, Norcross, Liverpool; arrived 3d, ANTELOPE, Crosby, Boston; 4<sup>th</sup> FLORINA, Pendleton, Apalachicola; cleared 3d, AVOLA, Kendrick, Boston; M. & J. C. GILMORE, New York; ORRAY TAFT, Lad-dien, Providence; CLARENDON, Wilmington, North Carolina; Z. TAYLOR, and GAZELLE, Wilmington, arrived 6<sup>th</sup>, CHOCTAW, Howes, Boston; 7<sup>th</sup>, SARAH & JULIA, Orcutt, Buck-sport.

Arrived at Savannah 30<sup>th</sup>, MECHANIC, Chadbourne, Matanzas; R. M. CHAR(?), Gilkey, Havana; cleared 1<sup>st</sup>, EXACT, Stevens, New York; REBECCA & FRANCES, Nickerson, do; sailed

2d, EXACT and GEORGIANA, cleared 4<sup>th</sup>, VESTA, Flinn, Boston; GEO THATCHER, New Orleans.

Cleared from Jacksonville previous to 25<sup>th</sup>, METAILUK, Duel, Kingston, Jamaica; CALEB TRUE, Curtis, Boston.

Arrived at St. Marks previous to 30<sup>th</sup>, WAKULLA, Josselyn, Key West; sailed E. DEN-NISON, Antwerp; MARY VARNEY, Lewis, New York; LUCY, Hosmer, do.

Arrived at Mobile 30<sup>th</sup>, MAINE, Perkins, Boston; cleared 19<sup>th</sup> TRUXILLO, Davis, Prov-idence; cleared 31<sup>st</sup>, LEGHORN, Pendleton, Cardenas; Attakapas, Sartelle, Philadelphia.

Arrived at New Orleans, 25<sup>th</sup>, JNO A. TAY-LOR, Sleeper, Thomaston; PALO ALTO, McIn-tyre, Camden; MONTE CHRISTO, Young, Port Morant, Jamaica; VENDERI, Hatch, Thomas-ton; cleared 25<sup>th</sup>, HI(?)EE, Soule, and MARIEL, Colson, New York; J. G. FAXON, Hall, do; TU-ORO, Nickerson, and CORNELIA, Blanchard, Boston; towed to sea 13<sup>th</sup>, H. C. LOWELL, LIVING AGE, and EMILY TAYLOR; arrived 1<sup>st</sup>, P. PENDLETON, Curtis, Palermo; arrived 27<sup>th</sup>, ARGO, Winchester, Thomaston; 28<sup>th</sup>, G. E. PRESCOTT, Gilkey, Camden; JONA CILLEY, Mossman, Wilmington; 29<sup>th</sup>, D. CHAPIN, Mc-Near, Bordeaux, cleared 20<sup>th</sup>, P. HENRY, Howes, New York.

Arrived at San Francisco November 2d, VESTA, Mayhew, Edgartown, April 1; 7<sup>th</sup>, GEO AND MARTHA, Gardiner, Boston June 3d; 10<sup>th</sup> EDWARD CLARK, New Bedford. June 6<sup>th</sup>; E. COLLERY, Smith, Norfolk, March 11<sup>th</sup>; arrived 16<sup>th</sup> ult, BOSTON, Somes, Boston, June 6<sup>th</sup>; 17<sup>th</sup> HENRY, Everbank, Cooper, Boston. May 9<sup>th</sup>; SACRAMENTO, Balch, do June 19; GLOBE, Doane, Boston, June 30<sup>th</sup>.

At Havana 2d inst. barque PROSPECT, Underwood, from Boston, arrived previous to 2d, disg; A. PATTEN, McNear, fm do. arrived 28<sup>th</sup> do; N. W. BRIDGE, Brown, for Boston 10<sup>th</sup>; MARSHALL, Taylor, for do soon; J. D. PEN-NELL, Given, for Mobile, 2 or 3 ds. J. R. DOW, Merriman, fm Boston, arrived 1<sup>st</sup>, TANGIER, Park, from Wilmington, North Carolina, arrived 2d; sailed 2d, bark GEN JONES, Harding, New York.

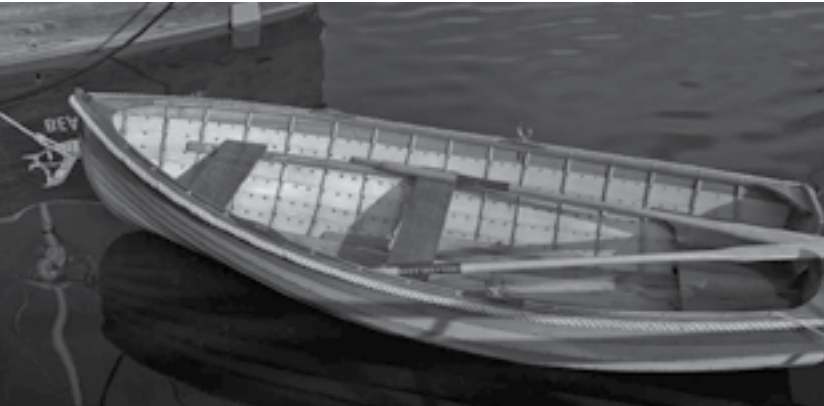
Arrived at do 2d, ARVUM, Rankin, New York, disg; LILLIAS, Pendleton, from Curacao, do; RHONE, Jewett for New Orleans, cleared to sail 3d; SOPHIA EVERETT, from Calais, disg; ADELAIDE, Thurston; A. F. JENNESS, Denni-son; and J. BRAGDON, Bragdon, disg; J. CARV-ER, Nickels, disg; QUINNEBAUG, Jones; LUCINDA MARIA, Rich, and MARTHA ANN, Drinkwater, wtg ft; CARDENAS, Googins, for Pensacola, arrived 31<sup>st</sup>; FORRESTER, Grover, from Wilmington, arrived 25<sup>th</sup>; RUSSIAN, Veazie, for Boston, loading; R. PATTERSON, Patterson; TORN0, Perry; CATLANN, Flowers; PARTHENON, Davis; G. W. BRINKERHOFF, Crocker; J. FREDERICK, Jeffrey; ATLANTIC, Brown; and SEBAGO, Shaw, disg; CASILDA, Grant; J. HINCKLEY, Johnson; MELROSE, McGuire, and CLARA ELLEN, For ff or ch; VIATOR, Park, wtg; E. MERRYMAN, Merry-man; JUNIATA, Webber; J. HOLT, Chase, and OTTOMAN, Griffin, disg; PACIFIC, Yates, wtg ft.

At do 3d inst, N W BRIDGE, Brown, for Boston, 10<sup>th</sup>, J. D. PENNELL, Given, for Mobile 2 or 3 ds; TANGIER, Park, arrived from Wilm-ington 2d; cleared 22d ult, B. A. TUFTS, Norton, New York; L. R. PALMER, Park, Mobile; cleared 2d, RHONE, Jewett, for New Orleans, to sail 3d. At do 25<sup>th</sup>, BRUNETTE, McGrath, from New York, arrived 2d; VANDALIA, from Charleston, do.

Arrived at Matanzas 25<sup>th</sup>, GALVESTON, Norton, Boston; MAZEPPA, Colson, do; ARIEL, Nickels, do; BELLE, Lancey, Eastport; H. B. CROSBY, Rollins, Wilmington; W. B. PETERS, Lord, Ellsworth; FRANKFORT. At do 24<sup>th</sup> ult, GULNARE, Perkins, for Liverpool, loading, CAPT. TOM, Smalley, wtg. Ft; SEA BIRD, Cur-tis, do; ACKLAM, Miller; ONTARIO, Farnham, and U STATES, Grant, disg.

At Cardenas 25<sup>th</sup> ult. SUNNY EYE, Seabury, disg; VERSAILLES, Pendleton, load-ing ELLEN MARIA, Treat, disg; HY ATKINS, Colcord, Boston; below, brig JESSE, Baker, (of New York) from Frankfort, Maine, ashore outside the harbor, but it is thought she would be got off without damage; sailed 24<sup>th</sup>, QUEEN ESTHER, Pendleton, Boston.

At Buenos Ayres December 1<sup>st</sup>, B. AYMER,



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Nichols, unc; ORTONA, Colburn, for Falmouth, England, loading; B. CARVER, unc.

Arrived at Cardenas, 25<sup>th</sup> ult, E. MER-RITHEW, Griffin, Boston; FLORA, Cole, Wilmington, North Carolina; HENRIETTA, Harri-man, Bucksport; TIPPECANOE, Anderson, Belfast; 27<sup>th</sup>, HARBINGER, Heath, Bucksport; R. FOGG, Saunders, Frankfort.

Arrived at Cienfuegos 15<sup>th</sup>, JOHN AYILES, Merryman, Portland; cleared 26<sup>th</sup>, DRUID, Stackford, Philadelphia.

Arrived at Trinidad, 18<sup>th</sup> ult, ANNON-DALE, Conant, St. Jago; arrived 29<sup>th</sup>, LOGAN, Treat, Boston.

Schooner T. O. THOMPSON, of Frankfort, Maine reported some time since as being ashore near Provincetown, is about being got off, through the assistance of the Screw and Lever Company. They receive \$331. It was though she would be got off on Wednesday, if the weather continued moderate. The vessel was insured at the Union office for \$3600.

Bark A. G. HILL, arrived at Portland 8<sup>th</sup> inst, reports that on the 4<sup>th</sup>, lat 42, lan 68 45, fell in with schooner BANISTER, of and for Deer Isle from New York, in a sinking condition, having sprung a leak the night previous in a gale from NW, and took off Capt. Greenlaw and crew. When abandoned, she had three feet of water in the hold and gaining very fast, the vessel being badly iced, and crew nearly exhausted from cold and fatigue.

22 February  
Page 2.

LOSS OF THE RHODE ISLAND. – The steam-boat RHODE ISLAND, formerly of the Ston-ington line, has been lost at sea, on the voyage to San Francisco. Nine of the crew, and three of the passengers escaped in a boat, and were taken on board of the schooner MARY WISE, of Tho-maston, Capt. Crockett, from New York to St. John, P. R. from which they were transferred to the whaling bark RICHMOND which has arrived at Providence. The remaining passengers and crew were left on board the boat which was in a sinking condition; and it is to be feared that they were lost.

An exchange says that the sending of the R. I. on such a voyage was willful murder, and to go in her was suicide. She was, in the first place, unseaworthy, and in the second loaded down with as much as she could float under. She could have reached San Francisco only by a succession of miracles.

\*\*\*\*\*

HOW TO PUT OUT FIRES IN THE HOLDS OF SHIPS. – The following letter from the London

Times, contains information which will be of great interest to captains of vessels and others: -

“The owners of the CALEB GRIMSHAW demand a means for extinguishing fire in the hold of a ship. The materials required are nothing more than a cask of common chalk in the bottom of the hold, connected with the deck by a small pipe, and a two gallon bottle of sulphuric acid, which on the alarm of fire, being poured down there will generate a sufficient quantity of dense smoke (gas in which flame cannot exist) to extinguish any fire however large.”

\*\*\*\*\*

A new steamer to be called the “BOSTON,” to run on the outside route between Bangor and Boston the coming summer is nearly completed.

NEWS FROM THE WM. O. ALDEN.  
Correspondence of the Journal.

Barque WM. O. ALDEN, at sea,  
Lat 12 57 S. Lon. 34 35 W. January 15.

Mr. Editor, -

Dear Sir: - In accordance with my arrange-ment with you, I transmit this brief intelligence from our company, to opportunity not affording time to write at greater length. We left Belfast December 6<sup>th</sup>, as you will recollect, and have been on the water about five weeks. We have mad a fair run, as you will see. The time has passed pleasantly as could be expected by landsmen, many of them on their first voyage. Capt. Alden is in high favor among all hands, and is all at sea that his gentlemanly bearing and generous character onshore promised. The principal “in-cident” of the voyage, thus far, occurred about a week since. On the 5<sup>th</sup> inst., at daylight, we discovered from our vessel (being then about lat. 4 N, lon. 27 W.) two sail, some miles to leeward. In a short time the smallest disappeared. The one still in sight was supposed to be a barque, bound N. About 8 o'clock the smaller vessel made her appearance from under the lee of the barque, and headed nearly for us. The barque kept on her course awhile, but finally stood as near for us as she could on account of the wind. After standing her course awhile, seeing we showed no signs of altering our course to speak her, she kept away. The other vessel kept close on the wind. At 12M we made her to be a fore-and-aft schooner, painted black, and carrying a heap of canvass. During the night she passed our stern at a distance of a few rods. She was in sight in the morning, and Capt. Alden's suspicions that the stranger was a bad character were confirmed. It occurred to him that she must have robbed the barque the day before. The captain ordered all

below, and to load and prepare what arms we had for a squabble. You will recollect that we have some good rifles and sharp-shooters on board. Sunday, about 12 M., the schooner was ahead, sailing the same course we were, when she sent down sail and seemed to wait for us to come up. She was about a mile off. Capt. Alden saw some guns on her deck, with the glass, one amidships. One of our mates saw them at work on the pieces. In case there was to be trouble the nearer we were to her the better. The captain kept all below, and declared his intention to run the schooner down if possible. At this juncture we discovered a brig about a mile from us, running down to speak us. The schooner about this time, set sail, and was off like a shot. Probably people were getting too thick for her. We tried hard enough to run her down, but when close on to her had not half headway enough to have done her much damage; so if she had not kept away there would have been a bad time. These facts may be worthy of the notice of navigators. The California trade has brought so many richly laden vessels on this coast, that a fine opportunity is in many cases offered to freebooters. I must saw off, as the vessel to take off letters is close upon us. Yours, &c., A.

Page 3.

SHIP NEWS.  
Port of Belfast.

Arrived. – February 16, schooner SOMER-VILLE, Dodge, Islesboro; 17, POSTILLION, Ryder, New York; MORO, Ryder, Islesboro; GEN. JACKSON, Black, Machias; schooner CAMEO, Hall, Boston.

Searsport. – Arrived 13<sup>th</sup>, schooner MARY LOW, Snow, New York, and sailed 18<sup>th</sup> for Buck-sport; arrived 15<sup>th</sup>, schooner ST. LEON, Jordan, Boston; 14<sup>th</sup>, brig LYRA, Rose, Bucksport; 15<sup>th</sup>, schooner KALOS, Smith, New York; 18<sup>th</sup>, COR-AL, Miller, do.

Arrived at Salem 17<sup>th</sup>, PEYTONA, Gilman, Belfast.

Arrived at Boston 13<sup>th</sup>, A. DUNBAR, Hopkins, St. Mary's, Georgia; NARRAGUA-GUS, (of Cherryfield) Hinckley, Wilmington, North Carolina; J. NICKERSON, Nickerson, Baltimore; S. G. BASS, Winchester, NY; N. AMERICA, Foster, of and from Machias; HELLESPONT, Elwell, Ellsworth; cleared H. PAYSON, Crowell, Baltimore; arrived 14<sup>th</sup>, bark VESTA, (of Richmond, Maine) Carlisle, Messina; AVOLA, Ryder, Charleston 2d inst; J. STO-RY, Kendrick, Baltimore; EAGLE, Mathews, and TREMONT, Sears, Philadelphia; Q ESTER, Pendleton, Cardenas; E. DOANE, Loring, Nor-folk; H. M. JENKINS, Babbidge, Wilmington, North Carolina; OCEAN QUEEN, Smith, and M.

Teresa, \_\_\_\_\_, Tangier, Virginia; MT. VERNON, Harding, do; GAZETTE, Coles, Richmond; AM BELLE, Baxter, New York; cleared, M. PAT-TERSON, Bateman, Philadelphia; arrived 15<sup>th</sup>, ship IONIAN, (of Thomaston), Ranlett, New Orleans; RUSSIAN, Veazie, Mariel, 26<sup>th</sup> ult; cleared 16<sup>th</sup>, AMULET, Howes, N. Haven, to load for California; E. TAYLOR, Eldridge, San Fran-cisco; BAY STATE, Ryder, North York; CHER-OKEE, Humphrey, Charleston; NASHUA, Cliffford, Philadelphia; arrived 17<sup>th</sup>, MUDORA, Ames, Apalachicola; GLIDE, Staples, Lubec; ABBY GALE, Pattershall, Belfast; arrived 18<sup>th</sup>; ELLEN NOYES, (of Castine), Lewis, New Orleans pass 29<sup>th</sup>, ult; VESTA, Flinn, Savannah, 9<sup>th</sup> ult; IDA, Hallett, Baltimore; ZUYDER ZEE, Fossett, Havana; OCEAN, Ryder, Baltimore; T. F. KNOX, Taylor, and OCEAN QUEEN, Peachy, Philadelphia; CORNELIA, Faulklin, New York; CABOT, Nickerson, do; cleared SELAH, Atkins, Philadelphia.

Sailed from Providence 14<sup>th</sup>, NOVEMBER, Ellis, Norfolk; SANTEE, Nickerson, southern port; cleared 15<sup>th</sup>, MAINE, Porter, Cardenas; UNION, Bangs, Baltimore.

Arrived at Newport 15<sup>th</sup>, EMPIRE, Crowell, for Philadelphia; J. FAREWELL, Seavey, for New York; PALO ALTO, Holbrook, for Phila-delphia; ERA, Phinney, for New York; PRESTO, Ingalls, for do.

Cleared from New York 12<sup>th</sup>, VANDALIA, Norton, New Orleans; MASARDIS, Bramhall, Balize, Hond; arrived 18<sup>th</sup>, JONA, Wheelwright, Jacmel; DEL NORTE, Stinson, Norfolk; cleared GOV. HINCKLEY, New Orleans; URANUS, Burt, Malaga; KATAHDIN, Brown, Cardenas; arrived 14<sup>th</sup>, HERO, Griffiths, New Orleans; A. MATTHEWS, Harriman, Cardenas; LUCY, Hosmer, St. Marks; WETUMPKA, Fowler, New Orleans; LAMARTINE, Fowler, Jacmel; cleared, PHILURA, Thatcher, Savannah; A. MARIA, Trefethen, Mobile; arrived 15<sup>th</sup>, ROSSIUS, Eldridge, Liverpool; HAIDEE, Soule, New Orleans; LLEWELLYN, Pendleton, St. Marks; COMO, Smith, Charleston; FURNAX, Wilson, New Orleans; HERALD, Delano, St. Marks; cleared 15<sup>th</sup>, OLIVE, Sumner, Eastport; OSCE-OLA, Loring, Surinam; arrived 12<sup>th</sup>, GRAMPUS, Dyer, New Orleans; MARIEL, Colson, do; MAYFLOWER, Crabtree, do; GEN. JONES, Harding, Havana; HENRY, and J. CASTNER, Raynes, do; ONECO, Snow, Norfolk; TELE-GRAPH, Farnum, Ellsworth; LEANDER, \_\_\_\_\_, Calais.

Cleared from Philadelphia 15<sup>th</sup>, ELLEN, Taylor, Boston; CANTON, Hall, do.

Continued Next Issue

U. S. NAVY NEWS

Continued from Page 9

near-shore and open-ocean environments,” said principal speaker Adm. Samuel Paparo, commander, U.S. Pacific Fleet. “They are ideal for integrating into joint, combined, manned and unmanned teams to support maritime security operations and humani-tarian missions around the globe. Our nation needs this great ship—and most of all, the Sailors and Marines who serve on board.”

Christened on Oct. 16, 2021, USS Santa Barbara departed Austal USA's Mobile, Al., shipyard in late 2022. After operating up and down the east coast, the ship crossed the Pan-ama Canal before arriving at its homeport Jan. 18.

“The Sailors running aboard and bring-ing USS Santa Barbara to life during this commissioning ceremony highlights the most important part of a ship – her crew,” said Cmdr. Brian Sparks, Commanding Of-ficer of Santa Barbara. “Our Santa Barbara Sailors are resilient and determined, ready to go over-the-horizon and execute operational tasking. This ceremony is the culmination of all of the hard work completed by our Sailors have done to turn this Pre-Commissioning Unit into a United States Ship.”

“USS Santa Barbara, welcome to the Pacific – the locus of America's future and well-being,” said Paparo.

In the week leading up to the commis-

sioning ceremony, the Santa Barbara's crew spent time with their ship's sponsor, Santa Barbara-native Lolita Zinke, and participat-ed in community relations events in their namesake city to build a strong connection with their namesake community.

During the ceremony, Mayor Randy Rowse, City of Santa Barbara, presented the ships commanding officer with the proclamation naming April 1, 2023 as USS Santa Barbara Day. “May this proclamation serve as a reminder to you and the ship's company that, from this day forward, every crew member of the USS SANTA BAR-BARA will be recognized and welcomed as honorary members of the Santa Barbara community.”

Other ships in the Independence-vari-ant, USS Charleston (LCS 18), USS Oak-land (LCS 24), and USS Mobile (LCS 26) are currently conducting forward presence missions in the Indo-Pacific.

Independence-variant Littoral Com-bat Ships are fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean en-vironments, winning against 21st-century coastal threats. LCS integrate with joint, combined, manned and unmanned teams to support forward presence, maritime secu-rity, sea control, and deterrence missions around the globe.

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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. (207) 869-4008.



17' SCOUT 175 SPORTFISH, 2023. With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade, reversible pilot seat with underseat cooler and sport package: trolling motor plug, bow cushion and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103



17' SCOUT 175 2023 SPORT DORADO, 2023. 2023 Yamaha F90 LB, '23 Venture trailer. Midnight blue hull color upgrade and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



18' LUND OPEN FISHERMAN,

POWER

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



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



19' SCOUT 195 SPORT DORADO, 2023. With Yamaha F115XB & '23 Venture trailer. Midnight blue hull color, bimini top, powder coated ski tow, stern seat and backrest. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



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.

POWER



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



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



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



21' ZODIAC PRO 650, 2017. With

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POWER

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, (207) 865-4103.



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



24' SCOUT 240 XSF, 2023. With Yamaha F300XSB DES Outboard. Shark gray hull color upgrade, Garmin 8610 upgrade, Garmin VHF 315, JL audio speaker upgrade, Grigio cushion package, upgraded leaning post, rocket launchers, diaphragm overboard discharge, fresh water washdown, self-contained porcelain head, removable teak bow table, Seadeck helm footrest and helm pad. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



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.

POWER

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



27' BLACKFIN COMBI 27, 1988. With twin 2002 Yamaha F225TXRB – 257 hours. Ready to fish. Asking price \$39,900. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



27' SCOUT 277 DORADO, 2023. With twin Mercury 225VL V6 DTS factory pearl fusion white outboards, Midnight blue hull color upgrade, Garmin 8612XSV upgrade, Garmin 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Grigio cushion package, hardtop full canvas enclosure with aft curtain, rocket launchers, Lumitec light bar, 12v drawer fridge, inverter system, diaphragm overboard discharge and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



30' SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Miscela cushion package, bow filler cushion, Baitwell Leaning post upgrade, rocket launchers, Lumitec light car, windshield wiper and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.

2.5 hp '13 Suzuki	\$695
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9.9 hp '01 Johnson. Rebuilt motor.	\$1,495
15 hp '19 Suzuki. Only 3 hours on it.	\$2,999
50 hp Evinrude E-tec. 453 hours.	\$4,500
90 hp '04 Mercury 2 -stroke, x.l.s.	\$1,800
90 hp '03 Mercury. With all controls.	\$2,700
115 hp '18 Evinrude E-tec. 1722 hours.	\$6,500
115 hp '98 Johnson	\$2,500
150 hp '01 Johnson. With all controls.	\$3,500
MinnKota Ultrex Mounted Tolling Motor	\$3,100
Twin Honda 130s. Around 840 hours. Pair	-\$2,500

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