

Maine Coastal News

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July 2024

FREE

Lobster Boat Racing Begins at Boothbay & Rockland



Matt Shepard's ALEXSA ROSE and Eric Beal's KIMBERLY ANN coming up the course side by side at Rockland. The win went to KIMBERLY ANN.

BOOTHBAY HARBOR - As the first race weekend approached, I began looking ahead at the weather forecast even though it was a week away. The forecast was for rain and I could only hope that the forecast changed for the better. I was remembering last year when we nearly drowned at Boothbay. The rain had basically held off until the last three races when the skies opened up. I was really hoping it would change and change it did. Mid-week it called for sunny skies, which we got.

Boothbay is one of the favourite race venues of the year. A number of people head to Brown's Wharf on the east side of Boothbay Harbor the day before the races to gather with the other racers and have a good time. About a dozen boats showed up on Friday and the racers gathered on several of the boats and partied till the wee hours of Saturday morning. The highlight was Steve Johnson firing up LYNN MARIE's gasoline engine, sporting straight pipes, periodically.

There was not much racing news floating around this winter. In the Gasoline Classes, Shawn Alley's LITTLE GIRL [28' Calvin Beal Jr.; 466 Ford, Blower] has been sitting in Jeremy Beal's shop in Jonesport waiting for her engine the past two winters. We have heard that the engine, a Chevy, has been shipped and it is hoped it will be ready to race at Moosabec on 29 June. Later in the spring we learned that Randy Durkee of Islesboro was going to put a sizable alcohol engine in BLACK DIAMOND [Holland 32]. They

had her all together, but the transmission was slipping and they had to order a heavy-duty gear, which is on its way. They are hoping to have her back together the end of June. Bruce Engert, Sr.'s THUNDERBOLT [South Shore 30; 621 Chevrolet] was painted at Jeremy Beal's shop, but unfortunately Bruce passed away in May. It is not known what Bruce, Jr. will do, but most are hoping he brings her out and runs it as a tribute to his father.

In the Diesel Classes the only new boat that was under construction for racing was by Tom Clemons of Harpswell. She is a Morgan Bay 43 and will be powered with a 1,700-hp MAN. Unfortunately, the gear will not arrive until January 2025. Tom thinks that this boat will go 55 mph right out of the box. We cannot wait to see her run. Cameron and Glen Crawford, owners of WILD WILD WEST [West 28; 1,050-hp Isotta], said they would not be out this year as the boat needs some repair and cosmetic work. Glen is owner of C&C Machine in Ellsworth and as the only employee he has no time to do the work on WILD WILD WEST, but hopefully they can get her together for 2025.

First up was the three work boat classes. The only entrant in Class A (Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old) was Jennifer and Emily Noyes' JENILY [Corson 14; 30-hp Johnson] from Harpswell and they came down the course by themselves. Four boats were on the line for Class B (Inboard, Outboard or Outdrive,

31 to 90 hp). Andy Correa's [Boston Whaler 15; 90-hp Yamaha] and Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Mercury] had some real closes races last year. They continued battling each other this day with the win going to Andy Correa by half a boat length. There are a number of fast competitive boats in Class C (Inboard, Outboard or Outdrive, 90 hp and over), but as they came up the course it was a battle between father and son. David Noyes' ZIPPAH [Corson 17; 150-hp Evinrude] crossing just ahead of his son's, Jacob, WHITE KNUCKLES [Aquasport 17; 175-hp Johnson]. Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda] came all the way from Peak's Island on her own bottom to compete in this class. He has been one of the dominate boats in this class over the years. During the winter he had done some major repairs and she looked like a new boat. He placed fourth, but was not far off the pace.

Only two boats came to the line for the Fastest Lobster Boat in Boothbay, Andrew Hallinan's SHOALS RUN [Wayne Beal 32; 450-hp Cummins] and Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania], which was easily won by BLUE EYED GIRL.

There were just three boats entered in the five Gasoline classes. There were no entrants in Classes A (Four and Six Cylinder, 24 feet and over), B (V8, Up to 383 cid, 24 feet and over) and D (V8, 376 cid and over, 24 feet


and over (Non-working racer)), two in C (V8, 376 to 525 cid, 24 feet and over) and one in E (V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous). This meant we were sending them all down at the same time. The winner of Class C was Jim Koehling's BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] with a speed of 36 mph. Second went to Tony Eugley's WANDA LOU [Repco 30; 455 Oldsmobile]. The winner of Class E was Steve Johnson's LYNN MARIE [Sisu 26; 632 Chevrolet] with a speed of 50 mph.

We are seeing less and less entrants in the lower Diesel classes. There were no entrants in just classes B (Up to 235 hp, 32 feet to 39 feet 11 inches) and O (Non-working boats, any length, any horsepower). However, there was just one entrant in classes A (Up to 235 hp, 24 to 31 feet 11 inches), C (236 to 335 hp, 24 to 33 feet 11 inches), D (236 to 335 hp, 34 feet to 39 feet 11 inches), E (336 to 435 hp, 24 to 33 feet 11 inches) and F (336 to 435 hp, 34 feet to 39 feet 11 inches), so they were sent down together with each getting first in their respective classes. The winner of Class A was Gary Hatch's QUEEN'S LADY [29' Rockland Boat; 220-hp John Deere]; Class C, winner was John Albaum's WOUND UP [Calvin Beal 28; 300-hp John Deere]; Class D, Mark Davis' WHISKEY GIRL [Duffy 34; 300-Isuzu]; Class E, Randy Durkee's AUDREY

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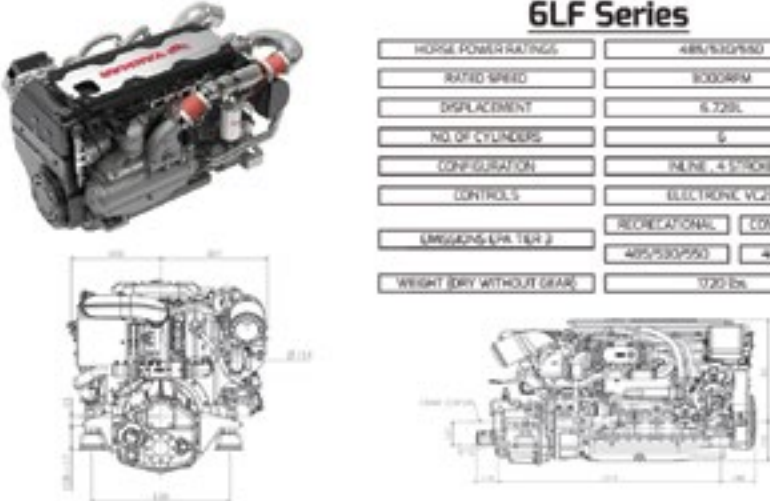


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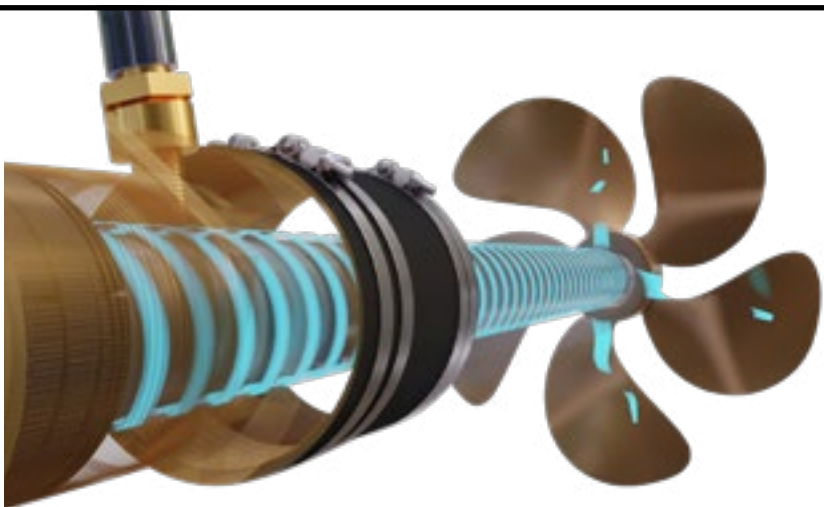
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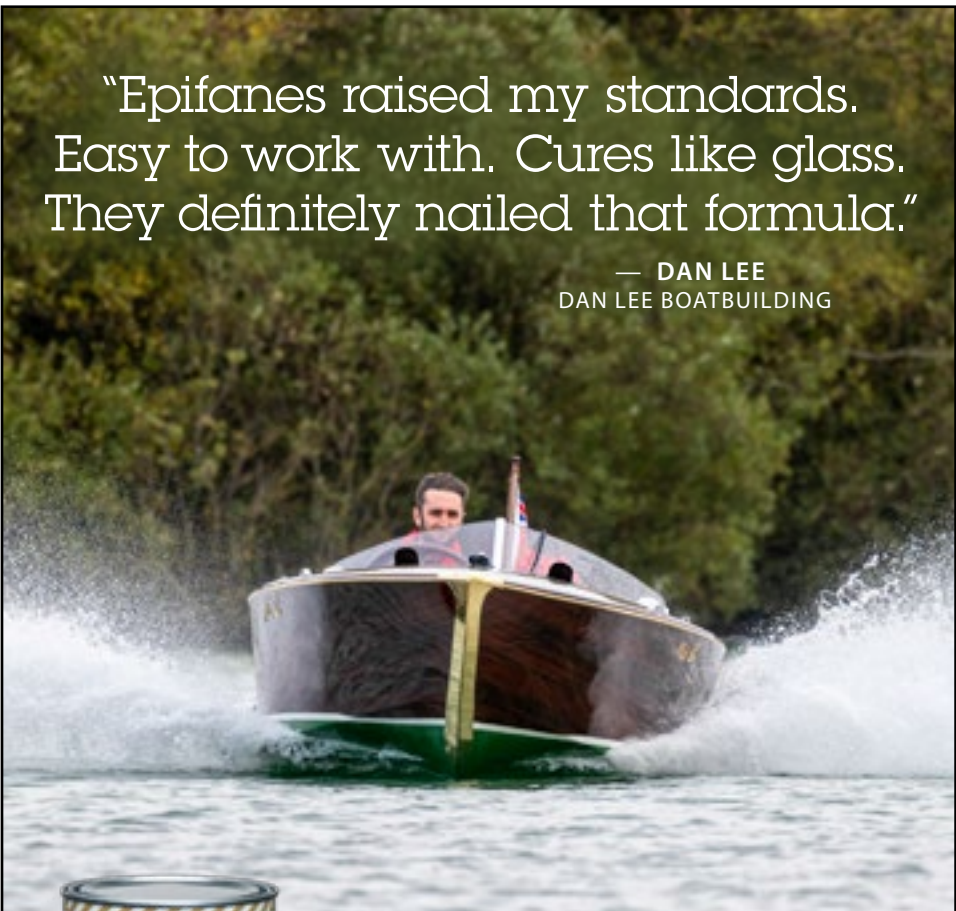
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P.O. Box 710
Winterport, Maine 04496-0710 U.S.A.
(207) 223-8846
E-mail - igmatats@aol.com
Website: www.mainescoast.com



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Editor-in-Chief	Rachel Elward
Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the August issue is July 12.
The deadline for the September issue is August 9.

Publisher's Note

I am sure most do not pay a lot of attention to the changes that have happened in the business world over the last several years. Many could probably note some of the drastic changes that they have seen in their lifetime. I remember someone saying once that we should have periodically taken photographs in a grocery store. What he was saying is that over the last five decades there have been a lot of changes that should have been preserved. For those that are too young to remember, I remember when a cashier had to ring up every item into a cash register that had no thinking ability and then count out the change with no electronic assistance. One also did not have the number of product choices and the food back then was probably a lot better for you than the food we consume today is.

Being in business you see some of the changes, because they affect what you do. There are a number of changes in the boating world designs, construction materials, systems, electronics, fishing gear and creature comforts. The market has also changed as the number of sailboats has decreased with the sales of powerboats rising. Many boats never leave the dock and are more of an on-the-water cottage in today's world. It is also evident that many people on the water are not as experienced as the older generations were. Still, the marine businesses are doing very well as those that needed to adjust have. The economy is questionable and one wonders when it will come crashing down, but until then they will just ride the wave out.

Now, the future of the media does not seem to be as healthy. If you pay attention there have been a lot of changes and most are not for the better. Television and radio channels are fighting for viewers and or listeners and they do not seem to be holding on well.

Where are the younger generations going for their news or entertainment? It seems to be not with the traditional outlets. Some of this might be cost. Younger people have a limited budget and others just do not like to pay. This means the media has to rely on advertisers and one wonders if those dollars are drying up.

I feel fortunate to be in a niche market and aimed at people who still read print media. Once the next couple of generations age out, will there be a market? Not sure, but the good thing is I am aging out too. I am hoping that I still have a few good years left as I love what I do and would hate to give it up. There are challenges especially when you are a free publication. Many of the stores are cutting newspaper space trying to find a paying substitute for that space, which is understandable. However, they fail to understand that free papers bring customers in who will also buy other items on the spur of the moment.

One can only guess at the future and I intend on riding it out until the end.

The learning curve at the Shipyard is still straight up, but we are all getting a grip on how to handle the unknown. It was interesting when some customers questioned whether we knew how to step a mast. I never worry about Alonzo Alley, the yard manager, as he thinks things out, especially in regards to safety. I believe they have stepped half a dozen or more and they have all gone smoothly. The 28-foot powerboat SUZIE K. has been in the shop for some major repairs and that is about finished thanks to Casey Denning. She now has a new shelter top and stern deck, new gel-coat on the deck, trunk

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MCN's Calendar

- On-going Exhibits**

Penobscot Marine Museum
Evolution of the Maine Lobster Boat
Jim Steele Peapod Shop
Music in Our Lives
If You Give a Girl a Camera
Faithfully Yours, Joanna C. Colcord
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum
Collections Uncharted: Discovering New Narratives
Lost and Found; Sounds of the Maine Coast
Sustaining Maine Waters:
A Sailor's Treasure: Sea Chests & Curiosities
Upta Camp
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum
Above the Fold, Photographers of the "Gloucester Daily Times"
Max Kuehne
Coming Home: Selections from the Janet and William Ellery James Collection
Native Waters, Native Lands
Fitz Henry Lane Gallery Re-envisioned
In the Round: 20th Century Cape Ann Sculpture
Women Artist on Cape Ann 1870-1970
Gloucester, MA
Info: capeannmuseum.org

- New Bedford Whaling Museum**
Breach: Logbook 24, Scrimshaw
Wider World of Scrimshaw
Reflections
New Bedford in the 1800s
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum
Spineless: A Glass Menagerie of Blaschka
Marine Invertebrates
Oceanus: Alexis Rockman
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Entwined Freedom, Sovereignty and the sea
Voyage to the Deep: Underwater Adventures
Mystic, CT
Info: mysticseaport.org
- 2024**

JUNE

29 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607

29 Harraseeket Regatta
Harraseeket Yacht Club
South Freeport
Info: HYC.cc

JULY

4 PYC Schooner Trophy Race
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

- 6-7 Quahog Quest
Centreboard Yacht Club
South Portland
Info: regattaman.com

14 'Round Southport Race
Southport Yacht Club
Southport
Info: SouthportYachtClub.org

14 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Jeff Eaton (207) 598-0488

20-21 BHYC Regatta & Shipyard Cup
Boothbay Harbor Yacht Club
Boothbay
BoothbayRegatta.com

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

25-27 Camden Classics Cup
Lyman-Morse, Camden
Camden
Info: camdenclassiccup.com

26-27 Downeast Challenge
Marblehead Yacht Club
Marblehead, MA
Info: regattaman.com

28 Harpswell Lobster Boat Races
Harpswell
Info: Amanda Peacock (207) 756-3104
Kristina York (207) 449-7571

- AUGUST**

1 Castine Classic Yacht Race
Castine Yacht Club
Castine
Info: castineclassic.com

1-4 Monhegan Island Race & Seguin Sprint
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

2 Camden to Brooklin
Camden

3 Eggemoggin Reach Regatta
Brooklin

10 The Third Annual SailMaine Festival
SailMaine
Portland
Info: sailmaine.org

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

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

16-18 Ted Hood Regatta
Marblehead, MA

Isaac Beal and His Race Boat CHRISTOPHER

JONESPORT – One of the most noted race boats 20 to 25 years ago was the 28-footer CHRISTOPHER, raced by Isaac Beal of Beals Island. She was built by Mariner (Lovey) Beal, who was Isaac’s father, and Isaac and was launched in 1976. She made her first appearance on a race course in the 1990s, but in 1998 Isaac got serious and raced her for seven years dominating Gasoline Class C and the Wooden Boat Race. She was retired in 2005 and after a few years lobstering she was placed out back with the hope of having some much-needed repairs done. Unfortunately, life got in the way and she sat there under a tarp waiting. This April, Alonzo Alley, yard manager at Jonesport Shipyard, was helping Isaac’s son Christopher move some moorings around his yard with a telehandler. He knew that Isaac would love to see his boat racing again. With the telehandler he hooked on to her trailer and dragged her out. She was then taken over to Jonesport Shipyard and placed in Bert Frost’s old shop and the repairs have begun.

Isaac added, “Well, dad wanted a new boat and he was in his late 60s. We had two smaller boats to build for the winter so we got done early in the spring and so we started. I told him that I would help him because I had my other stuff to do, herring and seining. He would have a plank for each side ready and I would go in and help him get them put on. He had emphysema and heart trouble so he had a pace that he could work without having too much of a problem. We got the deck laid and I made the houses all up on sawhorses and ready to put on. I always did the windshields and I did that for him. Finally, we got her ready. I had stuff from an old boat that I had bought, which I didn’t realize that the clinched nails had rusted off on the inside of the hull. I took all of the material off of that and put it in her. She had a used shaft and a used propeller. When she went in the water, I think she had a 130 hp Chevy. He was happy because she was a nice-looking boat and everybody wanted to buy it off of him. He used her four years and then he passed away.”

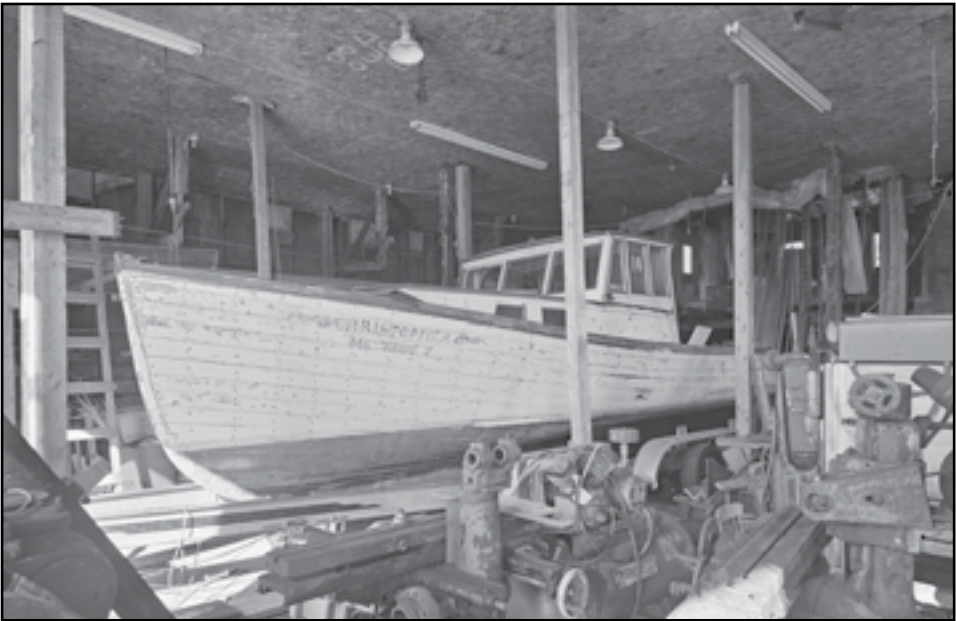
Mariner had planned that when he passed away the boat would be sold to pay all his expenses. Well, Mariner’s wife wanted Isaac to have the boat. He explained, “I had a Gower boat that was 20 years old. She was a nice boat, I used that for 10 years. Mother said, ‘No, I want you to have the boat.’ I said, ‘Well, I will sell mine and I will pay all of the bills.’ So, I got the boat. I fished her from ‘80 up until about ‘85 then I started mussel dragging with the herring boat I had. I had a Novi herring boat and I made her over into a dragger. I was doing alright mussel dragging but I would lose a month’s work in between getting ready to go musseling and then another month getting the other boat

ready to go lobster fishing. I was losing two months a year. I talked to my wife about it and I said, ‘I am losing two months a year so I am going to try just mussels straight through.’ Then my son, Tim, used her for about three years. He put a different engine in. He got a small Oldsmobile, I think a 350. I raced that a couple of times and won.”

CHRISTOPHER is named for Isaac’s son. “He always hung around with dad,” said Isaac. “He was Gramp’s boy. He would go out there and sit with dad, of course dad would sit down a lot because he had emphysema and heart trouble and they would talk. Chris asked him what he was going to name her? Well, you know what happened after that.”

Isaac raced CHRISTOPHER a couple of times in the 1990s. He added, “I think she was 16 years old the first time I went. The Guptil boys took out an Oldsmobile engine and left it over at Richard Alley’s shop. They had it for sale and wanted \$250 for it. I said, ‘Now is my chance to find out what I think and try it. I got the engine on the wharf, but her lifters were stuck. Finally, a couple of boys, sort of mechanics, they tinkered with it and they got her lifters cleared. We got it into the boat and run her, a little, short run, and she run alright. I was right along with the LITTLE GIRL until the engine started tightening up and then it blew up. That was worth the \$250 just to know.”

Racing can be serious business and its money that can dictate success. “I lucked out,” said Isaac. “I was doing the salmon business and I had a big scow with a boom on it. I got a call at 9 o’clock one night. I had a terrible headache so I went to bed early. I got that call and they wanted me to come down, a boat had grounded on a ledge down by Hall’s Island and filled. I tried to work my way out of it because I felt miserable. I said, ‘Well, I have got one light on the boat, the Coast Guard will be down there.’ Well, the Coast Guard said it is alright so they were already there. I went and got one of my workers Oscar Norton and we went down. I got the mast up on the deck and run a line down through it so I could get her upright. The Coast Guard put the pumps in her and the water would just keep slopping over the deck. I said, “Well, she’s got a hole in her somewhere.” I knew the island as I had been herring seining around it. They had some posts and a big, bluff ledge, so, I took her up in there and tied the mast off to the trees. I walked home, got lunch and came back when the tide was down. The bottom of her was sitting right on the beach, no keel on her. I had to come back up town to get some silicon and some plywood. I made a stencil and then I made a plywood plug for her. I bought some bolts and some big heavy washer because I did not know how big the



The 28-foot CHRISTOPHER sitting in Bert Frost's old shop at Jonesport Shipyard.

hole there was at the bottom of the boat where the keel was. She wouldn’t sit upright so I had the boom right out and brought her up here to the Shipyard and they hauled her out. Then I had Chris dive down to get the keel. Then I called Sune and said, ‘I have got the keel, it is on the bow of my scow, when I get my check, they get the keel.’ I charged them \$5,000 and I said, ‘Now I am going racing.’”

Isaac made some changes. He took the wooden rudder off and bought a stainless steel one. He then hauled back the engine as far as he could and then bought a light-weight reduction gear. He said, “It made a good balance for her really. She never did dig down in the water anyway, you more just slid over the water when she sailed.”

He ran the 350 Chevy engine for a couple of races and then switched to a 455 Oldsmobile. “I had another Oldsmobile


that I put in there and that did not work,” said Isaac. “Then I had some of my son’s relatives and they took the engine. I went to run that engine, a regular 455 Oldsmobile. I sailed across the Reach, came over here and started up the Reach, tick, tick, tick. I said ‘That is the last Oldsmobile that is going in that boat.’ I bought the 502, at Morrison’s. Nobody even knew I had it in the basement. Pretty shiny thing. I put that in. I did get out there on the 4th of July morning in time to line up for the race. Then I went completely racing after that.”

Isaac dominated the circuit for seven years and claimed he never had to run her hard. He did add that when he got near the crowd he would open her up as they loved the sound that came from her straight pipes.

The 502 is still in her, but Isaac says that


Continued on Page 23

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“For 60 years, the deep-submergence vehicle Alvin has unveiled the ocean’s mysteries for the scientific benefit of society as a whole,” said Chief of Naval Research Rear Adm. Kurt Rothenhaus. “The Office of Naval Research is proud of its history with Alvin and Woods Hole Oceanographic Institution and looks forward to future discoveries and innovations.”

“Alvin’s long and extraordinary history is a testament to the importance of ocean research and exploration,” Rothenhaus continued. “In its first 60 years, it has transformed our view of life, responded to national emergencies, and inspired us all. I look forward to the remarkable discoveries it will make in its next 60 years.”

The story of Alvin begins around 1956, when, at a meeting of more than 100 scientists to discuss how to study the ocean depth, WHOI scientist and engineer Allyn Vine suggested building a submersible. Vine was an early proponent of U.S. investment in deep-sea exploration, and the suggestion promoted a resolution that the U.S. develop crewed undersea vehicles. In 1962, General Mills was contracted to build a small research vessel capable of diving to 2,000 meters (6,000 feet), and soon after, the newly formed WHOI Deep Submergence Group began using the name Alvin, after Allyn Vine.

Historic Commissioning

Alvin was commissioned on June 5, 1964, in a ceremony in the village of Woods Hole, Mass. On June 26, Alvin’s first pilot,

William Rainnie, took the sub on a tethered test dive off the WHOI dock. On August 4, Alvin made its first free dive, to a depth of 35 feet.

The following year, the sub made a 2,290 meter (7,500 feet) dive, tethered and unoccupied, to obtain Navy safety certification and pilot William Rainnie made the first deep dives—to 1,097 meters (3,600 feet) and to 1,829 meters (6,000 feet).

Alvin’s Decades of Oceanographic Research and Exploration

Alvin’s first major undertaking was in response to an urgent request from the U.S. Navy in 1966 at the height of the Cold War. An Air Force B-52 bomber had collided with a KC-135 tanker over Spain, accidentally losing a hydrogen bomb that was on board to the depths of the Mediterranean Sea. A two-month search operating from a dock landing ship was successful and proved Alvin’s ability to conduct operations on the seafloor.

In 1973, Alvin’s steel personnel sphere was replaced with one made of titanium, extending its diving range to 4,500 meters (14,763 feet). This improvement enabled a 1974 joint U.S.-French expedition in which scientists were able for the first time in history to view a segment of Earth’s mid-ocean ridge in person.

Hydrothermal Vents and the Titanic

Alvin’s investigations of seafloor hydrothermal systems in 1977 and 1979 and their associated ecosystems ushered in a new era of ocean exploration and research. The existence of organisms thriving on energy from chemicals in Earth’s crust rather than energy from the sun revolutionized views of where and how life can exist on Earth and elsewhere in the universe. In the following decades, Alvin discovered new seafloor environments that harbored other chemosynthetic communities, including investigations of hydrocarbon and saline seeps that also provide chemical-rich fluids supporting lush ecosystems far below the ocean surface.

But perhaps Alvin’s most well-known success is its exploration and documentation of the wreck of RMS Titanic. The wreck was first discovered at the bottom of the North Atlantic in 1985 by a team from WHOI and IFREMER (French Research Institute for Exploitation of the Sea), with a towed camera system. A year later, WHOI’s Robert Ballard and team dove to the Titanic, the first time humans had seen the luxury liner since it sank in 1912. Alvin deployed a prototype remotely operated vehicle (ROV), Jason Jr., which was able to penetrate the wreck and take stunning images of the sunken vessel.

Alvin also took part in a national response to the 2010 Deepwater Horizon



Alvin was commissioned on June 5, 1964, in a ceremony in the village of Woods Hole, Mass. On June 26, Alvin’s first pilot, William Rainnie, took the sub on a tethered test dive off the WHOI dock. (©Woods Hole Oceanographic Institution)

oil spill disaster. The expedition examined deep-sea corals discovered seven miles from the wellhead. Alvin worked in tandem with the autonomous underwater vehicle (AUV), Sentry, to study the response of seafloor communities to oil exposure and laid the groundwork for long-term study of sites in the Gulf of Mexico.

In December 2010, after 4,664 dives, Alvin was taken out of service to undergo a major upgrade. A new, larger, titanium personnel sphere capable of reaching 6,500 meters (21,325 feet) and equipped with five, rather than three, viewports was integrated into Alvin’s modified frame. The upgraded Alvin was also equipped with fiber optic penetrators, a new command-and-control system, improved lighting and high-definition imaging, and increased data-logging capabilities, returning to service in 2014, picking up where it left off with studies in the Gulf of Mexico.

The submersible underwent another round of upgrades beginning in 2020, building on improvements completed in 2014. A three-week sea trial in collaboration with the Naval Sea Systems Command (NAVSEA), which oversees the safety of all ships and submarines in the U.S. fleet, culminated in

official certification to operate at depths to 6,500 meters, putting approximately 99% of the sea floor within reach. Researchers could now access the lower Abyssal Zone and the upper Hadal Zone—one of the least-understood parts of the deep sea and home to high-temperature hydrothermal vents, submarine volcanoes, subduction trenches, mineral resources, and more.

Since returning to service, Alvin helped discover pristine coral reefs off the Galapagos Marine Preserve, and recently found five new hydrothermal vents in the eastern tropical Pacific Ocean using high resolution mapping from robots such as AUV Sentry to provide targets for Alvin and its dive team. This teamwork between deep sea robots is accelerating the pace of ocean discovery.

“Alvin continues to be the workhorse of deep-ocean research and exploration, remaining true to Allyn Vine’s vision of furthering knowledge about the ocean and the planet by enabling direct access to the deep seafloor,” said Anna Michel, chief scientist for the National Deep Submergence Facility (NDSF). “There will always be a need for in-person exploration of the deep

Continued on Page 23

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U. S. NAVY NEWS

SECNAV Del Toro Names Future Nuclear-Powered Attack Submarine USS Miami (SSN 811) with Gloria Estefan as Sponsor

07 May 2024

Secretary of the Navy Carlos Del Toro announced that future Virginia-class nuclear-powered attack submarine SSN 811 will be named USS Miami. Secretary Del Toro made the announcement, May 7, during the official kickoff concert of the inaugural Fleet Week Miami, hosted by Blue Star Families.

The future USS Miami honors the city of Miami and the crews of three previously Navy vessels to bear the name.

“That shared history is what makes Miami one of the greatest cities on Earth—and emblematic of what makes this country the greatest country in the world,” said Del Toro. “Miami is a shining example of what happens when a city welcomes all who come seeking a better life.”

Along with the ship’s name, Secretary Del Toro announced that international pop star Gloria Estefan will be the sponsor for the future USS Miami. In her role, Gloria Estefan will represent a lifelong relationship with the ship and crew.

“We are so thankful as citizens of this great country to have all of you out there

protecting and serving all of us,” Gloria Estefan said to the approximately 1,500 Sailors and Marines attending the kickoff concert, produced by entertainment icon Emilio Estefan.

The city of Miami has been honored with three previous vessels: a gunboat (1862-1865), a light cruiser (1942-1947), and a nuclear-powered submarine (1990-2014).

In June 1862, the first Miami engaged enemy forces at a rapid fire while Flag Officer David G. Farragut’s ships ran past Confederate shore batteries at Vicksburg, Mississippi. In 1864, the Gunboat’s crew supported Union troops ashore and battled Confederate ironclad Albemarle at Plymouth, NC.

At the Battle of Leyte Gulf during World War II, the second Miami (CL 89) fought as part of Admiral William F. Halsey’s Third Fleet, helping to sink Japanese destroyer Nowaki on October 26, 1944. Two seaplane pilots operating from Miami received the Distinguished Flying Cross for rescuing downed airmen in enemy waters. Miami earned a total of 6 battle stars for operations in the Marianas, Western Caroline Islands, Leyte Gulf, Luzon, Iwo Jima, and Okinawa.

The third Miami (SSN 755) conducted cruise missile strikes during Operation Desert Fox in 1998 and again during Operation Allied Force in 1999.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces (SOF); carry out Intelligence, Surveillance and Reconnaissance (ISR) missions; support battle group operations; and engage in mine warfare.

Miami also has a maritime connection.

The greater Miami region was formerly home to a seaplane base (1918-1920), a naval reserve air base (1931-1942), and a naval air station (1940-1958). United States Southern Command (SOUTHCOM) has been headquartered in Miami-Dade County since 1997.

Navy to Christen Future Littoral Combat Ship Pierre (LCS 38)

17 May 2024

The Navy will christen the future USS Pierre (LCS 38) as the newest, and final, Independence-variant Littoral Combat Ship (LCS) during a 10:00 a.m. CST ceremony on Saturday, May 18, in Mobile Alabama.

The christening ceremony’s principal address will be delivered by Vice Admiral Francis Morley, Principal Military Deputy to the Assistant Secretary of the Navy for Research, Development, and Acquisition. Remarks will also be provided by the Honorable John Thune, U.S. Senator, South Dakota; the Honorable Steve Harding, Mayor of Pierre, South Dakota; Rear Admiral Thomas Anderson, Program Executive Officer, Ships; Ms. Michelle Kruger, President, Austal USA; and Mr. Stan Kordana, Vice President of Program Execution, General Dynamics Mission Systems. The ship’s sponsor is Larissa Thune Hargens.

Pierre is the 19th Independence-variant LCS and is the second ship named after Pierre, South Dakota.

The Littoral Combat Ship (LCS) is a fast, agile, mission-focused platform designed to operate in near-shore environments, winning against 21st-century coastal threats. The LCS is capable of supporting forward presence, maritime security, sea control, and deterrence.

The LCS class consists of two variants,

Freedom and Independence, designed and built by two separate industry teams. The Independence-variant team is led by Austal USA (for the even-numbered hulls, e.g. LCS 2).

Navy Announces Commissioning Date for the Future USS Richard M. McCool Jr. (LPD 29)

21 May 2024

SAN DIEGO — The U.S. Navy has approved the commissioning date for the future USS Richard M. McCool Jr. (LPD 29).

Navy Announces Commissioning Date for the Future USS Richard M. McCool Jr. (LPD 29)

The Navy will commission Richard M. McCool Jr., an amphibious transport dock, September 7, 2024 at Naval Air Station Pensacola in Pensacola, Florida.

The naming of LPD 29 honors U.S. Navy Capt. Richard M. McCool Jr., who was awarded the Medal of Honor in 1945 for the heroism he displayed after his ship was attacked by kamikaze aircraft in the Battle of Okinawa. Despite suffering from shrapnel wounds and painful burns, he led efforts to battle a blazing fire on his ship and rescue injured sailors. LPD 29 will be the first of its name.

Richard M. McCool Jr. is co-sponsored by Shana McCool and Kate Oja, granddaughters of the ship’s namesake. As the co-sponsors, McCool and Oja lead the time-honored Navy tradition of giving the order during the ceremony to “man our ship and bring her to life!” At the moment, the commissioning pennant is hoisted and Richard M. McCool Jr. becomes a proud ship of the fleet.

Richard M. McCool Jr. will be the

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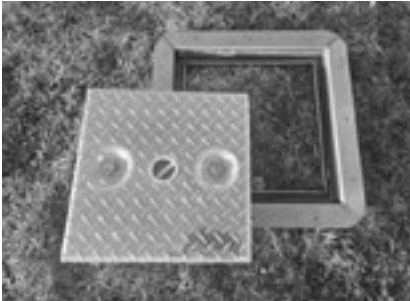

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2 x 3'	28 5/8 x 41"	26 x 38"	\$1,554.00
2 x 4'	25 3/8 x 49 7/8"	23 1/4 x 47 1/4"	\$1,651.00
3 x 3'	38 3/4 x 38 3/4"	3 x 3'	\$1,748.00
3 x 4'	36 3/4 x 46 3/4"	34 x 44"	\$1,818.00
4 x 4'	49 7/8 x 49 7/8"	4 x 4'	\$2,622.00
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U. S. NAVY NEWS

Navy’s 13th San Antonio-class amphibious transport dock ship.

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SECNAV Del Toro Names Two Future Guided Missile Destroyers (DDG 143) and (DDG 144) 22 May 2024

Secretary of the Navy Carlos Del Toro announced the names of the Navy’s newest Arleigh Burke-class Guided Missile Destroyers, the future USS Richard J. Danzig (DDG 143) and the future USS Michael G. Mullen (DDG 144) during a U.S. Naval Academy Commencement Week ceremony, May 22.

DDG 143 honors the Honorable Richard J. Danzig, the 71st Secretary of the Navy, and DDG 144 honors retired Admiral Michael J. Mullen, the former Chairman of the Joint Chiefs of Staff and Chief of Naval Operations. These are the first ships to bear their names.

“Secretary Danzig and Admiral Mullen were visionary leaders in the mold of the greatest naval leaders that came before. Together they have nearly 100 years of service,” said Secretary Del Toro. “Both Secretary Danzig and Admiral Mullen worked tirelessly to ensure our Sailors and Marines had the resources, technologies,

and capabilities to set them up for success. I am proud to honor them with these new DDGs.”

Born in New York City in 1944, Secretary Danzig received a B.A. degree from Reed College, a J.D. degree from Yale Law School, and Bachelor of Philosophy and Doctor of Philosophy degrees from Oxford University.

Secretary Danzig served in the Office of the Secretary of Defense from 1977 to 1981, first as a Deputy Assistant Secretary, then as the Principal Deputy Assistant Secretary of Defense for Manpower, Reserve Affairs and Logistics. In these roles, he contributed to the Department’s mobilization and deployment of manpower and material. Secretary Danzig later served as Under Secretary of the Navy from November 1993 to May 1997, before being sworn in as Secretary of the Navy on Nov. 16, 1998.

Secretary Danzig’s tenure emphasized four themes: ridding the Services of “a conscript mentality” by treating Sailors and Marines as skilled workers and supporting them with new capital investments and personnel systems; achieving better synergy between the Navy and Marine Corps; strengthening the ability of the sea services to influence events ashore; and embracing new technologies to better achieve those goals. Since the end of his tenure, he has served in multiple technology and national security-oriented think tanks, councils, and panels.

“This is such a wonderful honor. It’s certainly a wonderful and touching thing,” said Secretary Danzig. “What is most important to me is that this provides a connection among all of the Sailors who will be on this ship.”

Commissioned in 1968, Mullen first

deployed aboard the USS Collett (DD 730) for operations off the coast of Vietnam as part of U.S. Seventh Fleet. His command tours include the USS Noxubee (AOG 56), USS Goldsboro (DDG 20), USS Yorktown (CVN 10), Cruiser-Destroyer Group TWO with concurrent duties as commander of the USS George Washington (CVN 73) Aircraft Carrier Battle Group, U.S. Second Fleet with concurrent command of NATO Striking Fleet Atlantic, and U.S. Naval Forces, Europe with concurrent command of Allied Joint Force Command located in Naples, Italy. Staff and shore tours include service at the Office of the Secretary of Defense, the Bureau of Naval Personnel, and multiple tours in the Office of the Chief of Naval Operations.

As Chief of Naval Operations, Mullen led the united maritime strategy, oversaw support for the Global War on Terror, and expanded relations with partners and allies.

As Chairman of the Joint Chiefs of Staff, he focused on Joint/combined combat operations in Afghanistan and Libya as well as a major humanitarian operation in Japan; implemented the repeal of Don’t Ask/Don’t Tell; and stood up U.S. Africa Command and U.S. Cyber Command.

“This is an honor of a lifetime and one I certainly never expected. It says so much about the Navy that I love, and it represents most of my life at sea,” said Mullen. “So,



along with my wife, Deborah, and my family, this is just something that is so very, very special.”

Arleigh Burke-class destroyers, built around the Aegis Combat System, are the backbone of the U.S. Navy’s surface fleet providing protection to America around the globe.

“DDG 143 and DDG 144, once built and commissioned, will be the most technologically advanced warships ever built, just as Jack H. Lucas, Carney, Arleigh Burke, and each of their predecessors in the long and storied life of the class,” said Secretary Del Toro.

They incorporate stealth techniques, allowing these highly capable, multi-mission ships to conduct a variety of operations, from peacetime presence to national security, providing a wide range of warfighting capabilities in multi-threat air, surface and subsurface domains. These elements of sea power enable the Navy to defend American prosperity and prevent future conflict abroad.

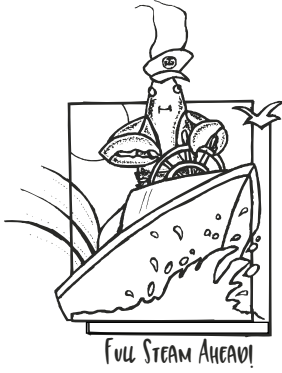




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Life Goes On

By Sheila Dassatt

Let’s look at the life of a fisherman in a nutshell. Over the past few years, we have been bombarded with challenges. We’ve been faced with surviving whale rules, being introduced to different ways to fish our traps such as “ropeless fishing” and dealing with wind farms that change the face of our coastline even for navigation. Then, on top of that, we are being faced with global warming and now the storms are raising the sea level even for our docks and roadways. Sounds like the “perfect storm” doesn’t it?!

At this point in time, we are trying to move forward the best that we can and start our 2024 lobster fishing season. A lot of docks and buying stations along the coast are still trying to recover and rebuild their facilities. This has been a challenge due to fuel pumps needing repair and our vessels needing fuel to set their first loads of traps. The price of bait and fuel is still expensive and the price of lobsters is consistently low.

Now I’m trying not to be a “Negative Nelly” but this is just how it has been going recently. I am very sorry to say that in our neck of the woods, or island...we’re seeing a lot of folks dropping out of the fishery. This is a sad sight to see. Somehow I feel that we are very fortunate to be part of this fishery at this time of our lives. It is very traditional and very hard work, but as they say “my worst day on the ocean is better than my best day on land.”

With this all being said, let’s enjoy life just a little bit. With June being here, it is the start of the Maine Lobster Boat Racing season. This is one of our pleasures that includes the entire family and is actually generational. Most folks take a cooler with a picnic lunch in it, family is together and take the time to drift from one boat to another just to say “Hi.” The races themselves start with our young ones in outboard skiffs and move up to the larger boats from there. Generally, at each race location, there is also a Blessing of the Fleet which is a very good way to start the season.

If you have a chance, try to take in one of the lobster boat races, it is an event that you will not see just anywhere. As I say, they are traditional and there may be an opportunity to hop on a boat if you know one of the fishing families. It’s a memorable event!

The one thing that I would like to stress is that this is our busy season in the lobster fishery, as our inshore season is generally from the end of May to the end of October and November at the latest. So we give up a lot of functions in the summer because we are working our hardest during these months. It is also when we are producing all of those lobsters that go for those summer picnics and shore dinners!

It has been on my mind lately, especially with safety in mind for those that are not used to our way of life. We all know that Maine is labeled “Vacationland” on our license

plates and it is a beautiful place to come and visit. But please bear in mind, that in these small fishing communities, life goes on.... Wouldn’t it be great to grab your kayak, throw it on the roof of your SUV and head for the islands! Here is my concern from the other side of this coin: the ocean is much different than the lakes and the “on golden pond” theory. Yes, it can be peaceful and serene, but it can also be very dangerous. Last year we had nothing but fog and thick fog at that. According to the U. S. Coast Guard, these kayaks are supposed to have a radar indicator on them somewhere for visibility. This is actually one of their rules of the road. Do you have yours set up that way? I hope so.

These fishing boats are coming and going during their workday and in the fog, they don’t see you until the very last minute and these boats cannot stop on a dime. I am saying this because it can be a big safety issue for all involved. We need to carry on business as usual and need to have the respect of everyone that is using our ocean.

Ironically, about the time that the boats are coming in with the catch of the day, which is around 1:30 or 2:00 (they have an early start to the day), the pleasure boats are just getting out there and pardon me, but right in the way. At that time of the day, the patience of our fleet might not be the best, so please take this in mind. I’m just saying...

Yes, Maine is beautiful and the fishermen are probably something you don’t see every day if you’re from the Midwest or wherever, but we are generally fairly tolerant and don’t mind taking the time to show our lobsters to the youngsters. We appreciate the support and want our folks from away to understand that we are not to be afraid of just because we may appear intolerant. (this kinda goes for walking down the middle of Main Street with your cameras) you might get a bumper on your butt! Just saying...

So there, I’ve spoken my concern and hope that you don’t take me wrong. I hope that we can understand each other and wish you a great vacation on this beautiful coast that we are fortunate to call “home!”

Maine Dept. of Marine Resources

Public Notice of Federal Consistency Review - NOAA Vessel Operations 2023-2038

May 15, 2024

The National Oceanic and Atmospheric Administration (NOAA) Office of Marine and Aviation Operations (OMAO) submitted a national consistency determination to address potential coastal effects from vessel operations undertaken by OMAO from 2023-2038. OMAO vessel operations include routine activities such as vessel movement, anchoring, waste handling and discharges, and vessel repair and maintenance. OMAO may also operate active acoustic systems and other sensors, data collection systems, uncrewed marine and aircraft systems, small boats, and conduct over the side operations. The NOAA fleet needs to be modernized by updating vessels in the existing fleet and replacing aging vessels with new vessels built specifically to support NOAA missions. This action is subject to review for consistency with the enforceable policies of Maine Coastal Program under 15 CFR 930, subpart C. More information about the project can be found at <https://www.maine.gov/dmr/news/>. Public comments will be accepted through June

7, 2024 and can be sent to DMRCoastalProgram_FC@maine.gov

Elver Harvest Reported Through May 15, 2024

May 16, 2024

DMR

Pounds Reported - 7,358.96

Overall Quota - 7,566.00

Remaining Quota -207.06

MALISEET

Pounds Reported - 89.68

Overall Quota - 107.00

Remaining Quota - 17.32

MICMAC

Pounds Reported - 38.94

Overall Quota - 39.00

Remaining Quota - .06

PASSAMAQUODDY

Pounds Reported - 1,526.72

Overall Quota - 1,271.40

Remaining Quota - -255.32

PENOBSCOT

Pounds Reported - 617.71

Overall Quota - 620.00

Remaining Quota - 2.29

Dealers reported buying a total of 9,631.994 pounds out of 9,603.40 available pounds with a reported value of \$11,997,920

Continued on Page 23

Publisher's Note

Continued from Page 4

and shelter and a new professional paint job on her topsides. She is looking really good.

Boatbuilder Isaac Beal has been at the shop most days working on his boat CHRISTOPHER. He is having a great time and he has been teaching the crew some of the things he knows. Willis Beal has also been coming in as he is working on his boat EIGHT BELLS. He also offers up knowledge for the crew.

The biggest challenge has been getting to square one and that means outfitting the shop and the store. We are now working on the Beals Island property getting that ready to erect a shop for Joe Lowell and Downeast Custom Boats, who will be arriving the end of December. We are still going forward albeit not as fast as I would like, but...

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Commercial Fishing News

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

From the Director -

Here we are, at the beginning of the 2024 Lobster Season! It has been a bit of a roller coaster this past year and I'm hoping that we can possibly have a good season this year. Have you heard the saying "we've been dodging bullets for a while now!" This seems to be true, but with the help and unity of the fishing associations working together, we have been holding things at a low roar. We attended a nice function that was sponsored by our local lobster dealer, and in our conversation, it was mentioned that we have all been working together to the best of our ability...and it helps and certainly works.

Right now, the ASMFC is thinking over giving us a little more time to prove the science for the amount of lobster stock that is actually out there. D.E.L.A. does not approve of a gauge increase. It is believed that after Covid, we need more time and possibly different locations to do the research of science and location of where the lobsters are more abundant. It was also mentioned when speaking to various fishermen, that with the increase of our ground fish once again, the small lobsters are actually prime food for them. It all goes back to the balance of nature. It is great that the fish are coming back, but they also eat small lobsters as well as all of the seals that we now have. These are all factors to take into consideration that we may not think about right up front.

The good news is, that right after the hearing at the ASMFC meeting, we had a meeting with our Maine R.E.D. Board (license plates, Research, Education and Development), with proposals that will expand the science for lobster research. This will include an opportunity for the fishermen to get involved. They will be expanding the ventless trap survey, the sea sampling will be hiring more help within the DMR and will be applying for permits to also do sampling in the Federal Zone. They also plan to study

the molt frequency and timing of the molt of larger lobsters. There is also concern about if lobsters eat pig hide in a natural setting and if it affects their lobster health. This is all with the plan to improve the quality of our lobster stock and health. We do not want to pass along any lobster health problems due to bait consumption.

We are all kicking it right into gear and making the most of the time that has been allotted to us to do the research that is needed in a timely manner. This is most important to all of us, lobstermen and dealers alike.

If you have an opportunity to take a look at Andrew Joyce's video that was posted recently, this was also concerning the lobster gauge concern. I have it posted on our DELA Facebook site and it includes interviews with our President Hilton Turner and our Vice President Ethan Turner. It is a very well done video and the interviews are straight forward and right to the point.

Just for your knowledge, we can't forget the whale rules that we have received a reprieve with. We need to keep it in our focus so we don't lie dormant and then have it right up front and center once again. This will all begin in 2025 with the Take Reduction Team meeting in late summer, early fall to discuss risk reduction measures and targets. They will hold another meeting in January of 2026 to finalize their recommendations. The final rule should be decided in the fall of 2027 and then put into place on January 1, 2029. This seems like a long way off, but who knows where we will all be in that time frame? I shouldn't say it, but I have seen a lot of our fellow fishermen selling out, their boats are up for sale as well as their traps. This is a sad state of affairs, but it seems to be a happening reality.

The next update that we are facing is the Maine Offshore Wind Research Array. The Maine Governor's Energy Office will host an informal webinar on Maine's off-

shore wind research array leasing process from 4:00 to 5:30 p.m. on Thursday, June 20th. This will present an overview of the state's floating wind research array. The presenters will be from BOEM, Bureau of Ocean Energy Management and the Maine Department of Marine Resources. This will be a recap of the presentations that were given at the BOEM Open House in Portland on May 28. This will provide an update on the investments and activities. Please remember, this Wind Research Array has been in the making with the Governor's Energy Office for quite a while now. It started out with representatives from each aspect of the fishery.

I would also like to offer our sincere condolences to the Family of Carlton Joyce of Swan's Island who passed away recently. His family, along with his son Jason, is a long

time tradition in the fishing industry and will be greatly missed. Godspeed Carlton.

Please feel free to contact me at any time about membership! Our Downeast sector definitely is involved with the industry and we all need to speak for our section of the coast. In the Downeast part of Maine, there is no big industry to help sustain our economy. We need to participate and maintain our fishing heritage and speak up for our fishing families. There are membership forms in this publication and you can also contact me at dassatt711@yahoo.com. We have signed a lot of members through contacting me at this email address. I am very happy to speak with and meet each and everyone. My phone number is also 207 322-1924 and feel free to call or text any time.

Take care and have a safe season, Sheila



The schooner ISAAC H. EVANS hauled out at Bristol Marine, Boothbay Harbor.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Studying Sound in the Ocean to Prepare for Offshore Wind Development

May 09, 2024

Moving the nation toward renewable energy and away from fossil fuels is a big priority for the Biden administration in its effort to address climate change. And a key piece of the strategy to get there is generating more offshore wind energy.

Passive acoustics—or underwater listening technology—is a useful tool for monitoring marine mammals. It’s also increasingly important as offshore wind energy development progresses along the East Coast.

In our new episode, we’ll hear from Sofie Van Parijs, passive acoustics lead at the Northeast Fisheries Science Center. She talks about a study that used passive acoustics to record the sounds in the ocean off of southern New England, which is a vibrant and diverse area for whales and other marine mammals. Scientists monitored ambient sounds, fish and marine mammal activity, vessel occurrences, and other noises around offshore wind turbines. This data, along with other tools and technologies, will help us prepare for and mitigate the impacts of offshore wind developments.

Our experts also address some of the misinformation about offshore wind development and its potential impact on whales and other marine mammals.

Dam Removals Boost Atlantic Salmon Populations in Maine

May 23, 2024

Habitat restoration efforts on the Penobscot River in Maine will help Atlantic salmon population recover and support ancestral traditions of the Penobscot Nation.

The Penobscot River in Maine is one of the last places in the United States where you can still find Atlantic salmon. It’s also the historic home of the Penobscot Nation—the Indigenous people who have watched as industrialization polluted the watershed and caused fish populations to plummet. Now, new federal funding is supercharging efforts to restore the river and watershed.

In this new episode, we’ll hear from Matthew Bernier, a marine habitat resource specialist in the NOAA Fisheries Restoration Center in the Office of Habitat Conservation, and Chuck Loring Jr., a member of the Penobscot Nation and its director of Natural Resources. The Penobscot Nation is a longtime partner with NOAA Fisheries and is one of the recipients of funding opportunities made possible by the Bipartisan In-

frastructure Law and the Inflation Reduction Act. They’ll discuss projects that include removing dams, replacing undersized culverts with fish-friendly road crossings like bridges, building fish ways, and restoring coastal habitats such as salt marshes. The funding will also restore historic habitat and increase the resiliency of communities to climate change effects.

Compiling the First-Ever Color Portrait of Narraguagus River Thermal Habitats

May 24, 2024

Valerie Ouellet has a passion for freshwater ecology. “I grew up fishing salmon and trout in Quebec, Canada, and I am connected to both fish and rivers. For me, trying to find ways to conserve migratory fish species and their critical habitats is really a passion. I have two little boys. I want them to be able to have those connections to aquatic ecosystems. Without those habitats, that won’t happen.”

This summer, Ouellet hopes to take a big step forward in her work. She’s launching a pilot project using specialized infrared camera equipment and a helicopter to map surface temperatures along an entire river system in Maine. The river provides habitat for endangered Atlantic salmon and other migratory fish. If it goes well, the next step is to expand this kind of monitoring to more rivers and build local capacity in Maine to achieve it.

The mapping project is a collaboration between our Atlantic Salmon Ecology Research Branch and the U.S. Department of Agriculture’s Natural Resources Conservation Service. “I designed this pilot project so we can have a blueprint for how to use the information in partnership with the Natural Resources Conservation Service, while supporting a parallel effort with many partners to replicate this work across Maine,” said Ouellet. Partners include state and federal agencies, the Penobscot Nation, environmental non-profit organizations, and universities.

“This important collaborative work is funded under President Biden’s Inflation Reduction Act—the largest climate investment in American history and part of the Investing in America agenda,” said Matt Walker. Walker is the Maine state conservationist for the Natural Resources Conservation Service. “Working in partnership with the science experts at NOAA, our goal is to help identify more opportunities to support the critical Atlantic salmon habitat.”

All the Connections We Cannot “See”

Sea-run fish connect ecosystems throughout their life cycles. Ouellet’s work is about restoring connectivity where it has been disrupted, to improve conditions for migratory fish populations. Dams are an obvious example of a disruption, because they are a barrier to fish migration. Ouellet is looking at something that’s equally important but harder to see.

“A dam is a big physical barrier that prevents fish from moving,” she explains, “but there is also connectivity we don’t see. Rivers are getting warmer and as that happens, stretches of a river can get so warm that they affect connectivity just like a dam does! We have a lot of species that only migrate a short distance up our rivers but Atlantic salmon, sea lamprey, and American eels have crazy long migrations. They are more affected by loss of connectivity. The cold water patches I study are particularly essential to them, especially salmon.”

Rivers contain a patchwork of depths, water velocities, and flow, and temperatures that change over the seasons creating a variety of habitats. Species move in and out of these to find the optimal places to grow, eat, digest their food, rest, and breed. Fish use both warm- and cold-water habitats during their life times, but as rivers warm there is concern that cold-water patches will become scarcer or weaker. “We are trying to improve the habitat by doing restoration,” she said. “With this baseline map we can target our efforts where they will be the most effective.”

Mapping Temperature in the Narraguagus

The Narraguagus River is one of seven in Maine that supports the nation’s only remaining wild populations of Atlantic salmon and is the site of the pilot project. Ouellet and her team will take the thermal images this summer and then analyze how the different thermal habitats are arranged at the river-scale. With that information, researchers can better understand: What cold water habitats are key to species resilience; Where to direct our restoration efforts; Where the river is most likely to have better productivity. Infrared thermal imaging allows us to see what the human eye can’t detect, capturing a color-coded image of the river reflecting temperatures of the water and adjacent land. “You can also do that with a drone, but you only get short stretches of the river. With a helicopter you can map the whole system. I am working with colleagues from the United

Kingdom, France, Canada and the United States to share expertise and bring us up to speed on these technologies.”

Both drone-based imaging and larger scale imaging have value, but a baseline map would provide the first ever comprehensive look at the river as a whole. Ouellet noted the importance of the consistent monitoring that is already taking place. “A map is a snapshot in time. Routine, place-based monitoring provides a measure of change over time in a variety of factors.”

A Conservation Legacy

Ouellet believes that this work can substantially improve prospects for restoring rivers and migratory fish, and the watershed as a whole. This could inform all kinds of conservation decisions.

“You look at the surface of the river and you don’t usually see fish, at least not a lot—but suddenly in the spring the river is moving, black with fish, and this is just a small portion of what our ancestors saw. This is a legacy that I hope we can preserve for future generations so they will keep seeing that and enjoying that moment.”

“By developing tools and products for climate mitigation and resilience, this can ultimately enhance cold water fish resources beneficial to both recreational and at-risk species,” said Walker. “The Natural Resources Conservation Service is committed to being part of cooperative partnerships like this that address natural resource concerns through scientific and cooperative avenues.”

Shark Depredation: A Frustrating Experience for Fishermen in the Atlantic

June 04, 2024

Saltwater fishing boat with poles in the Gulf of Mexico near Alabama.

Shark depredation is the partial or complete removal of a hooked fish by a shark directly from an angler’s line before the line can be retrieved. It is a growing concern for recreational anglers. NOAA Fisheries is taking steps to better understand the frequency of depredation events and the circumstances around these interactions.

Research shows several possible reasons for an increase in shark depredation.

More sharks: Populations of some shark species have recovered from overfishing thanks to NOAA Fisheries’ conservation efforts under the Magnuson-Stevens Act.

More anglers: Increasing numbers of anglers releasing more fish—possibly in-

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MISCELLANEOUS COMMERCIAL FISHING NEWS

jured or dead—which can attract sharks. Learned behavior: Some evidence suggests sharks can learn from previous interactions and begin to associate the sounds of fishing boats with easy meals.

It is important to consider that sharks are not the only animals capable of depredation. Dolphins, seals, groupers, and other large fish are all known to feed on anglers’ catch. While sharks are easy to blame, they are not always the culprit.

Diving Deeper with Research

We are funding research into shark depredation in recreational fisheries. A recent study by researchers at Florida Atlantic University and Mississippi State University set out to: Assess the extent of shark depredation in the southeastern United States, with a particular focus on Florida. Identify the major depredating species and fisheries involved. Understand how depredation shapes angler attitudes towards shark conservation and management.

Using social media data, angler surveys, and DNA analysis, researchers determined that there were distinct regional and seasonal differences in depredation probability. The highest probability occurred during the spring and summer seasons. There was a consistently high probability of depredation in the southeast and Florida Keys across all seasons.

Survey results also showed that angler perceptions of depredation were consistent with findings from other studies. Most respondents felt that depredation levels have stayed the same or increased in the past 5 years, and anglers who experienced depredation were less willing to support shark conservation efforts.

Most Commonly Depredated Species

Overall, the study revealed the most commonly reported depredated species in Florida were: Greater amberjack; Mutton snapper; King mackerel; Gag grouper; and Sailfish.

Species Most Frequently Preying on Catch

Using DNA swabs of shark-damaged fish collected by fishing charters, research-

ers identified sandbar sharks and bull sharks as the species most frequently preying on catch. This was consistent with what anglers in the Southeast reported in surveys and online.

Addressing Depredation

Shark interactions with fisheries are complex and challenging. NOAA Fisheries is committed to better understanding and finding ways to minimize interactions. To this end, we’re: Conducting stock assessments on sandbar and bull sharks, the two species identified as the primary depredating species, in the coming years; Supporting research aimed at better understanding how anglers can better avoid depredation, including recently funded studies assessing shark deterrent technologies; and Identifying effective ways to systematically monitor depredation, such as collecting data on these events as part of regular dockside surveys of anglers or through the use of mobile reporting apps.

NOAA Shares Plans to Re-envision Recreational Fishing Data Collection June 05, 2024

This is the primary goal of our current federal-state effort to re-envision the recreational fisheries data collection program.

We collect recreational fishing data from anglers through our network of surveys. These data result in estimates of recreational catch and effort. Alongside commercial, observer, and biological data, they help inform stock assessments and resulting fisheries management advice. Our aim is to provide optimal fishing opportunities while balancing the need to protect marine fisheries resources.

While our current data collection program has its strengths—including tracking long-term patterns in recreational fishing activity—we acknowledge the program’s challenges. We recognize the need to re-evaluate our approaches and strive for a new collaboratively developed vision for recreational data collection that builds on the

Continued on Page 24



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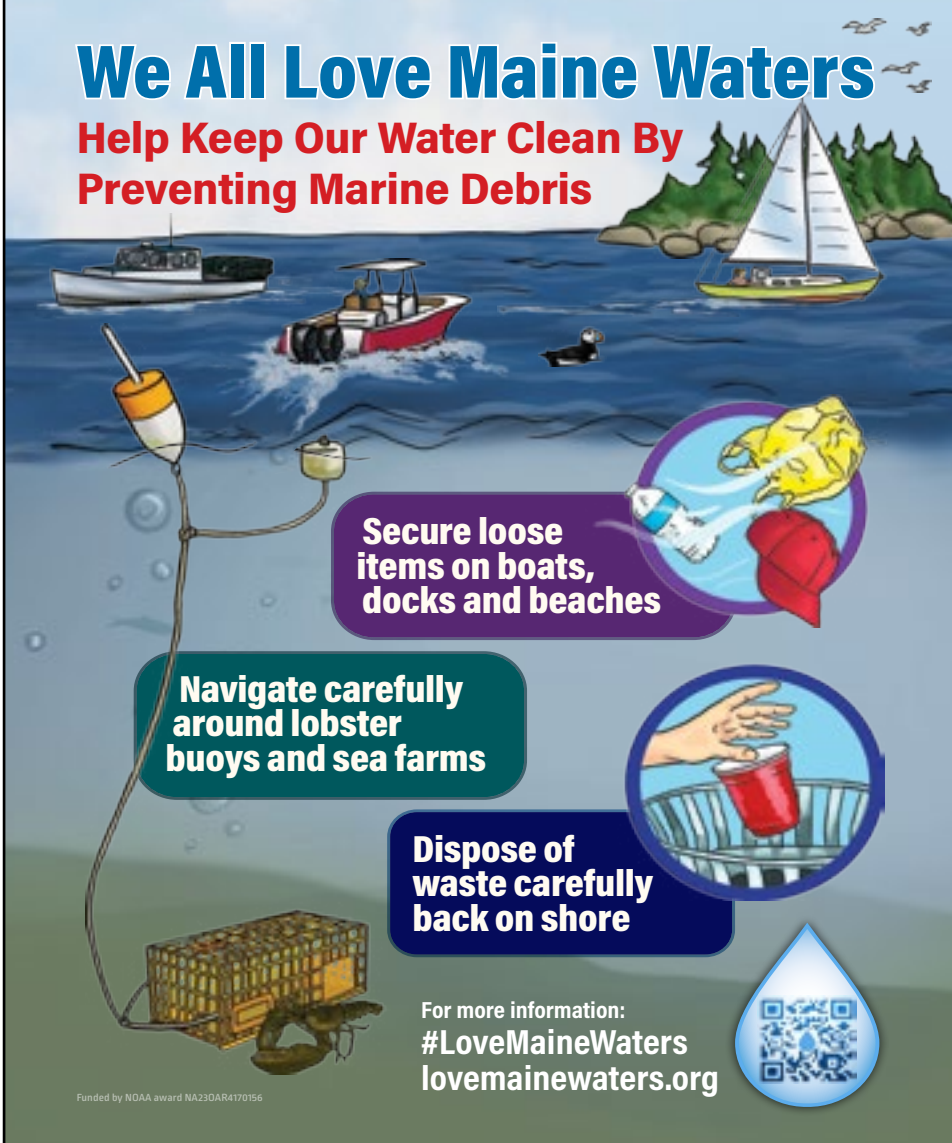
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Boat And Ship Yard News



A starboard bow quarter view of the 63-inch model under construction by Willis Beal of Beals Island.



This is the Wheeler 55 under construction at Brooklin Boat Yard in Brooklin. It has been impressive watching her go together. She is scheduled to be launched the end of June.



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Newcastle Marine/Blood Boat Works Newcastle, ME

Rob Blood was able to sneak his boat, the 36-foot schooner OUTWARD BOUND, into the water mid-spring. This winter they recanvassed her cabin house using traditional canvas. They also stripped all the varnish off her spars and oiled them, re-rigged her and then gave her a coat of paint. When she went over she hardly leaked and they sailed her from Barter’s Island to Wiscasset.

MONICA, a 36-foot Rhodes Whistler came in for some repairs. They worked on the stem and removed the hardware and stripped her mast and re-varnished it. She went over in early June.

There was a 36 or 38-foot double-ended Sparkman & Stephens design in for work. She got all new bolts in the stern posts and horn timber, probably 10 or 12 new planks back there, new rudder post and rudder. Next, they were going to do new thru-hulls fittings. The owner was then scheduled to come in and do all the painting.

The Hodgdon power boat has just had her cockpit sole replaced. Last year they worked on her backbone and that is complete, except for the shaft log, but they still need to plank that. They also need to re-install the fuel tank and then paint and varnish. They were hoping to have her over the end of June.

The Concordia is on hold as the owner’s other boat, an Apogee 50 suffered an incident and needed a lot of work done. All the wiring and systems needed to be replaced as

well as refinishing the interior woodwork. They still have to have her hauled out and replace the wires in the mast. This project was in Kittery and that caused a little issue with logistics. They are hoping to get back on the Concordia late this summer or early fall.

When Rob took over the business in 2022 they had between 35 and 40 boats they stored. This has grown to almost 70 and they are hoping next year to store around 90.

Custom Composite Technologies Bath, ME

Owner Steve Hassett was starting to think about retiring and was looking for an exit plan. He thinks he has solved that issue. His son, Nathaniel, spent quite a bit of time in the shop learning the composite trade before moving out to the State of Washington. He worked for Stratos Aircraft in Redmond, Oregon running their shop for the last two or three years. While there he worked on a light passenger jet, which was built of pre-preg carbon. He has been back three years and running this shop.

One of the main projects is doing pilothouse and rooftops for The Hinckley Company in Trenton. They are doing these for four different picnic boat models: 37, 40, 43 and 57. They have also done some other smaller components. It is all about the level of finish, which is extremely high as shine sells. Nate was extremely helpful as he understands working through check lists which gives the customer exactly what they



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Boat And Ship Yard News



At Rollin’s Boat Shop in York there was this Eastwind 25, which was being finished for a customer from New Hampshire. She is a well-thought out pocket cruiser and for those interested she is for sale.

want, every time.

Another project they are involved in is the 95-foot sailboat under construction at Rockport Marine in Rockport. Steve explained, “They had a structural interior that they needed to have made. The whole inside of their boat as far as the main structure is all composite. We started off with three rather large carbon bulkheads. They are a complex laminate schedule to say the least and then we followed up with all of the other structural members which were the floor timbers and the structural longitudinals. We supplied them as needed through the project and we are on the last couple of parts for the longitudinal members, which are just carbon capping planks that go right over the top of all of the longitudinals.”

Once they are done with these there are additional parts and pieces Rockport Marine will need to have fabricated and they are quoting these pieces.

Steve added, “Another project was project panels for Bruce Farrin, built to his specifications. They were pretty much 8 x 8 or 8 x 10 by either a half-inch or three-quarter of an inch. We vacuum infused the panels with a vinyl ester blend with over width fiberglass. It had matte in there so he could grind on the panels. We made them, like 8 x 16 and then I cut them in half. He really likes them because they are flat and already smooth as they have peel-ply on both sides. You just peel the peel-ply off and start cutting and putting them in place.”

A lot of builders like buying panels such as this as it saves them a lot of time in the construction process. Steve said, “We did make panels for Moore Brothers. They needed some, essentially backup structure for their moulds. They were five feet wide and 56 feet long. They were infused with carbon and balsa core and then we post cured them in our oven. Then they were cut into



This is a windshield for a Hinckley powerboat, which is under construction at Custom Composites in Bath.

sections, whatever length that they needed.

Custom Composites just does not do just boat parts and pieces. One project they have been working on is a BMW for VSR-1. They were building parts that you could not purchase off the shelf. They have also been building parts for robots, which work in a plastic cutlery factory. Steve added, “The parts that we have been building is just plating. We do get involved with the actual robot arm parts, These are not like robots that are walking around. These are robots that are moving something.”

They also have a couple of projects they cannot talk about.

Gamage Shipyard South Bristol

Maine Yacht Center, a full-service boat yard and marina located in Portland, is pleased to announce that they will be purchasing Gamage Shipyard in South Bristol.

The acquisition is scheduled to be finalized on 28 June.

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They recognize the entire Gamage team for their commitment to the working waterfront and service to the local boating community. The team, like much of Mid-Coasts’ waterfront worked double duty during the

Continued on Page 18



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Boat And Ship Yard News



This is a Hodgdon 27 having some repair work down at Newcastle Marine/ Blood Boat Works in Newcastle. They have repaired the aft end of the keel and have now just replaced the cockpit deck.

Continued from Page 15

past months bringing back the facility to operational capability following the damage from the January storms.

MYC’s goal is to continue this commitment. They will add qualified marine technicians to enhance the service capabilities of GSY and continue to improve the facilities as they grow the business. They will carry on the long-standing tradition and continue to operate the business under the Gamage Shipyard name.

Current GSY customers will experience a smooth transition. After closing, they look forward to meeting existing customers as well as new or returning customers and providing them with quality service over the summer months and winter storage and maintenance to follow.

Jeremy Beal/Wayne Beal Boat Jonesport

Sitting halfway into the shop was MY TURN [formerly MISS MARIENA, a Wayne Beal 32], which was getting re-powered with a 500-hp Cummins. During the winter Jeremy purchased the boat from his father, Wayne, who has opted to fish out of one of his 23s. She was then given a facelift and his daughter Mariena will try her hand at lobster fishing this summer. She will also try her hand at racing.

The Willis Beal wooden boat LITTLE BRUV is in and they have fitted a 36 top to her. They had to narrow the top and the owner wanted the glass top to look like the original Willis had done. Next year, the plan is to do the trunk cabin.

Last fall there was an incident when Calvin S. Beal lost his boat offshore. For-



Another pair in for work at Jeremy Beal’s shop is Calvin Beal 38 and LITTLE BRUV.

tunately, she was salvaged and Calvin was able to purchase the boat from the insurance company. They have made repairs as needed and replaced the wiring and electronics. She will now have rubber windows, instead of aluminum as the aluminum ones take too long to get. Next, she will get painted.

Next in is a South Shore 38, which has been sitting in Friendship for about 20 years. They are going to strip her down to almost a bare hull and shaft. They then finish her out with a modified Wayne Beal 40 top.

They also have a 21-foot Repco, which has been lengthened to redo for a customer from Massachusetts. Then there is a Wayne Beal 36 to build and the motor that came out of MY TURN, a 600-hp Cummins, will be going in her. This will be followed by a Wayne Beal 42 for a fisherman from Boothbay.

Another boat that he worked on this past winter was THUNDERBOLT for Bruce Engert of Boothbay Harbor. Jeremy gave her a new paint job, but did not have time to add rails. Unfortunately, Bruce passed away in May and it was unknown if young Bruce would bring her out this year.

As for MARIA’S NIGHTMARE II, she has had some engine work done. Jeremy thought she might have swallowed some water on her run back from Portland last year. He removed the injector pump and had it cleaned and made sure the injectors were good. He decided not to do any other modifications so she will probably run about the same as last year. There are some gasoline powered boats sporting big power coming out this year, but they should not be a real threat. The only one Jeremy feels could be a threat is Cameron and Glen Crawford’s WILD WILD WEST, which they say will not be out this year.

Rollin’s Boat Shop York, ME

In the shop they have taken on the Eastsail 25, which is being finished out as a motorsailer. This boat has been at Brion Rieff’s shop in Brooklin and then it went to Billing’s Diesel & Marine in Stonington. She was designed by Elliott Spaulding of Freeport in 1996.

They are putting in the systems, completing the engine installation (16-hp Beta

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Boat And Ship Yard News



John’s Bay Boat Company launched VIGILANT, a yacht for a customer from Friendship, on Saturday, 8 June.



The new owner with family on the left, Peter Kass nine in and the current owners of John’s Bay Boat Co. boats.



John’s Bay Boat Company launched VIGILANT, a yacht for a customer from Friendship, on Saturday, 8 June.

Diesel), installing the chainplates, seacocks and electronics.

Paul Rollins said, “She is a mini motor-sailer. I think it would be a cool boat to go down the waterway and out to the Bahamas in. I like being out of the sun and this one has a great shelter. It should be thrifty. The engine is not a V-8 diesel and cheap dockage, it is short.”

In the same bay is Paul’s wooden sloop, which was designed and built by Bud McIntosh in 1965. Paul found the boat in the back of WoodenBoat magazine in the section “Save a Classic.” She sat in a field up in Vermont for more than two decades, but that did not stop Paul. He had her truck to his shop and he began rebuilding her. After three years she was ready for the water. He has sailed her the past couple of seasons

and is hoping to get her over again this year. The cost to put her over is a consideration, but also leaving her out is not good for her longevity. He plans to get her painted and may even change her helm from tiller to a wheel. Hopefully, she goes over this year and he enjoys a cruise Downeast.

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Lobster Boat Racing Begins at Boothbay & Rockland



Andy Correa’s [Boston Whaler 15; 90-hp Yamaha] and Mason Vintinner’s SCREEN TIME had some real closes races last year. They continued the battle between each other with the win just going to Andy Correa by half a boat length.

Continued from Page 1

MAY [Holland 32; 425-hp Cummins] with a speed of 38.8 mph; and Class F, Winfred Alley’s FAITH MELLE [Libby 34; 425-hp Cummins]. The top boat in Diesel Class G (436 to 550 hp, 28 to 35 feet 11 inches) was Mariena Beal’s MY TURN [Wayne Beal 32; 500-hp Cummins] from Jonesport. This was her grandfather’s (Wayne Beal) lobster boat, which her father Jeremy bought this winter and she will be fishing this summer. In second was Ari Meehan’s SEMPER FI [Crowley Beal 28; 500-hp Cummins]. Three boats were at the starting line for Class H (436 to 550 hp, 36 feet to 39 feet 11 inches). It looked like a close battle as they headed up the course, but then Travis Otis’ FIRST

TEAM [Northern Bay 36; 410-hp Sisu 645] went dead in the water. Willie Coombs’ ME-LYNDA M. [Wayne Beal 36; 500-hp FPT] slipped out in front and won with a speed of 35.5 mph. Second went to Brodie Eaton’s FALLEN ANGEL [Calvin Beal 36; 530-hp FPT] from Deer Isle. There has been a good battle between Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] and Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] in Class I (551 to 700 hp, 28 to 35 feet 11 inches) with LIL’ LISA MARIE being the majority winner. Today was no different. HAPPY HOUR [Mitchell Cove 35; 650-hp Scania] from Perkin’s Cove has not raced since 2018 when she was owned by Zach Donnell. She is now owned by Kyle Drapper of Perkin’s Cove and he took third.



Ari Meehan’s SEMPER FI [Crowley Beal 28; 500-hp Cummins] and Winfred Alley’s FAITH MELLE [Libby 34; 425-hp Cummins].

Sean Clemon’s MEANKATHLEEN [Wayne Beal 36; 700-hp Scania] took the top spot in Diesel Class J (551 to 700 hp, 36 feet to 39 feet 11 inches) with a speed of 38.3 mph. Second went to Kevin Glover’s QUICK STEP [Holland 38; 600-hp Detroit] followed by Allan Dugas’ DELUSIONAL [38’ John’s Bay Boat, 600-hp Cummins] run by his son Jake. Four boats were on the starting line for Class K (701 to 900 hp, 28 feet to 39 feet 11 inches) and it was going to be a good match up between Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] and Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] from Stonington. As they headed for the finish it was close, but BLUE EYED GIRL was just out in front when they crossed the finish line. In Class L (901 hp and over, 28 feet to 39 feet 11 inches) no one was surprised to see Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] streaking for the finish line with a speed of 52.4 mph. Over the winter he had done some engine maintenance and should be capable of running in the low 60s. Second went to Lief Albertson’s ALL SET [Holland 38, 1,200-hp MAN]. Richard Hilding’s SEA BREEZE [Osmond 40; 500-hp Cummins] showed the way to the finish line in Diesel Class M(A) (40 feet and over, up to 500 hp). Second went to Alan Knowlton’s SEA URCHIN [Young Brothers 45, 425-hp John Deere] and third was Justin Papkee’s PULL N’ PRAY [Wayne Beal 40; 500-hp Hyundai]. The top boat in Diesel Class M(B) (40 feet and over, 501 to 750 hp) has been Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] for a number of years and today was no different. Second went to Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] who was back just a boat length. There were several very closes races last year in Diesel Class N(A) (40 feet and over, 751 to 1000 hp) and this year was beginning no different. The two top boats were Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT] and Ryan Lemieux’s OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and there was not much difference between them speed-wise. With the drop of the flag, they headed for the finish line and again the judges could see it was going to be another close one and they finished with about 20 feet separating their bows with the win going to OBSESSION with a speed of 41.1 mph. In Class N(B) (40 feet and over, 1001 hp and over) the win went to Mack Kelley’s FIFTH GENERATION [Wesmac 46; 1,000-hp FPT] followed by Tom Clemon’s 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar].

There was just one boat in each of the Wooden boat classes. QUEEN’S LADY won Class A and Allan Dugas’ DELUSIONAL took Class B.

LYNN MARIE did not show for the Gasoline Free-for-All. The win went to BROWNEYED GIRL followed by WANDA

LOU.

There were ten boats entered in the Diesel Free-for-All so they were broken up into two heats and the top three boats from each heat would face off in the finals. In Heat I, the top three boats were MARIA’S NIGHTMARE II, LA BELLA VITA and WHISKEY GIRL. In Heat II, the top three were: BLUE EYED GIRL, KIMBERLY ANN and MEAN KATHLEEN. No one was surprised to see MARIA’S NIGHTMARE II leading the others in the finals followed by LA BELLA VITA and KIMBERLY ANN.

Three boats (MARIA’S NIGHTMARE II, LA BELLA VITA and BROWN EYED GIRL) went to the line for the final race of the day, Fastest Working Lobster Boat. Again, no surprise seeing MARIA’S NIGHTMARE II in the lead clocked at 58.5 mph followed by LA BELLA VITA.

One race down with another the next day at Rockland. A number of the racers headed right for Rockland after the races were finished and others stayed another night at Brown’s Wharf and headed for Rockland Sunday morning.

ROCKLAND- It was another picture-perfect day on the coast, bright sun with a slight breeze. I already had 22 racers who had signed up at Boothbay and added another 23 for a total of 45 boats. This was a big improvement over last year due to the much better weather, no strong wind out of the northwest with good size waves out on the bay.

There were some real close races and that made for an interesting day. Another interesting happening was when one of the racers after receiving their winnings cut the anchor line of the committee boat with their propeller. It took a little time to re-rig another anchor and tie off the one that was cut.

When making our way out to the finish line it was great to see a huge spectator fleet awaiting us. There were a lot of spectator boats in Boothbay, but they were quite spread out. Here, many were rafted up and having a good time.

Up first was the work boat classes. In Class A, there were two entrants. JENILY took the win with Baxter Holland, just three years old, helming BABY BARON [Holland 14, 30-hp Yamaha] in second with a speed of 26 mph. This is the fifth generation of Hollands to have raced. It started with Corliss, then to Glenn, Ed, Gavin and now Baxter. Two boats were entered in Class B and the easy winner was SCREEN TIME followed over by Regan Anderson’s TROUBLE [Carolina Skiff 16; 40-hp Tohatsu]. Six boats were on the line for Class C and once the flag dropped the excitement started. WHITE KNUCKLES was running up the side of breakwater and found some rogue waves launching him into the air a couple of times. He did settle down, but could not catch ZIP-PAH as they finished one-two. Third went to

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Lobster Boat Racing Begins at Boothbay & Rockland



Taking first in Diesel Class A was Gary Hatch’s QUEEN’S LADY [29’Rockland Boat; 220-hp John Deere].



Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] from Stonington did her best to get by Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania], but just could not as they finished one-two in Diesel Class K.

the USCG.

There was just LYNN MARIE entered in the Gasoline classes, Class E, so she ran the course by herself.

In the Diesel Classes just Class O had no entrants, but several had just one entrant: B, C, D, L and N(B). There were two entered in Class A and they were run with Classes B, C and D. QUEEN’S LADY got the win in Class A, with second going to Ed Up-ham’s BLACK MAGIC [Nauset 27; 135-hp Perkins]. The winner of B was Bill Oliver’s KAREN LYNN [South Shore 34; 220-hp John Deere]; C, Mike Gillespie’s LEAH MORGAN [Stanley 28; 265-hp Cummins] and D, Colyn Rich of Bass Harbor with his new boat, REBOUNDER [Provincial 39; 260-hp Cummins]. Three boats came to the line for Class E. AUDREY MAY has been the dominate boat of this class the last couple of years, but he has been challenged several times by Danny Eaton’s DESTINY [Crowley 28; 420-hp Yanmar]. As they made their way up the course it was close, but AUDREY MAY had gained separation and got the win by a boat length. Third went to Shane Carlson’s KAMERON & HOPE [Mitchell Cove 32; 355-hp Cummins]. The winner of Class F was FAITH MELLE followed by Avery Waterman’s SOUTHERN COMFORT [Mitchell Cove 35; 405-hp Cummins]. Mariena Beal continued her winning way in MY TURN by crossing first in Diesel Class G. Second went to SEMPER FI. Four boats were on the line for Class H and first went to MELYNDA M., followed by Jeremiah McDonald’s MARGARET ANN [Calvin Beal 36; 550-hp Nanni] with FALLEN ANGEL third. LIL’ LISA MARIE and MISTY were ready to battle it out once more in Class I. As they headed up the course it looked like the advantage went to MISTY running near the breakwater and even though LIL’ LISA MARIE was gaining, he ran out of race course, with the win going to MISTY. Jason McDonald’s HARD GOINS [Holland 38, 670-hp Cummins] took first place in Diesel Class J with Carl Gross’ HEY BABY [Northern Bay 36; 610-hp Volvo] second. In Class K LA BELLA VITA took the win, followed by Stephen Osgood’s SHOOTIN’ STAR [Northern Bay 36; 750-hp John Deere] and then Zach Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania]. We all know who won Class K, yes MARIA’S NIGHTMARE II. SEA BREEZE continued his winning ways in Class M(A) with second going to SEA URCHIN followed by PULL N’ PRAY. There were just two boats entered in Class M(B) with the win going to KIMBERLY ANN with ALEXSA ROSE second. Now came a rematch in Class N(A). OBSESSION had been victorious the day before, but as they headed for the finish it was too close to call and right at the line NATALIE E. slipped by for the win. Also, coming up with them was the only entrant in Class N(B), FIFTH GENERATION.

There was just one boat, LYNN MARIE, for the Gasoline Free-for-All and he streaked down the course at 54.7 mph.

Five boats came to the starting line for the Diesel Free-for-All and the win went to MARIA’S NIGHTMARE II. She was followed over by LA BELLA VITA and KIMBERLY ANN.

In the Wooden Boat Races, QUEEN’S LADY took Class A and DELUSIONAL Class B.

Just two boats came to the line for the fi-nal race, Fastest Lobster Boat. Unfortunately, LYNN MARIE did not run. The winner was MARIA’S NIGHTMARE II and second was LA BELLA VITA.

Next, it is onto Bass Harbor on 23 June. For those that would like to see the races from land a good spot is at the Swan’s Island ferry terminal. On 29 June the races head to Beals-Jonesport.

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We now have a listing of over 150,000 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.

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Lobster Boat Racing Begins at Boothbay & Rockland



Richard Hilding’s SEA BREEZE showing the way to the finish line in Diesel Class M(A). Justin Papkee’s PULL N’ PRAY took third and Alan Knowlton’s SEA URCHIN slid over in second.



MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] and KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] battling it out in the Diesel Free-for-All.



Jacob Noyes’ WHITE KNUCKLES [Aquasport 17; 175-hp Johnson] getting a little air in Work Boat Class C.



Brodie Eaton’s FALLEN ANGEL [Calvin Beal 36; 530-hp FPT] did all he could to get by Jeremiah McDonald’s MARGARET ANN [Calvin Beal 36; 550-hp Nanni], but just did not have enough as they finished two-three.

LOBSTER BOAT RACING RESULTS: BOOTHBAY HARBOR & ROCKLAND

BOOTHBAY HARBOR LOBSTER BOAT RACES 15 June 2024

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Jenily*, Jennifer and Emily Noyes (29.6 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) ---, Andy Correa (46.5 mph); 2) *Screen Time*, Mason Vintinner; 3) *Miss Diane III*, Ron Barrett (34 mph); and 4) *Trouble*, Regan Anderson. **Race 3 –CLASS C Inboards, outboards or outdrive 91 hp and up:** 1) *Zippah’*, David Noyes (49.7 mph), 2) *White Knuckle*, Jacob Noyes, 3) *Delusional*, Ron Pottle, 4) *Casco Miss*, Dave Johnston, and 5) *In Too Deep*, Ashton McLellan.

Race 4 –Fastest Working Lobster Boat – Boothbay: 1) *Blue Eyed Girl*, Andrew Taylor (43.1 mph), and 2) *Shoals Run*, Andrew Hallinan.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No entrants. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No entrants.** **Race 7 - Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling (36 mph), and 2) *Wanda Lou*, Tony Eugley (21 mph). **Race 8 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over. No entrants.** **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** 1) *Lynn Marie*, Steve Johnson (50 mph).

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 10 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Queen’s Lady*, Gary Hatch. **Race 11 - Diesel Class B - Up to 235 hp, 32 feet and over: No entrants.** **Race 12 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Wound Up*, John Albaum. **Race 13 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Whiskey Girl II*, Mark Davis. **Race 14 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (38.8 mph). **Race 15 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley, Jr. (40.2 mph). **Race 16 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Mariena Beal (42.5 mph), 2) *Semper Fi*, Ari Meehan, 3) *Shoal’s Run*, Andrew Hallinan. **Race 17 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs (35.5 mph), 2) *Fallen Angel*, Brodie Eaton, and 3) *First Team*, Travis Otis (17 mph). **Race 18 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (42.3 mph), 2) *Misty*, Chris Smith (38 mph), and 3) *Happy Hour*, Kyle Drapper (26 mph). **Race 19 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Mean Kathleen*, Sean Clemons (38.3 mph), 2) *Quickstep*, Kevin Glover (26.5 mph), and 3) *Delusional*, Jake Dugas. **Race 20 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (48.2 mph); 2) *La Belle Vita*, Jeff Eaton (47 mph); 3) *Shootin’ Star*, Stephen Osgood; and 4) *Regency*, Zach Donnell. **Race 21 – Diesel Class L – 901 hp, 28 feet and over:** 1) *Maria’s Nightmare II*, Jeremy Beal (52.4 mph), and 2) *All Set*, Lief Albertson (42 mph). **Race 22 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Breeze*, Richard Hildings (24.6 mph); 2) *Sea Urchin*, Alan Knowlton; and 3) *Pull ‘n Pray*, Justin Papkee. **Race 23 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (38.9 mph), 2) *Alexsa Rose*, Matt Shepard (37 mph), 3) *Temptation*, Wayne Clemons (33 mph), and 4) *Rolling*

Stone, Allen Dugas. **Race 24 – Diesel Class N(A) – 40 feet and over; 751 to 1,000 hp:** 1) *Obsession*, Ryan Lemieux (41,1 mph), 2) *Natalie E.*, Dana Beal (40.1 mph), and 3) *Pier Pressure*, James West. **Race 25 – Diesel Class N(B) – 40 feet and over; 1,001 hp and over:** 1) *Fifth Generation*, Mack Kelley (35.3 mph), and 2) *4 Ladies*, Tom Clemons (33.3 mph). **Race 26. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 27 - Wooden Boats (A) Any hp, up to 35 feet 11 inches). 1) *Queen’s Lady*, Gary Hatch (22 mph). **Race 28 - Wooden Boats (B) Any hp, 36 feet and over).** 1) *Delusional*, Jake Dugas (24 mph), and 2) *Rolling Stone*, Allen Dugas (21 mph).

Race 29 - Gasoline Free for All: 1) *Brown Eyed Girl*, Jim Koehling (36 mph), and 2) *Wanda Lou*, Tony Eugley (22 mph)

Race 30 - Diesel Free for All: Heat I: 1) *Maria’s Nightmare II*, Jeremy Beal (57.4 mph), 2) *La Belle Vita*, Jeff Eaton (43.4 mph), 3) *Whiskey Girl II*, Mark Davis, and 4) *Happy Hour*, Kyle Drapper. **Heat II:** 1) *Blue Eyed Girl*, Andrew Taylor (43.6 mph), 2) *Kimberly Ann*, Eric Beal (38.1 mph), 3) *Mean Kathleen*, Sean Clemon (31 mph), 4) *Fifth Generation*, Mack Kelley, 5) *Alexsa Rose*, Matt Shepard, and 6) *4 Ladies*, Tom Clemons. **Finals:** 1) *Maria’s Nightmare II*, Jeremy Beal (47 mph), 2) *La Belle Vita*, Jeff Eaton (43 mph), 3) *Kimberly Ann*, Eric Beal (38 mph), 4) *Mean Kathleen*, Sean Clemons, 5) *Whiskey Girl II*, Mark Davis, and DNF) *Blue Eyed Girl*, Andrew Taylor.

Race 31 - Fastest Working Lobster Boat: 1) *Maria’s Nightmare II*, Jeremy Beal (58.5 mph), 2) *La Belle Vita*, Jeff Eaton (41.3 mph), and 3) *Brown Eyed Girl*, Jim Koehling (31 mph).

ROCKLAND LOBSTER BOAT RACES 16 June 2024

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Jenily*, Jennifer and Emily Noyes (31 mph), and 2) *Baby Baron*, Baxter Holland (26 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Screen Time*, Mason Vintinner (43 mph), and 2) *Trouble*, Regan Anderson (25 mph). **Race 3 – CLASS C Inboards, outboards or outdrives, 91 hp and up:** 1) *Zippah*, David Noyes (49 mph), 2) *White Knuckles*, Jacob Noyes (47 mph), 3) ---, USCG (40 mph), 4) *Delusional*, Ron Pottle, 5) *Casco Miss*, Dave Johnston, and 6) *Let’s Go*, Neil Kirby.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No Entrants. **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No Entrants.** **Race 6 - Gasoline Class C - V8, 376 to 525cid, 28 feet and over: No Entrants.** **Race 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over: No Entrants.** **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** 1) *Lynn Marie*, Steve Johnson (52.1 mph).

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Queen’s Lady*, Gary Hatch

Continued Next Page

Lobster Boat Racing Begins at Boothbay & Rockland



Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] had the lead, but Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] was gaining, but just could not get by as they finished one-two.



In a rematch of the day before Ryan Lemieux’s OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] tried to sweep the weekend, but fell just short as Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT] got him by half a boat length at the finish line in Diesel Class N(A).



Third in Diesel Class K went to Zach Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania] and second went to Stephen Osgood’s SHOOTIN’ STAR [Northern Bay 36; 750-hp John Deere].



The big winner of the day was Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] winning Diesel Class L, the Diesel Free-for-All and Fastest Lobster Boat.

LOBSTER BOAT RACING RESULTS

Continued from Page 22

(18.5 mph), and 2) *Black Magic*, Ed Upham (17 mph). **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Karen Lynn*, Bill Oliver. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Leah Morgan*, Mike Gillespie (31.4 mph). **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Rebounder*, Colyn Rich (13.8 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (41 mph), 2) *Destiny*, Danny Eaton (40 mph), and 3) *Kameron & Hope*, Shane Carlson (25 mph). **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley (24.6 mph), and 2) *Southern Comfort*, Avery Waterman (21 mph). **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Mariena Beal (41.6 mph), 2) *Semper Fi*, Art Meehan (37.6 mph), and 3) *SPLIT Second*, David Osgood. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs (33.2 mph), 2) *Margaret Ann*, Jeremiah McDonald (28 mph), 3) *Fallen Angel*, Brodie Eaton, and 4) *First Team*, Travis Otis. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith (41.2 mph), and 2) *Lil’ Lisa Marie*, Gary Genthner (40 mph). **Race 18 - Diesel Class J - 551 to 700 hp, 36 feet and over:** 1) *Hard Goins*, Jason McDonald (32.5 mph), 2) *Hey Baby*, Carl Gross (31 mph), and 3) *Delusional*, Jake Dugas. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton (43 mph), 2) *Shootin’ Star*, Steven Osgood (36 mph), and 3) *Regency*, Zach Donnell. **Race 20 – Diesel Class L - 901 hp, 28 feet and over:** 1) *Maria’s Nightmare II*, Jeremy Beal (50 mph). **Race 21 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Breeze*, Richard Hildings (32 mph), 2) *Sea Urchin*, Alan Knowlton (25.4 mph), and 3) *Pull ‘n Pray*, Justin Papkee. **Race 22 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (35.5 mph), and 2) *Alexsa Rose*, Matt Shepard (34 mph). **Race 23 – Diesel Class N(A) – 40 feet and over; 751 to 1,000 hp:** 1) *Natalie E.*, Dana Beal (41.8 mph), and 2) *Obsession*, Ryan Lemieux. **Race 24 – Diesel Class N(B) – 40 feet and over; 1,001 hp and over:** 1) *Fifth Generation*, Mack Kelley. **Race 25. Class O. Non-working boats, any length, any horsepower: No Entrants.** **Race 26 - Gasoline Free for All:** 1) *Lynn Marie*, Steve Johnson (54.7 mph). **Race 27 - Diesel Free for All:** 1) *Maria’s Nightmare II*, Jeremy Beal (49 mph), 2) *La Bella Vita*, Jeff Eaton (37 mph), 3) *Kimberly Ann*, Eric Beal (32 mph), 5) *Alexsa Rose*, Matt Shepard, and 4) *Fifth Generation*, Mack Kelley. **Race 28 Wooden Boats A (up to 35 feet 11 inches).** 1) *Queen’s Lady*, Gary Hatch (23 mph). **Race 29 Wooden Boats B (36 feet and over).** 1) *Delusional*, Jake Dugas (24.9 mph) **Race 30 - Fastest Lobster Boat:** 1) *Maria’s Nightmare II*, Jeremy Beal (58.3 mph), and 2) *La Bella Vita*, Jeff Eaton (39.1 mph).

Isaac Beal & CHRISTOPHER

Continued from Page 5.

she is stuck. That is not the biggest problem though. He explained, “I was going to repair her right there by my shop, but I never got to it. My wife got sick and I was tied to Beals Island for about eight years. I took care of her myself and then I got sick.”

Isaac said there is a lot of work to do on the hauling side. She is going to need new sharprisers, frames and planks. He added, “I need to put ribs down back. The ribs were getting poor on the hauling side because she has a wet floor. I knew that when I put her away from racing.”

Isaac has her refastened from the stem to the bulkhead. “I have got almost 685 screws in her,” he said. “Sharprisers, everything seemed to pull right in hard. I don’t think there is anything wrong with the ribs up here. I want to do this part. Some of the seams have opened up and I am going to run a little cotton in them and paint her. Heidi (Isaac’s daughter) has already been here and took the scribe off the other side, the name is better on the other side. I am not going to tear nothing apart because someone else will end up having to repair it and they won’t know what it looked like.”

The entire trunk cabin and house will be replaced too.

Isaac did not start out as a fisherman, he began by working in the boat shop with his father. His father built him a rowboat when he was ten and he did not start fishing for another three years. However, he remembers going in and helping when he was about six years old. He said, “When I started in the boat shop I would crawl up between the ribs,

get in there and hold that big ax on that wood just as hard as I could so it would not burr the inside of the ribs. Then I’d have to hold it in along the side of the nail and then hit it two or three times to get it solid against the hull. Then I’d bend it over and I’d get right on top of that nail head with that big ax and hold it right down as hard as I could and he’d hit it two or three more times and that would be right flat with the rib.”

Isaac graduated from high school in 1960 and went to work with his father, which he did for the next 20 years. CHRISTOPHER was the next to last boat they did together. Isaac went herring seining some summers with his uncles over in Milbridge. Then he went to work at the salmon pens in 1987 and did that for 13 years. He also had two draggers his sons were running and Isaac had the seafood business going. He was also doing mooring work for the area, which is now being done by his son, Christopher.

The hope is to have CHRISTOPHER ready for next year’s racing season, but Isaac added, “I don’t know what to say. I have got so many things wrong with me. I have got a plastic aorta valve. I have got a stent. I have got a pacemaker. I have got a metal and plastic leg and a brace on the other leg. And I have diabetes.”

Isaac goes to the yard whenever he can and works several hours each day. He has help when he needs it from the Shipyard workers, who he is teaching the ins and outs of wooden boat repair. We have just a year to make this happen and that is plenty of time to be in Boothbay for the races in 2025.

ALVIN - 60 YEARS OF DEEP OCEAN RESEARCH

Continued from Page 7

seafloor. Alvin offers the science community – including early career researchers – an unprecedented opportunity to visit a critically under-studied part of the planet.”

Where is Alvin now?

On average, Alvin conducts about 100 dives per year on missions to study the processes that create and shape Earth’s crust, the chemical conditions that support life in extreme environments, and the vast diversity of life in the deep sea.

Currently, science teams from WHOI, UC San Diego’s Scripps Institution of Oceanography, and partner institutions are exploring the poorly understood deep-sea ecosystems at the Aleutian Margin off Alaska. The National Science Foundation and NOAA Ocean Exploration supported expedition will bring scientists to depths up to 5,000 meters (16,400 feet) marking the deepest dives in Alvin since its recent overhaul. In addition to Alvin, researchers will also use autonomous underwater ve-

hicles Orpheus and Eurydice to map and explore known methane seeps sites along the Aleutian/Alaskan margin. The science team hopes by using these technologies in tandem to make the human-occupied Alvin dives more targeted and efficient.

“Alvin is an integral part of NSF’s support for oceanographic research by bringing researchers into the deep ocean to investigate important processes that are critical for society and the health of the planet,” said James McManus, Division Director, NSF Ocean Sciences. “The study of deep-sea ecology and life in extreme environments, submarine volcanic eruptions, underwater landslides, and the formation of valuable mineral deposits are just some examples of the ways Alvin enables important research. We look forward to many more decades of supporting this incredible submersible.”

Today, Alvin continues to contribute to the advancement of our understanding of the ocean. It has been a transformational building block for ocean engineering and research, continuing to make new discover-

ies and changing the way scientists explore the ocean. For 60 years it has taken scientists to places no human has ever been and enabled discoveries that have changed our understanding of life on our planet Earth, and beyond.

###

The Alvin Group is based at WHOI and supports all aspects of the sub’s operations, including maintaining and piloting the sub, integrating new scientific sensors and instruments for specific missions, and designing and building new parts and new tools to extend its capabilities. Alvin is part of the NSF-funded National Deep Submergence Facility at WHOI that also includes the remotely operated vehicle (ROV) Jason and autonomous underwater vehicle (AUV) Sentry.

The Woods Hole Oceanographic Institution (WHOI) is a private, non-profit organization on Cape Cod, Massachusetts, dedicated to marine research, engineering, and

higher education. Established in 1930, its primary mission is to understand the ocean and its interaction with the Earth as a whole, and to communicate an understanding of the ocean’s role in the changing global environment. WHOI’s pioneering discoveries stem from an ideal combination of science and engineering—one that has made it one of the most trusted and technically advanced leaders in basic and applied ocean research and exploration anywhere. WHOI is known for its multidisciplinary approach, superior ship operations, and unparalleled deep-sea robotics capabilities. We play a leading role in ocean observation and operate the most extensive suite of data-gathering platforms in the world. Top scientists, engineers, and students collaborate on more than 800 concurrent projects worldwide—both above and below the waves—pushing the boundaries of knowledge and possibility. For more information, please visit www.whoi.edu



MAINE DMR NEWS

Continued from Page 10

for average price per pound of \$1,246.

We are aware that no dealers are currently buying elvers, however we will continue to monitor the harvest and sale of elvers, and we will only provide updates twice weekly.

All 2024 data are extremely preliminary and subject to change without notice.

*All jurisdictions not listed either have no reported landings or their landings are currently confidential.

Public Notice of Federal Consistency Review MDI Biological Laboratory Renovations

May 24, 2024

MDI Biological Laboratory proposes to utilize U.S. Department of Health Resources and Services Administration funding to modernize an existing single-story structure and install a new water treatment system, Elgin drains, a new pump station and distribution box and underground electrical utilities at 159 Old Bar Harbor Road, Bar Harbor, Maine. This action is subject to review for consistency with the enforceable policies of Maine Coastal Program under 15 CFR 930, subpart C. More information about the project can be found [here](#). Public comments will be accepted through June 15, 2024 and can be sent to DMRCoastalProgram_FC@maine.gov.

New Marine Patrol Officer Joins Wells-Biddeford Patrol

June 17, 2024

Derek Ridgway of Massachusetts has joined the Maine Marine Patrol in the Wells-Biddeford Patrol.

Ridgway graduated in 2018 from Framingham State University in Massachusetts with a degree in Environmental Science. He completed the Basic Police Officer Academy program at the San Juan Criminal Justice Training Authority in 2019, and the New Mexico Department of Game and Fish Recruit School in 2020.

He is a Certified Law Enforcement Officer in the State of New Mexico, and as such he has been awarded a waiver of requirement to complete Maine Basic Law Enforcement Training Program.

Prior to joining the Maine Marine Patrol, Officer Ridgway served as a Conservation Officer with the New Mexico Department of Game and Fish, where he was responsible for public safety and wildlife conservation. Capture and relocation of wildlife and public education were also among his duties.

“Officer Ridgway brings experience in conservation law enforcement that has allowed him to hit the ground running in a very busy southern Maine patrol area,” said Marine Patrol Colonel Matt Talbot.

A bureau of the Maine Department Marine Resources, the Maine Marine Patrol provides law enforcement, search and rescue, maritime security, and public safety services on Maine’s coastal tidal waters. Information on a career in the Maine Marine Patrol can be found [here](#).

MISC. COMMERCIAL FISHING NEWS

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strengths of our state and regional partners. This will produce better data and better recreational catch estimates. Alongside our partners, the involvement of the recreational fishing community is crucial to the success of this process.

We are listening, and we need your help.

In the spring, we held initial briefings with key partners from interstate fisheries commissions, federal fishery management councils, and states and territories. We also met with a large number of partner-identified members of the broader recreational fishing community.

Evan Howell, NOAA Fisheries’ Director of the Office of Science and Technology

We hope to work swiftly and thoroughly over the next year to conduct more in-depth interviews, forge working groups, and host a series of workshops to develop a shared vision. The ultimate goal is to transition to a reinvigorated partnership by 2026. If you’re interested in staying in the loop on this initiative, please email fisheries.mrip@noaa.gov.

Our program is built on the principle of continuous improvement. In tandem with this initiative, we are facilitating substantial projects to directly help tackle primary concerns raised by partners and anglers regarding recreational fishing data, including: Conducting a large-scale study of our Fishing Effort Survey throughout 2024 to test improvements in respondent recall and resulting estimates of recreational fishing effort

Supporting projects and workshops addressing concerns with the uncertainty surrounding numbers of discards and fishing effort in the Gulf of Mexico with Inflation Reduction Act funding.

Supporting state and regional partners in the Atlantic, West Coast, Gulf of Mexico, Alaska, and Hawaii in the development and certification of additional state data-collection programs to produce more timely and precise catch and effort estimates for key regional species

We look forward to hearing from you and working with you as we continue to improve this important component of our mission.

Status of the stocks: Record-low number of stocks on overfishing list in 2023 Ongoing positive trends continued into last year

May 2, 2024

In a report released today, NOAA Fisheries announced that 2023 saw a record low for the number of fish stocks subject to overfishing. The annual Status of the Stocks report is an assessment of the 506 stocks and stock complexes managed by NOAA Fisheries, and provides a look at the overall health of fisheries in the U.S. Maintaining sustainable fisheries contributes significantly to the U.S. economy, provides important recreational opportunities and helps meet the growing challenge of increasing our nation’s seafood supply.

In 2023, U.S. fisheries data revealed that 94% of stocks are not subject to overfishing and 82% are not overfished. These numbers show slight improvements compared to the 2022 figures of 93% and 81%, respectively. Ongoing positive trends continued with the number of stocks on the overfishing list decreasing by three stocks, reaching an all-time low of 21 stocks, and the number of stocks on the overfished list decreasing by one stock, to 47. Since 2000, NOAA Fisheries has rebuilt 50 stocks.

“By ending overfishing and rebuilding stocks, we are strengthening the value of U.S.

fisheries to the economy, our communities and marine ecosystems,” said NOAA Administrator Rick Spinrad, Ph.D. “Sustainably managed fisheries are important to the nation’s economy, and provide opportunities for commercial, recreational and subsistence fishing, while keeping a renewable supply of seafood for consumers.”

NOAA Fisheries recently released the Fisheries Economics of the United States report for 2022. The latest data shows U.S. commercial and recreational fishing supported 2.3 million jobs and generated \$321 billion in sales across the broader economy in 2022. The U.S. commercial fishing and seafood industry, as well as recreational fishing, continue to have a broad, positive impact on the economy.

“Managing fisheries sustainably is an adaptive process that relies on sound science, innovative management approaches, effective enforcement and meaningful partnerships with robust public participation,” said NOAA Fisheries Assistant Administrator Janet Coit. “We continually adjust management measures in response to complex challenges including climate change, rebuilding stocks, ending overfishing and developing new forecasting tools to better predict ocean conditions.”

To keep U.S. fisheries operating sustainably, NOAA Fisheries partners with the U.S. Regional Fishery Management Councils and Interstate Fisheries Commissions, for dynamic, science-based management processes that are proving successful at ending overfishing and rebuilding stocks.

Since 1996, NOAA Fisheries has reported on the status of U.S. fisheries, as required by the Magnuson-Stevens Act. Reporting on the status of fish stocks provides fisheries managers and the public with an account of how well current fisheries management measures are working.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

6 September
Page 3.

MARRIED

In this town September 4th, by Rev. Mr. Ricker, Mr. Lewis B. West of Boston, to Miss Maria E. Ames of Belfast. [We are happy to state that the printer was not forgotten.]
In Prospect, by Z. F. Shute, Esq., Mr. Thomas Boardman, of Frankfort, to Miss Mary Stinson, of Prospect.

DIED

In this town, 18th ultimo, Elizabeth, daughter of Otho Abbot, aged 20 years.
In Knox, Laura Jane, daughter of Hiram P. and Mehitable Hatch, aged 23.
In subject, William R. Lowney, Esq., formally of this town, aged 64 years.
In Calais, 29th ultimo, J. C. Washburn, Esq., aged 70; 3rd instant, Charles Taylor, aged 8 years.

In Monticello, Maine, 24th ultimo, Mrs. Polly Pond, wife of Mr. George Pond of that place, aged 70. In the sickness and death of Mrs. Pond, was manifested in a remarkable degree the sustaining power of the Christian religion. During her sickness her bodily sufferings were great, yet no murmuring word escaped her lips, but entire patience possessed her soul. She wished to leave her dying testimony in the divine doctrine of immortality, as consecrated in the life and teachings of Jesus, which reveals the secret of her Christian patience and submission during her severe illness, and accounts also for the perfect serenity and peace which she possessed in view of approaching dissolution. With this faith, the grave presented to her no terrors, and death no sting. She has left a good name to her family and surviving friends. May her aged husband and affectionate daughters be comforted by the blessed assurance of the Gospel, whose consoling power has been their support, their joy, in past hours of bereavement. And may they look forward with sure confidence to an eternal reunion with their loved and departed ones, in the blissful presence of God.

“The sweet remembrance of the Just, Shall flourish, though they sleep in dust.”
(New Hampshire papers please copy.) J. W.

SHIP NEWS

ARRIVED. – August 29th, schooner ERIE, Coombs, Hingham; WM. STEVENS, Shute, Boston; 30th, TIPPECANOE, Bryer, Boston; S. A. SMITH, Havener, New York; 31st brig ROSCOE, McCrillis, Bangor; September 2, HELEN MCLEOD, Stanley, Boston; September 3. A Gale, Pattershall, Boston; ELIZABETH, Burgess, Bangor; September 4th, ELIZABETH, Smalley, Lynn; CASPIAN, Mathews, Bangor.
SAILED. – September 2, brig ORIZA-VA, Hinds, Pensacola; 4th schooner MARGARET, Boardman, Philadelphia; LAURA JANE, Holbrook, Boston; DANIEL BREED, Linekin, Lynn; COMET, Rogers, Boston; MALABAR, Cottrell, Newport; schooner FREDERIC, Wheeler, Salem; LYDIA BROOKS, Mayo, Lynn; CATHARINE, Ryder, do; ELIZABETH, Burgess, Charleston.

Launched. – From the yard of Capt. Robert Patterson 5th (East side of the river) on Wednesday, a fine schooner of 173 tons, called the P. PATTERSON, owned by Capt. Patterson and to be commanded by Capt. A. Patterson.

SEARSPORT – August 28th, sailed schooner CLARISSA, Griffin, do; schooner RANGER, Putnam, do; 27th brig WM. MCGILVERY, Hichborn; arrived schooner MAINE, Webber, Bangor; September 1, schooner F. A. Heath, Carver, Bangor, do BATAVA, Bark, do RIALTO, Colson.

* * * * *

Arrived at Boston, 30th, MECHANIC, Bryant, and SHAKESPEARE, Pendleton, Philadelphia; S. SPOFFORD, Spofford; SUSAN SOULT, Soutl; B. YOUNG, McCurdy; and ISOLA, Park, do; GLENROY, Glazier, Aux Cayes, (left XENOPHON, Wording, for New York, 12 days;) 31st, SHARON, Thatcher, Richmond, Virginia; M. P. BALCHE, Gates, Philadelphia; cleared CHAS. HENRY, Wilson, Gonaives; ELIZA BURGESS, Gleason, San Juan de los Remedios; COPIA, Sears, Richmond; arrived 1st ISAAC CARVER, (of Searsport) Curtis, Cárdenas, August 20th; ADELAIDE, Treworgy, Philadelphia; arrived 2nd, LACONIA, Howes, do; KEDRON, (of Thomaston) Carney, Bordeaux; ELEMENT, Mayo, Charleston, 25th; NITHEROY, Kendall, Baltimore, SEA BIRD, Curtis; EMMA FRANCES, (of Mount Desert); and YUCATÁN, Baker, Philadelphia; L. CATHERINE, Davis, do; PENSACOLA, Farrar, New Bedford; ALBERT, Hodgdon, and GRIENT, Clark, do; MARTHA, Kelton; and PIONEER, Harvey, Machias; cleared 3rd, September, Nickerson, TRUSILIO, and OMAO; A. MILLIKEN, Leighton, Cherryfield.

Arrived at Salem, 29th, GEORGIANA, Gilchrist, Philadelphia; MORA, Cottrell, do; 30th; E. O. HOLT, Coggins, Rondout, cleared 29th M. MARA, for New York.

Sailed from Fall River 29th, CHIEFTAIN, Drinkwater, destination unknown; below 31st, MONTAGUE, of Belfast.

At Providence 31st, FOREST, Pierson, Calais; 1st, ROAMER, Shute, Bangor; sailed 1st, ODD FELLOW, Young, Machias; brig J. D. PENNELL, was at India Point, put back with the wind ahead.

Arrived at New York, 28th, TRIBOU, Hungerford, Tampico; cleared LARETTO FISH, Robinson, Mobile; arrived 30th, CATHERINE, Wilson, Charlestown; LILLIUS, Pendleton, Cronstadt, July 7th; HOMER, Kent, Boston; ST. HELENA, Calais; 31st EMMA WATTS, Watts, Matanzas; BENGOLA, Hichborn, Mayaguez, 15 days; METAMORA, Kendrick, San Juan, VERSAILES, Pendleton, Savannah; DAMERSCOVE, Eastport; STALION, Fickett, Sagua, JNO. CASTNER, Towers, Port-au-Prince; C. D. ELLIS, Harmon, Charleston; SARAH, Machias; cleared ABEONA, Rollins, Matanzas; EDWARD C., Kelly, Philadelphia; TREFELEON, (of Sebec) for Cadiz, arrived 31st, MARY, Fowler, Galveston; CINCINNATUS, Stevens, Ellsworth; BETSEY, Pierce, and GEN. WARREN, and PAWTUCKET, Rockland; CAMEO, Moore, Machias; O’BRIEN, Peterson, and D. C. BROOKS, Allen, do; EL DORADO, Harrington; SWIFTSURE, Rogers, Steuben; ALBION, and EUDORA, Calais; arrived 2nd, AMULET, Spofford, Cienfuegos; AMETHYST, Brown, Sullivan; LUCY WHITE, Thomaston; GAZELLE, Camden; ELIZABETH, Dennis.

Cleared from Philadelphia 29th, NASHUA, Clifford; YANKEE, Rich; and ST. GEORGE, Ryder, Boston; arrived 29th, EDITH, Crowell, and M. TAYLOR, Nickerson, New York; arrived 30th, CHAS. EDWARD, Doak, Providence, (and cleared for Charlestown, Massachusetts;) MONTICELLO, Clifford, Bangor; LOELLA, Lines, do; cleared FLORA, Pettingil, Boston; arrived 31st, GEM, Nickerson, do; MARIETTA, Shackford, Eastport; J. HINCKLEY, Johnson, Blue Hill; ALMIRA, Wall, Lubec; TREMONT, Boston; ALFARETTA, White, Milbridge, Maine; J. CROSBY, Stowers, Bangor; CHICOPEE, Boston; SUSAN, Records, Camden.

Arrived at Norfolk, 23rd, ADELAIDE, Brown, Thomaston.

At Charleston, 22nd, CHINCHILLA,

Haskell; OSCEOLA, Stone, and TELOS, Lampher, for northern ports, loading.

Sailed from Tarpaulin Cove, 31st, SPLENDID, (from Cherryfield) for New York; JANE & ELIZA, ADMIRAL, and ALGORNA, (from Calais) for Philadelphia.

Arrived at Jacksonville, 12th, WM. NICHOLS, Leighton, New York.

Sailed from Savannah, 22nd, VERSAILLES, Pendleton, New York.

Schooner MORO, (of St. George) Hastings from Providence, Calais, got ashore on Field’s Point, on Thursday morning, where she remained on Friday, high and dry at low water.

Schooner BUNKER HILL, (of Beverly) Freeman, Boston for Calais, lost both masts and received other injury night of 25th ultimo, and was abandoned about 20 miles southwest from Mount Desert Rock. The crew were landed at Tremont, on that island, previous to 29th. She was an old vessel, and not very valuable. Capt. Reuben Freeman, Jr. of Mount Desert, master, was badly injured by the falling of the spars, and his life is despaired of.

Bark WASHINGTON, (of South Thomaston) from New York for San Francisco, before reported lost, without date, sunk on 2nd of June, in latitude 2 30 S., Longitude 30½ W. on the 56th day out. The first and second mates came passengers in ship MARCUS, at New Bedford from Pernambuco.

Schooner ITALIAN, of Milbridge, Maine, at New York, from Sagua, reports that on the 25th, latitude 34, longitude 74 45, and lost fore yard, topsail, square sail, and deck load of molasses.

Schooner SARAH JANE, of Bristol, Maine, from Philadelphia, lost deck load of coal in a severe gale 22nd or 24th, off Long Island.

Schooner PRIMUS, of Sedgwick, before reported towed into Sandwich, was to be sold Saturday afternoon, 21st.

Foreign Ports

Sailed from Liverpool, 16th, WALTRON, Marsters, Castine.

At London, 20th, ANTELOPE, Crosby, for Boston, August 26.

Sailed from Waterford, 14th, AMAZON, Howes, New York.

Arrived at Queenstown, 18th, PACIFIC, Sawyer, Richibucto.

Arrived at Malaga, 6th ultimo, BRUNETTE, M’Grath, from Boston.
[????]ritas, 19th ultimo, RUSSIA, Hanson, for New York, loading.

Arrived at Malta, August 7, ROBERT PATTERSON, Capt. Eben F. Liniken, from Boston.

Arrived at Port Praya, 26th, MARIA ELLEN, Stinson, from Bath, May 16, for California, and sailed, no date given.

At Leghorn, 7th ultimo, ABEONA, Arey, for Boston, 3 or 4 days sailed 3rd ultimo, J. BALCHE, Gorham, Malaga, to load for Boston.

At Trafani, 4th ultimo, MALABAR, Freeman, to load salt for a northern Atlantic port.

At Mayaguez, about 15th ultimo, NEUVITAS, Griffin, for New Haven, 5 days.

13 September
Page 1.

Glazing Iron Vessels. – The iron vessels are cleaned perfectly in weak sulfuric acid, then washed well in soft cold water, and dipped into a thin paste made with quartz melted with borax, feldspar, and clay free from iron, reduced into an impalpable powder with sufficient water to make it into a thin paste. After the vessels are dipped in this paste, or the said paste laid on with a brush they are powdered in the inside with

a linen bag containing a very finely pulverized mixture of feldspar, carbonate of soda, borax, and a little oxide of tin. They are then left to dry for some time in a clean place, and then heated in an enameling furnace. This coating is very white, and resists the action of heat, acids and alkalis. The great defect in coating iron vessels, for cooking or to be used and exposed to great changes of heat and cold, is the expansion and contraction of the metal, which soon scales off the glazial coverings.

Page 2.
FULL DETAILS OF CALIFORNIA NEWS

The CHEROKEE and GEORGIA, both arrived at New York the 6th instant. The CHEROKEE has over a million in gold, and a large number of passengers. The GEORGIA brings a large number of passengers. The GEORGIA brings a large amount of gold, but left \$22,000 at Havana.

Everything was quiet when the GEORGIA left Havana. Troops are coming from Spain, and in a short time the force on the island would amount to over 30,000 regular troops.

The Cholera has broken out afresh at Sagua La Grande, and carrying off a great number of Negroes.

The Captain General has refused permission to the American steamers to go to the dock which the company have hired from the English mail company. No cause assigned.

Havana was visited by a hurricane on 22nd of August. It blew with great violence, and did a great deal of damage to the shipping. All the vessels in the harbor, and the banana and plantation trees were almost all destroyed.

The FALCON arrived from New Orleans on the afternoon of the 31st ultimo, and the OHIO on the afternoon of the 1st instant, from New York.

The passengers bring very unfavorable reports from the mines, the rivers remaining high, and there was much disappointment in consequence.

Cholera and the Panama Steamer and the Isthmus. – The steamer PANAMA left San Francisco on the 1st of August with 220 passengers. She stopped at Monterey, Mazatlan, San Blas and Acapulco. At the place last named, a few cases of cholera were reported. We remained there two days to take in a supply of coal and water, during which the passengers were permitted to go ashore. We left on the 21st.

On the fourth day out one case of cholera occurred, and up to the morning of the 22nd twenty were buried from the ship, every case proving fatal. Ten died at Panama, five on the road from Panama to Cruces, three at Chagres, and one on board the EMPIRE CITY, before her departure, the only case on board that steamer.

It is estimated by the surviving passengers of the PANAMA, that fifty of our number are dead.

Sacramento Fish Company. – This company are still making fish both scarce and plenty on the opposite side of the river. Yesterday their net got snagged, and it required a windlass to get it in a damaged condition. The salmon have ceased running for the season. A few days since, they captured a small one weighing ten pounds, which had a score of bidders the moment it reached the market at one dollar per pound. Mr. Theobold Hanford one of the company informs us that they are making preparations to supply the demand for the delicious small perch, which are now caught in great quantities. Now and then a whopper comes along

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

in shape of a sturgeon such as was noticed in this paper a few days since. – *Daily Transcript*.

Deaths in California. – At San Francisco, July 17th, Edward Blake Shaw, of Steuben, Maine, age 22 years.

In Sacramento City, on the 21st instant of inflammation of the bowels, Mr. James McDonald, formerly of Maine, age 22 years.

Drowned at Morgan Bar, on 2nd of July, Capt. James S. Martin, of Prospect, Maine. He with four others were crossing the river in a boat which swamped and consigned one of its inmates to a watery grave, the others barely escaped.

On Monday afternoon at his house, Spring Garden, opposite Sacramento City,

Capt. Daniel Bragdon, of Wells, Maine, former master of brig GEORGE SHATTUCK, of Boston.

At Sacramento, from July 11th, to July 28th, James McDonald, George W. Blodgett, (of Belfast), Capt. Daniel Bragdon, Charles H. Ellis, Horace Dunton, (of Knox, we think,) all of Maine.

Markets. – (From the Alta California.) Chile flour, 200 lb. sacks, 14, 50; do. do. 100 lb. do 70, 50 do. do. 50 lb. do 4,00; Van D. Land, in sacks, 11,50; Suite Western, 11,50 a 12,00. Bricks 35,00 a 40,00; do Eng. 50,00; do fire, 60,00; face, 55,00. Line, (Thomaston,) 5,00; do colonial per bbl. 3,00. Cement, per bbl. 6 a 6,50. Lumber, by cargo, assorted, per M. 45 a 50,00; timber, 65,00 a 70,00. Plank per M. 75.00; do, 1½ to 2 inch clear,

80,00 a 100; clear, 100. Cedar for furniture, 88 a 125. Shingles, 3,00. Lathes, none. Nails, 6½ a 7. Paling, 4,00 a 100. Window glass, best, per 100 6,00. Sashes, per pair, 4, 00. Brown sugar, 17 a 19; penocha, 15; loaf white, 30; crushed, white, 30. Coffee, 35 a 40; do ground, 50 a 60. Pepper, per lb. 20; do. Ground 50. Nutmegs, 2,25. Cloves, 125; do ground, 2,00. Cinnamon, 75. Scythes, dull. Spades, 7, 00. Pitchforks, high. Stoves, small improvement. Sheet Lead, dull. German steel, 12½. Cast steel, 20. Spikes, 10. Sheet copper, wanted. Carpenters’ tools, fair demand. Shot, 10. Powder 20. Bar Iron, 7 a 10. Sheet Zinc, 8 a 10.

Maine Vessels at San Francisco. – We noticed in the last Alta California the following vessels in the port of San Francisco, August 1st. All belonging to this state.

Name	Class	Tons	Register
AMERICA	Bark	178	Bath
A. SCOTT	Ship	318	Portland
AMELIA	Brig	136	Eastport
AGNES	Bark	206	Portland
AGATE	Brig	194	Machias
BYRON	Bark	346	Castine
BIRMINGHAM	Ship	507	Bath
B. M. PRESCOTT	Brig	138	Calais
BELGRADE	Bark	252	Cherryfield
CANTERO	Bark	266	Bangor
CONSTELLATION	Ship	276	Hallowell
CONDOR	Bark	236	Portland
CERES	Brig	290	Augusta
DAMARISCOVE	Sch	102	Damsecta
EAGLE	Brig	190	Bath
F. ADAMS	Brig	190	Searsport
GOLD HUNTER	Bark	280	Bangor
GLENCO	Bark	214	Ellsworth
GULNARE	Brig	195	Sedgwick
G. W. WENDAM	Brig	182	Boothbay
JANE	Bark	198	Portland
J. A. HERSEY	Brig	136	Bangor
J. MERRITHEW	Bark	298	Searsport
L. SWAN	Bark	293	Thomaston
OSCEOLA	Ship	549	Newcastle
PLATO	Brig	205	Portland
POWHATTAN	Bark	226	Warren
PERFECT	Brig	156	Camden
Q. BELLE	Brig	147	Lubec
QUADRATUS	Sch	132	Blue Hill
RUBY	Sch	127	Steuben
RIO GRANDE	Bark	298	Bangor
RUTH	Brig	146	Portland
SIROC	Brig	168	Eastport
SANTIAGO	Sch	99	Rockland
SAN JACINTO	Brig	185	Belfast
SAM & BEN	Brig	182	Biddeford
S. D. BAILEY	Sch	98	Bath
S. FRENCH	Brig	188	Eastport
TRENTON	Ship	668	Bath
W. GRAY	Ship	205	Bath
W. O. ALDEN	Bark	274	Belfast

Total number of vessels in the port of San Francisco from Maine, 42; total amount

of tonnage, 9772. We presume this whole amount of shipping is at this moment earning nothing for the owners. We notice by the same paper that a bark of 175 tons was sold for \$1100.

Page 4.

Journal of a Passenger on the “California Packet”

California Packet, May 26, 1850
Latitude 56° 23’S., Longitude 63° W.

We are now a little south of Cape Horn. Yesterday, we had a smart breeze from the north, accompanied by a few hours rain and a little sleet. We passed the Falkland Islands day before yesterday, (Friday,) in full view on our larboard hand, and it was intended to run the ship through the Strait of Le Maine, a passage between Staten Island and Terra del Fuego, but the weather being thick and stormy, we were not able to make the land, and consequently run to the eastward of the Island. The weather is now fair, having “cleared up” last evening at about five o’clock with the wind to the northwest.


Monday, May, 27th. – We made but little or no progress through the latter part of yesterday and last night, having been nearly becalmed; but today we are doing better, with a pretty fair breeze from the Northwest. Our latitude today at noon was 57° 3’ S. Longitude about 65° 30’ W., and we are in a fair way of weathering the Cape. I will here take the occasion to remark that the world in this quarter presents nothing to cause alarm as yet, whatever it may do in a few succeeding months. Both the sea and the weather are mild and pleasant. The thermometer this morning, early, indicated forty degrees above zero, and not a particle of ice, or even a frost, has yet appeared. Coming directly out of the torrid zone, within a brief period, we feel the cold quite sensibly, as the weather, though not down to a freezing point, is very chilling, and has a kind of benumbing influence on persons standing about in idleness, as we are. It is to me a matter of wonder, however, that it should be so mild and pleasant as it is when the sun is so far to the north, only about ten degrees above the horizon at twelve o’clock. The sun rose this morning as nearly as I could ascertain at thirty-five minutes past eight o’clock, and at noon he appeared, to use a common phrase, about an hour high. Holding out my hand the length of my arm, and in a horizontal position, and bringing the upper edge of it down to the horizon, the width of my hand would cover the sun at twelve o’clock. It was tried by many on board, and found that were some hands which would considerably more than cover him.

It is said by persons who have visited the Falkland Islands, that the climate is of great uniformity, seldom above 70° or below 27° above zero, a little below the freezing point. There are vast numbers of wild cattle and hogs on some of these Islands, that live on their own hook the year round. Vessels in distress for provisions frequently put into those Islands for beef, poultry, or other wild fowls, as they are plenty, also. These Islands are situated in about 52° S., as our schoolboys at home already know – about the same as the island of Great Britain.

The seabirds are very numerous in these latitudes, particularly the Cape pigeons. These are a beautiful speckled bird about the size of our northern pigeons, though they appear somewhat larger on the wing. Hundreds of them are continuedly flying around the ship, affording fine sport for the boys who are often throwing over something to bait them, which makes them more numerous around us than they otherwise would be. Many of them have been caught by means of a small hook in line, and some of them

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cooked which proved to be superior, I think, to the northern pigeon, being more fat and tender. They are web-footed and a perfect duck when upon the water. The albatross is a very large bird and quite plenty also, and when sitting upon the water resemble the goose, though I should judge considerably larger. When flying their appearance is different, their wings being of great length. Their color is generally white bodies with dark wings but there are others of different colors. We have not succeeded in catching any of them, though the boys have tried hard. There are many other birds peculiar to these regions, with the names of which I am not familiar, excepting that little omnipresent thing called "Mother Cary's Chicken," but these are not so plenty in the extreme south.

May 31. – The lion of the Cape has shaken his mane a little since my last day. We were in hopes of stealing by without waking him but were not so fortunate. On the 28th we encountered a quite severe gale from the southwest, and were obliged to lay to for several hours, and the weather has been rough and squally for most of the time since, with rain and winds. Our latitude today is 57° 3' S., but we have been as far south as 59°, since our arrival off the Cape, and 10° more would have brought the sun to the horizon. Our longitude at this time is probably about 73° W. So we are "round Cape Horn" sure. There are a number of vessels in sight today, apparently bound for the Pacific, and most likely for California. It is not very agreeable to remain in these seas for any considerable time, as a great proportion of the time is night, though we were so fortunate as to have a beautiful moon during our combat with the elements here, and besides, the weather is disagreeable he cold. Our falling weather consist exclusively of snow squalls and the temperature has been such, though for a short time, that some ice has formed around the bungs of our water casks on the deck when we were drawing out freshwater, but no ice has at any time been formed from the saltwater, not even at 59° South. We have not the burning of a fire about the ship except in the cooks "galley," with which the passengers are obliged to maintain a perfect non-intercourse, and it really seemed like staying out in the barn at home, on a cold stormy day. We have not made any land since we passed the Falkland Islands, and know nothing of Cape Horn except by our latitudes and longitudes, and by the roaring of the cape lion. But after all, I must say that the dangers of the Cape are not so great as has been represented by many, or else the old lion was not in so "growling a mood as usual" when we passed him.

June 2, latitude 53° 40' S., Longitude 83° W. – We are now blooming up the broad Pacific at the rate of 10½ knots per hour, with a whistling southwester. Within the last two days we have passed some half dozen vessels bound up the Pacific, with some of which we exchanged signals and proved them to be yankees, and probably, as above remarked they are bound with us for the modern El Dorado. There is now a perceptible change in the climate; our little squalls are all rain, whereas off the Cape they were all snow.

I have before said that the passengers were obliged to maintain a perfect non-intercourse with the cook's department. In our code of "Bylaws" it is provided that no passenger shall at any time enter the cook's galley without permission from the steward, under a penalty of fifty cents for each offense. Our whole company are divided into messes of twelve persons each, and each mess chooses a captain, who serves for the term of one week, and then another is chosen, and so on, until the whole have served

one week as mess captain and tomorrow we shall commence again with the first, and go over the ground again. At the regular "meal time" the galley bell is rung and then you would laugh to see the captains run for the "grub" for each mess, as it is their "whole duty" to receive the rations and to return the dishes to the cook's department after the meals. Such is all the intercourse we have with said department, except in extreme cases, such as to obtain something for sick persons, in which case permission is obtained from the steward. The importance of this regulation will be apparent, as without it, the galley would be constantly thronged, with persons lighting pipes, &c., and preclude the possibility of the cook conducting their business.

June 5th. – I am not able to give the latitude or longitude, at this date, with any degree of accuracy. Last evening, at about 5 o'clock, concluded a storm of about three days duration, with a strong westerly wind, which was blowing smartly at the time of my last date, but at that time it was from the southwest, but subsequently changing to the west, we were not able to maintain our proper course, but fell off to the eastward, but continued on our course, close on the wind, until near 3 o'clock yesterday, when supposing we might be getting in with the land, as the weather was very thick and stormy, we went about and stood southwest by west, close upon the wind, with a light breeze; but the ship again went about, after running about four hours, and stood north-west by west, which, with the variation of the compass here (nearly two points,) made I was supposed proper course. We continued this course through the night with a gentle breeze, but our surprise may be imagined when, at an early hour this morning, we discovered land on our starboard quarter, and close aboard, which we had just passed, probably within the distance of a mile, perhaps less. In consequence of the storm we had not been able to get an observation for a number of days, and probably we have not been so far west as we supposed, as the chronometer is not much of a guide so far south, and besides the currents and lee-ways of the ship, had a tendency, doubtless, to deceive. When we came round the Cape, we continued our westerly course to about 83° W.; when the ship was pointed more directly for her destination. But as above intimated we were probably not so far west, and the subsequent storm, currents and lee-ways above mentioned, were the principal causes of the deception, and of the peril which we so narrowly escaped, – such is my version of the affair. But "a miss is as good as a mile," it is said, and we are "right side up" yet. The land in question, proved to be the outer points of the island of Campana, known on the common school atlas as Wellington Island, and it is generally believed that had we not tacked ship just as we did yesterday, we stood a fair chance of being landed on the shores of Patagonia before this time. This day, (June 5th,) is a pleasant day and our folks are all busy as bees washing their clothes, scraping the berth deck, and adjusting matters and things in general after the late storm. We all feel grateful for a lucky passage around the much dreaded Cape, and what we consider a narrow escape from trouble since. Our passage from Rio to this place is said to be one of unusual speed as this is the 28th day from that place, and we consider that we are in a fair way of reaching Valparaiso within 35 days, but we may know more of that hereafter. There seems to be a manifest difference, so far between the Atlantic and the Pacific oceans. We have just had a very strong wind, and yet, we have had no seas, or waves, of any magnitude, certainly not

much, if any larger than I have seen in our common ponds at home. But I suppose it is not well to "shout until we are out of the woods," and we may know something more about this Pacific Ocean before we reach the land of gold.

20 September
Page 2.

Serious Accident. – As Capt. Abraham Richardson and Mr. George B. Galley of Tremont (Maine) were returning from Long Island, during the gale and heavy rain, on Sunday last, in a large open boat – in a heavy squall the boat was upset – and her ballast being confined, down she immediately sunk under them. Mr. Galley clung to the mast for a short time, but was washed off by the heavy seas and drowned!

The life of Capt. Richardson was preserved almost by a miracle. He managed to support himself by the oars and swimming for nearly two hours it is said, when another boat that providentially chanced to be passing with a doctor to the Islands discovered the boat's sail in the water, and at some distance from the sail found Capt. Richardson and rescued him, in a very exhausted state from his perilous situation. Mr. Galley leaves a family and several children. – *Argus*.

A pleasure party left St. John on Monday morning in the steamer COMMODORE for Portland, their destination being Boston. We like to see our people extending their trips in that direction – because they must all return home with their ideas somewhat enlarged. The difference between colonial vassalage and national freedom will develop itself to their understandings. – *St. John News*.

From Havana. – A letter of the 3rd, says the SUSAN LOUD has been sold for \$6000, and that Capt. Benson and Graffam are condemned to death, and Hale to serve ten years in Atrica, on public works. The seven of the crew remaining will be sent to the United States.

Page 3.

Matters at Washington... William H. Smiley, of Rhode Island, has been appointed Commercial Agent for the Falkland Islands; Mr. McCurdy, of Connecticut, has received the nomination of Charge to Austria, made vacant by the rejection of Colonel Webb.

We learn that a new appointment for collector of Portland has been made at Washington, and that Stover Little is to supersede Luther Jewett.

The Tariff. – The Washington correspondent of the New York Commercial says: "I learned that it is contemplated to make another effort to procure the adoption of Mr. Vinton's supplemental clause in regard to the tariff."

The Washington correspondent of the North American, says another movement on the tariff is projected of a different form from that last presented; it will be offered soon under encouraging auspices.

California. – Senator Fremont has presented a formidable list of bills for the benefit of California, some of which, it is said, must be acted upon at the present session of Congress.

The Washington correspondent of the New York Commercial thus recapitulates some of the bills which have been introduced for the benefit of California:

"In addition to the judiciary bill for California, which cannot and will not be neglected, we have the mint bill now before the house, which provides for establishments

for assays and coinage at New York, and at San Francisco, besides proposing some very important regulations concerning the gold bullion of California. There were also bills for the establishment of lighthouses, buoys, and additional ports of entry and delivery, which demand immediate attention. One of the most indispensable of them is a bill proposing to make Benecia, on the Straits of Karqunez, connecting the Bays of San Pablo and Suison, a port of entry.

This place must eventually become to San Francisco what New York is to Perth Amboy, because it is the only port in those waters where large vessels can close up to the land, and lie with safety and discharge their cargoes or take in their landing. It is also in the highest degree necessary that a great floating dock for the use of the national vessels in those seas should be forthwith commenced, and I understand that those enterprising and successful constructors, Messrs. Dakin & Gilbert, are likely to close a contract with the proper department for furnishing one.

In short, with this most brilliant acquisition we have also assumed a list of expenses which contribute to swell our total disbursements for the current year to a most enormous amount, I fear that sixty-five millions, will hardly exceed the aggregate that must be provided for.

A dispatch from Washington states that Colonel Fremont's gold placer bill grants permits at the rate of \$1 per month for 30 feet square for each man, and 120 feet square at \$50 a month to work the quartz rock by machinery.

William A. Leidersdorf, who died some years ago in California, leaving an estate which is now valued at about \$700,000 about which a very considerable excitement has been raised there was formally mate of the brig VESPER which traded from this port. He came in her from the Danish West Indies, and afterwards went to California, where he amassed some property previous to the breaking out of the gold fever. This event greatly enhanced the value of his estate but he died before he realized it. – *Philadelphia Pennsylvania*.

MARRIED

In Freedom, 12th instant, by Rev. A. Dunbar, Mr. Amos Roberts, of Charlestown, Massachusetts, to Miss Mary, daughter of the late Dr. Bellows, of Freedom.

In Lincolnville, 17th instant by J. D. Tucker, Esq., Mr. Henry M. Dean to Miss Desire J. Coombs, both of Lincolnville.

In Camden, the 15th instant, by H. H. Cleveland, Esq., Mr. David H. Clough, Jr., of Rockland, to Miss Eleanor Crandon, of Camden.

DIED

In Port Richmond, Pennsylvania, 27th ultimo, Caroline H., Daughter of John W. and Margaret Logan, aged 2 years, formally of Prospect, Maine.



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