

Maine Coastal News

Volume 37 Issue 9September 2024FREE

The Gasoline Boats Thrill Fans at the Lobster Boat Races



In the Fastest Lobster Boat Afloat, Steve Johnson’s LYNN MARIE slipping by Jeff Eaton’s LA BELLA VITA. LYNN MARIE would get the win with LA BELLA VITA third.

We are now down to three races left, Long Island, Portland, and Winter Harbor. To date, the 2024 lobster boat racing season has been a good one. The weather has been good for the most part, with the exception of Bass Harbor and Winter Harbor. Winter Harbor was forced to cancel due to the forecast of heavy winds and rain. With what was on the line for them they made the right call and they will now be running the races on Sunday 25 August. This should be the most attended event of the year as it is their 60th anniversary and they are celebrating by giving away a Crowley-Beal 33 hull and numerous other prizes. The record for entrants is 140 boats, which happened at Winter Harbor in 2002. There is a good chance they will top that this year.

The last three events of the year hopefully will bring out more competitors, especially the high-end gasoline powered boats. They certainly stole the show at Harpswell as they proved they are the ones that will turn heads. It was Randy Durkee’s BLACK DIAMOND [Holland 32, 672 Chevrolet] and Steve Johnson’s LYNN MARIE [Sisu 26; 632 Chevrolet] who stole the show running about the same speed, in the high 50s. It would be incredible if Shawn Alley’s LITTLE GIRL [28’ Calvin Beal Jr.; Chevy] and Mark Freeman’s FOOLISH PLEASURE [30’ Custom Riley Beal; 800-hp 550 Chevy] came out for the last races. That

would certainly be a sight to behold.

FRIENDSHIP

With Boothbay, Rockland, Bass Harbor, Moosabec and Stonington in the books it was now onto Friendship (21 July). The weather forecast was for a great day with bright sunshine and a cool breeze out of the nor’west, which would switch to sou’west mid-day and that is exactly what it did. It was one of the best race days this summer.

Sign-ups were steady and when completed I had 39 boats entered, nine more than last year. When looking at the entrants, where was Shawn Alley’s LITTLE GIRL? At Stonington she developed a cooling issue and apparently was not ready. This was unfortunate as Randy Durkee’s BLACK DIAMOND and Mark Freeman’s FOOLISH PLEASURE were there ready to battle. Another racer that was missing was Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta]. She was back in Jonesport with an engine issue, likely a head gasket.

Before the start of the races, REEL CATCH and ELLEN LOUISE ran down the course in memory of the local fishermen who had passed away since last year. One that passed at Friendship last winter and I will always remember was Arnold Benner, who owned the dock right next to the town dock. I enjoyed sitting and talking with him any time I could catch up with him.

There were only nine boats entered in the Work Boat Classes, which was surprising. I expected more. The winner of the first race of the day, Work Boat Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger) was Jennifer Noyes in JENILY [Corson 14; 30-hp Johnson] assisted by her brother Jacob. Second over the line was Blake Feltis’ SKID MARK [12’ Carolina Skiff; 30-hp Yamaha]. No one was surprised to see Mason Vintinner’s SCREEN TIME [Corson 16; 90-hp Mercury] come flying across first in the second race (Inboards, outboards or outdrives, 31 to 90 hp). Back a ways was Zack Poland’s WHALER [Boston Whaler 15; 90-hp Yamaha] followed by Blake Feltis’ SHEDDAH [Mitchell Cove 20; 90-hp Yamaha]. Another non-surprise was David Noyes’ ZIPPAH [Corson 17; 150-hp Evinrude] with a speed of 44 mph besting David Johnston’s CASCO MISS [Eastern 22, 250-hp Honda] in Work Boat Class C (Inboards, outboards or outdrives, 91 hp and up).

There were no entrants in Gasoline Classes A (4 & 6 cylinder 24 feet and over) and B (V-8 up to 375 ci, 24 feet and up) and only one in each of the other three classes so they were run down together. BLACK DIAMOND, FOOLISH PLEASURE, and Jim Koehling’s BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] were on the line and when the flag dropped one could certainly

hear the big gas engines blasting their way to the finish. Leading the way was FOOLISH PLEASURE followed by BROWN EYED GIRL as they finished one-two. BLACK DIAMOND had suffered an issue and would come across the line at half throttle. Later we would learn that she had had an alcohol fire but was quickly put out. So, BROWN EYED GIRL won Gasoline Class C (V-8, 376 to 525cid, 24 to 29 feet), FOOLISH PLEASURE Gasoline Class D (V-8, 376 and over, 28 feet and over) and BLACK DIAMOND Gasoline Class E (V-8, Over 525 ci, 28 feet and over, superchargers/Turbos).


It was now onto the Diesel Classes and there were no entrants in Classes A (Up to 235 hp, 24 to 31 feet), D (236 to 335 hp, 34 feet and over), L (901 hp and over, 28 feet and over) and O (Non-working boats, any length, any horsepower). There were also a number of classes that had just one boat entered so they were combined with another race and given first in their respective class.

The first race in the Diesel Classes was a combination of Classes B (Up to 235 hp, 32 feet and over) and C (236 to 335 hp, 24 to 34 feet). The winner of Class B was Cole Poland’s C-GIRL [Flower’s 33, 200-hp John Deere] and the winner of Class C was Mike Gillespie’s LEAH MORGAN [Stanley 28; 265-hp Cummins]. Classes E (336 to 435

Continued on Page 22


C o n t e n t s

| | | | | | |
|---------------------------------|---|--------------------------------|----|---------------------------|-------|
| Publisher's Note | 4 | U. S. Navy News | 8 | ASFMC Summer Meeting News | 12+ |
| Calendar of Events | 4 | <u>Commercial Fishing News</u> | | Boat Yard News | 14+ |
| Passed Over Bar - Greene & Rice | 5 | Now Our Blueberry Fields | 10 | Lobster Boat Results | 22 |
| U. S. Coast Guard News | 6 | Maine DMR News | 10 | | |
| NTSB News | 7 | Directors Report, DELA | 11 | Classified Ads | 28-29 |




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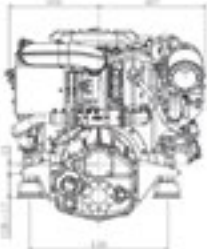



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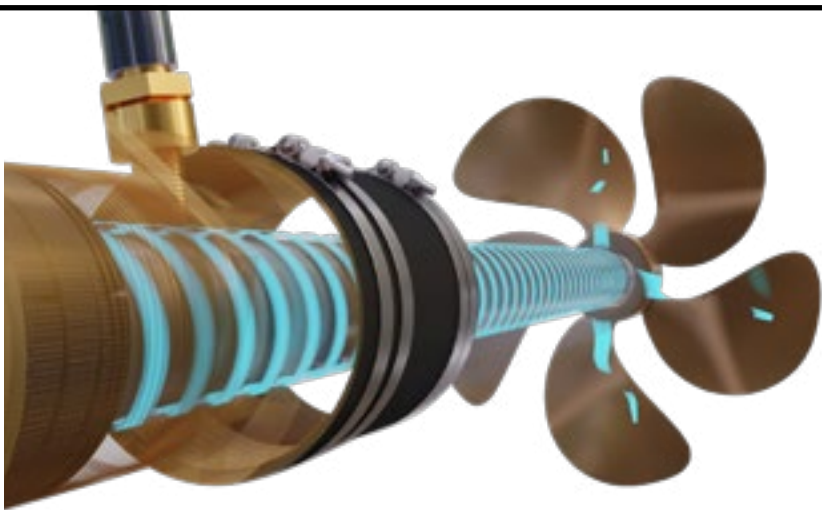
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Advertising Deadlines: The deadline for the October issue is September 6.
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Publisher's Note

On Friday afternoon (2 August) we paid our respects to one of the most knowledgeable boaters on the coast of Maine, Guilford “Giffy” Full. He grew up on the waterfront of Marblehead, Massachusetts where he learned a vast amount knowledge about boats. He spent several years on a large yacht just after World War II before spending decades as a professional yacht captain. During his time as a yacht captain, Giffy worked on the owner’s yachts during the winter getting them ready for cruising in the summer. One winter he spent at Hodgdon Brothers in East Boothbay when one owner had a new boat built there. His knowledge covered all aspects of yachting, which is unheard of in today’s yachting world. A boat captain today is just a manager and knows little about taking care of the boat or sailing it. Yes, there are exceptions to this, but they are unique. During this time, he also did some fishing, even coming up with a sketch for a new boat, which he had designed by Eldridge & McInnis and built by Red McAllister on Cranberry Isles. Giffy also became one of the most renowned marine surveyors, especially with wooden boats. I always enjoyed stopping by for a visit at his home, Brooklin, and talking about boats just trying to learn more. One day several years ago, he and I went to Greenville so he could offer his advice on KATAHDIN, which needed some work on her decks. It was a great time listening to all the stories and learning more about boats. Giffy had created an incredible legacy, one that will live on for some time. Just after the passing of Giffy, I received a text message from Joe Lowell saying that well-known designed/boatbuilder and multihull sailor, Walter Greene had died. I met Walter on his catamaran SEBAGO

just after he had finished an OSTAR (Observer Singlehanded Trans-Atlantic Race) in Newport, Rhode Island in the late 1980s. He gave me my introduction to multihulls and high-tech boatbuilding. He had worked for Alan Vaitses, my next-door neighbor growing up, then Ted Hood in Marblehead, Handy Boat in Falmouth and then himself as Greene Marine in Yarmouth. During the 80s, 90s and early 2000s there was always something interesting taking place in his yard. One of his innovations for multihulls was being able to re-right them when they were upside down, which gained him a lot of notoriety. Unfortunately, he developed Parkinson disease and he was less and less at the yard. Walter had a large group of followers here in the United States, but really not known outside of this circle. However, he was very well-known in France for his contributions to the multihull. Just previous to Walter’s passing Charlie Smith, who had worked at Greene Marine for more than 30 years, passed away at the yard. Charlie was a well-accomplished boatbuilder and was the mainstay of the yard with Walter’s sister Ester. Then I received another message that Robert Rice of East Boothbay had also passed over the bar. I met Robert for the first time at the launching of the 124-foot sailing yacht ANTONISA designed by Bruce King from the Hodgdon yard. It was obvious that he had a vast amount of knowledge about the Rice yard and the Boothbay area in general. Several years ago, I finally sat down with Robert and did a couple of interviews. I even stopped a few times just to visit, which always turned into a history lesson

Continued on Page 5

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
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
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

AUGUST
16-18 Ted Hood Regatta
Marblehead, MA

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

RYC/Sail Power & Steam Scholarship Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

17 Bluewater Regatta
Centreboard Yacht Club
South Portland
Info: regattaman.com

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

22 Max Warburg Trophy
Northeast Harbor Fleet
Northeast Harbor
Info: nehfleet.org

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

25 Camden Solo Challenge
Camden Yacht Club
Camden
Info: camdenyachtclub.org

29-31 Commercial Fishermen
Appreciation Days
Hamilton Marine
Jonesport, Kittery, Portland,
Searsport and Southwest Harbor

SEPTEMBER
7 Around Islesboro Race
Northport Yacht Club
Northport
Info: regattaman.org

12-15 Newport International Boat Show
Newport, Rhode Island
Info: (800) 582-7846

14 Maine Rocks Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

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

NOVEMBER
10 Vendee Globe start
France

2025

FEBRUARY
27- March Maine Fisherman’s Forum
Samoset Resort
Rockport
Info: mainefishermensforum.org



PASSED OVER THE BAR - WALTER GREENE & ROBERT RICE



Walter Greene

YARMOUTH - Boatbuilding on the Maine coast is usually associated with traditional boats, power or sail, built with either wood or fiberglass. However, there are those that choose to use high-tech methods when building their boats. One such person is Walter Greene of Yarmouth, who over the years as a designer and builder, especially of multihulls, has become renowned for his creations world-wide and this has earned him a place in the Maine Boatbuilder's Hall of Fame.

Greene grew up in Guilford, Connecticut, on Long Island Sound. He said, 'It was a pretty good place to sail. We had a boat called the Zip, which was kind of a neat old keelboat that was about 16 or 17 feet long.'

Before entering high school Greene built himself a Blue Jay. After high school he attended the University of Vermont. After graduation he called on Allan Vaites, a well-known boatbuilder from Mattapoisett, Massachusetts, looking for a job. Vaites said that he asked him what he could do and he said, 'nothing.' He then asked what him what he was willing to do and he said 'anything.' With that answer Vaites told him to come on up.

During the early 1970s Greene worked with Vaites learning all aspects of boatbuilding. During his time there they built all sorts of boats out of fiberglass.

Greene said, 'Actually the most interesting project was Cascade, the IOR cat-ketch. Another interesting boat for me was Gulf Stream, the first boat for Phil Weld. However, I left in the middle of that because Vaites had sold the business.'

'I was there until '73,' continued Greene. 'My wife got a job working with Harvard medical school and we moved to Marblehead and I went to work for the Hoods. Was mostly sailing on Robin and when I wasn't doing that I was working in the boat yard.'

Ted Hood built two or three boats a year and Greene stayed on for about three years. Greene had started sailing in multihulls with Phil Weld in 1972 and built Friends, a Newick design, at Hood's yard in 1976. That same year he entered her in the single-handed transatlantic race and placed eighth.

That same year he left Hoods and went to work for Merle Hallett at Handy Boat in Falmouth, Maine. They built a two tonner right off and then Moxie, a Freedom 33 prototype and a 56-trimaran. Greene added, 'We never did two the same or anything very racy except for Moxie. We did build a boat called Goulois IV (named for a French cigarette company) that I designed. It led the OSTAR and was a head of Phil Weld when it broke the wing deck in a storm.'

When Mike Birch won the single-handed transatlantic race with a Greene designed racer in 1978, Greene sold some designs in Europe.

In 1980 he left Handy Boat and opened his own shop next to Even Keel Boat Shop in Yarmouth, down behind the Muddy Rudder. They built two 53 footers that winter. They started them in October and launched them in April. Greene added, 'Both those broke because we had trouble with the klegcell in the hulls. The one I was sailing on broke

600 miles from Nova Scotia and we limped in there. The other boat won its class, but it was broken at the finish. We spent about six months rebuilding those boats.'

Following this there was a dry spell. They built a couple of 35-footers and a few monohulls. In 1983/4 they built the 45-foot Sebago, which was later extended to 50 feet. Greene explained, 'She was somewhat underpowered for upwind racing and maybe it didn't carry its displacement well enough. The best thing we ever did was win our class in the Round Britain Race. The boat is still sailing today in the Keys as a day charter boat. It has gotten a lot more use that way than it ever did as a racing boat.'

In 1994, Greene built a 57-foot day charter multihull for a customer from Newport, Rhode Island, who worked her out of Newport that summer.

Over the years Greene continued building and repairing at his yard.

In 1998 they built a floating Dockside deck shoe for Sebago, Inc. This was not an easy feat when one considers all the details, like the laces. That same year Greene Marine built a wave piercing cat, powered with twin 115-hp Johnson outboards, for Jeff Anderson of New Hampshire.

In 2001 he built a 43-foot powered passenger-carrying catamaran for a customer from South Carolina, which he designed.

Greene Marine's next big project will be building another trimaran like Scout, which the built two years ago for a local customer. They will begin this project this coming winter.

During the winter of 2002 they were refurbishing a five-year-old 22-foot Mini-Transit race boat, and building a 31-foot Dick Newick designed trimaran. That same year they

began construction of a 38-foot trimaran designed by Greene for a customer from Deer Isle. One very interesting aspect of this boat is her A-frame rig, which is held up with a fore and backstay.

This winter Greene Marine is refurbishing the first Formula 40, a major project and they are going over Great American II, before she competes in the singlehanded trans-Atlantic race.

As for a high-tech builder, Greene said, 'May be for Maine, but not the nation. Goetz builds more high tech stuff and uses more carbon than we do. We know how to use it all and would like to but it is not that big a market.'

Whether he will admit it or not, Walter Greene is one of the premier boatbuilders on the coast of Maine, especially in the use of high tech materials. He is also one of the most practical builders, knowing exactly what it takes to do the job for the least amount of time and money. He is a wealth of knowledge, which he loves to pass on to anyone interested. So, when you are looking to build, especially a multihull, make sure you consult with Walter Greene, the newest member of the Maine's Boatbuilder's Hall of Fame."

Robert Rice 1938-2024

Robert B. Rice, 85, passed away on 2 August at St. Andrews Village in Boothbay Harbor.

He was born at home on 17 November 1938, the son of Baxter M. and Rheta M. (Bridges) Rice on Murray Hill Road in East Boothbay.

Continued on Page 6

Publisher's Note

Continued from Page 4.

for me. It was interesting that the only time he regretted was the year he worked at Rice Brothers. He then joined the U. S. Army where he spent the next 20 years, mostly in Europe. He returned to East Boothbay and went into the house construction business. I had always hoped to get back and record more of what he knew about the other boatbuilders, but now that is gone.

At Giffy's remembrance someone said that this was the end of an era. It is true that when a pillar of a generation passes on it is

an end to an era. On this coast that is a hard statement to justify as there are so many in each generation that we could say that about. I know that we of the older generation have a difficult time with the new generation joining the working ranks as to their knowledge and work ethic. However, it is people like Giffy, Walter and Robert that teach the younger generations a work ethic and the knowledge to do the job correctly if they take notice. The older generation did not tolerate those that did not work hard and learn fast. In many cases it was tough love, but they did create another generation of good workers.

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PASSED OVER THE BAR - WALTER GREENE & ROBERT RICE



Continued from Page 5

Robert attended local schools and was employed at his grandfather’s shipyard, Rice Brothers Corporation for a year. In 1946, Rice Brothers Corporation was Henry, Robert’s father Baxter, and his brothers, Carl and Donald. Robert was the last employee of Rice Brothers. He worked there during the summers while in high school. He said the work was pretty easy, all he had to know was how to operate a broom. He then went to work there full-time as a boiler and crane operator in 1955. When his cousin came back from the service Robert worked with Paul Luke’s father doing carpentry work building 40-foot personal boats for the U. S. Navy. Robert said, “I got up one day and went to work and while I was working, I stopped and I looked around at that stupid yard and I said, that is it. I am gone.”

Robert loved history and had done a lot of reading and wanted to see the places he had read about so he joined the U. S. Army after quitting his job at Rice Brothers. He did his basic training at Fort Dix, New Jersey and then it was off to Fort Belvoir, Virginia for advanced training. For most of his career he worked in procuring, with an exception of a tour in Vietnam. Robert came

home from France after three years in 1959 on leave. The second day he got out his little notebook, ran down the list of names. They were either gone, married, or weren’t home until the last name in the book, which was June E. Rowe. She was home and answered the phone. They were married in 1960 and she would accompany him on all the tours of duty except Vietnam. Together they traveled and saw a lot of Europe, but they were always happy to come home for leave. Robert was a member of the American Legion Post 36 in Boothbay. He was awarded with the following decorations; Meritorious Service Medal 1st 2nd awards, Meritorious Unit Citation (Combat), five Good Conduct Medals, National Defense Medal, Vietnam Service Medal, Vietnam Cross of Gallantry with Palm, and Combat Infantry Barge.

When Robert retired from the Army in 1976 he came right back to East Boothbay and went to work as a maintenance foreman for Smuggler’s Cove Motel. He worked there six years and rebuilt a great deal of the Motel. Then he hooked up with a person he knew at Ocean Point who wanted him to help build a house together during the winter. Later, Robert began working for himself repairing or building new houses in East Boothbay. Over the years he had a number of people work alongside of him. He also had both of his grandsons work a number of years before going off on their own. The road Robert lived on he built all but one of the houses on it. He fully retired seven years ago and added that he did not miss the work, but he did miss the people. He had said he enjoyed doing it and if he had to do it over again, he would leave out Rice Brothers. Robert was also civil minded, being vice chair of the East Boothbay Water Co. in the 1990s, served as vice president/president, trustee and photo ID and cataloger for 45 years at the Boothbay Region Historical Society, and served as vice president/president of the Tallwood Estates in the 1990s.

If you visit Robert there is one thing that become obvious immediately, his love of making models. He started building them when he was very young, getting assistance from his father on how to do it. Their first boat was a 36-inch PT, one of the fondest memories he had was building it with his father. He never stopped building models and in the end he had done hundreds. He would do boats, planes or vehicles, what ever interested him. He not only built from kits, but did many scratch built models that were very well-done. Some of these you can see at the Boothbay Region Historical Society.

When Robert would come home from work he would go into his model room and close the door. The crazy world was locked out and he really enjoyed his time making models.

When Robert was on duty one night at Fort Knox, Kentucky one of the soldiers came in with a book on warships, “Jane’s

Fighting Ships.” Robert asked about it and found a reference to the Rice yard with a little write up and a photograph. At that point he began building a history of the Rice yard. He traveled all over to find information, read all the issues of the Boothbay Register and talked to as many people as he could find with information on Rice Brothers. He developed a very comprehensive history of Rice Brothers, which you can access at the Boothbay Region Historical Society.

Robert is survived by his wife June of East Boothbay; daughter Catherine A. Jurgelevich and her husband Kirk of Gray, Maine, and two beautiful grandsons, Kirk Robert and his wife Samantha Frank, and Ryan William Jurgelevich and his wife Whitney; and great-granddaughter Cora June Jurgelevich all of Windham, Maine and nephew Arthur Carter.

Robert’s family will honor his life privately.

U. S. COAST GUARD NEWS

July 29, 2024

U.S. Coast Guard to convene public hearing into the loss of Titan submersible

WASHINGTON— The Coast Guard is scheduled to conduct a formal hearing starting Monday, Sept. 16, 2024, in North Charleston, South Carolina, for the Marine Board of Investigation (MBI) to consider evidence related to the loss of the Titan submersible.

The hearing is scheduled to take place at the Charleston County Council Chambers, located at 4045 Bridge View Drive, North Charleston, South Carolina. Due to capacity limitations, members of the public are encouraged to view the hearing via the livestream. Livestream information will be published closer to the convening date.

The formal hearing is scheduled to convene daily at 8:30 a.m. EDT on the following dates: Monday, Sept. 16, 2024; Tuesday, Sept. 17, 2024; Thursday, Sept. 19, 2024; Friday, Sept. 20, 2024; Monday, Sept. 23, 2024; Tuesday, Sept. 24, 2024; Wednesday, Sept. 25, 2024; Thursday, Sept. 26, 2024; AND Friday, Sept. 27, 2024 (if necessary).

The hearing will examine all aspects of the loss of the Titan, including pre-accident historical events, regulatory compliance, crewmember duties and qualifications, mechanical and structural systems, emergency response and the submersible industry.

The formal hearing was convened by Vice Adm. Peter W. Gautier, deputy commandant for operations. An MBI is the highest level of investigation in the Coast Guard. Upon completion of the investigation, the Board will issue a report to the Commandant with the evidence collected, the facts established, its conclusions and recommendations.

Titan was on an expedition to explore the wreck of the Titanic when contact was lost 1 hour and 47 minutes into its dive on Sunday, June 18, 2023. The Coast Guard, along with other agencies, international partners and private entities, conducted an extensive search operation. The wreckage of the Titan submersible was subsequently found on the ocean floor, approximately 300 meters off the bow of the Titanic, and all five passengers were declared deceased.

Information about the hearing, including the schedule, news releases and exhibits, will be posted to the Titan MBI website throughout the hearing at <https://www.news.uscg.mil/News-by-Region/Headquarters/Titan-Submersible/>. Hearing updates will also be posted via Twitter @MaritimeCom-

mons with the hashtag #TitanMBI.

Coast Guard slated to remove Jacob Pike wreck

PORTLAND, Maine – The Coast Guard, working in coordination with Maine Department of Environmental Protection (DEP), and other local, state, and federal partners, is slated to begin operations to remove the 84-foot motor vessel Jacob Pike, which sank during a winter storm in Cundy’s Harbor, Maine, on January 10, 2024.


The Jacob Pike has been a pollution threat in the New Meadows River since its sinking. When the owner and responsible party (RP) of the Jacob Pike did not take appropriate action to mitigate the significant threat of pollution from the vessel, Coast Guard Sector Northern New England (SNNE) collaborated with Maine DEP, the National Oceanic and Atmospheric Administration, U.S. Fish and Wildlife, Maine Department of Marine Resources, Maine Department of Agriculture Conservation and Forestry (Bureau of Parks and Lands), and the Town of Harpswell, to develop a comprehensive plan to safely and permanently remove the threat posed by the Jacob Pike. The total amount of oil on board is unknown, but it is estimated that the fuel tanks can hold 1,000 gallons. After the vessel sank, SNNE’s Pollution Response Team observed significant oil sheening around the vessel and issued a Notice of Federal Interest, along with multiple Administrative Orders, directing the RP to take appropriate action to address the pollution. When it was clear the RP was unwilling or unable to take appropriate action, the Coast Guard issued a Notice of Federal Assumption and assumed control of the response.

The Coast Guard hired pollution removal contractors, who placed floating oil boom around the vessel to contain the spread of the sheen, pumped 400 gallons of oily water mixture out of the submerged vessel, and removed 11 marine batteries. However, the risk of diver entanglement in the interior of the vessel prevented additional recovery efforts. The vessel remains surrounded by boom to prevent the spread of pollution.

The Coast Guard used the Federal Oil Spill Liability Trust Fund (OSLTF or “the Fund”) to respond to the discharge. The Fund is a multi-billion-dollar funding source established to pay removal costs and damages resulting from oil spills or substantial threats of oil spills to navigable waters of the

Continued on Page 7

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National Transportation Safety Board News



Sandy Ground docked after the fire. (Source: NTSB)

Missed Rock on Navigational Chart Led to Grounding of Articulated Tug, Barge in Alaska

7/9/2024

WASHINGTON — An articulated tug and barge hit a known underwater rock near Kodiak, Alaska, last year, leading to a grounding that caused \$1.4 million in damages, the National Transportation Safety Board said Tuesday.

The tugboat Cingluku and barge Jungjuk were transiting into Shakmanof Cove from Marmot Bay on May 25, 2023, with six crewmembers onboard. The Cingluku and Jungjuk operated together as an articulated tug and barge, or ATB, and were primarily used to transport containerized cargo and vehicles. While approaching the entrance to the cove, the barge grounded on a submerged rock, damaging the barge’s steel hull. No pollution or injuries were reported, and there was no damage to the tugboat.

The captain plotted a route into Shakmanof Cove in the vessel’s electronic chart system, or ECS, using the National Oceanic and Atmospheric Administration electronic navigational chart, or ENC, for Marmot Bay and Kupreanof Strait. As the ATB was turning near the entrance of the cove, the barge ran aground on a charted submerged rock that was not detectable on radar or through a visual lookout. Although the rock was charted on the ENC, the captain did not notice the asterisk marking the rock’s

location.

“Owners and operators should ensure their crews are sufficiently trained in the use of their electronic chart system (ECS) and understand how to use the different functionalities of the ECS,” the report said. “An ECS offers advanced features that can help users increase their vessel’s safety and crew situational awareness of potential safety hazards. In some cases, incorrect, or non-use of these features may even reduce situational awareness to certain hazards, such as submerged rocks.”

For more information about ENC and chart symbols, mariners should refer to U.S. Chart No. 1: Symbols, Abbreviations and Terms used on Paper and Electronic Navigational Charts.

NTSB Determines Cause of Bulk Carrier Grounding in Vidal Shoals Channel 7/23/2024

WASHINGTON — The bulk carrier American Mariner was leaving a dock near Sault Sainte Marie, Ontario, last year when the master — acting alone on the bridge during complicated maneuvers — overshot a turn and grounded on shoals, damaging three ballast water tanks.

The vessel was heading outbound in the Vidal Shoals Channel enroute to Superior, Wisconsin, when it grounded. NTSB investigators found that the master of the vessel was alone on the bridge at the time.

Other factors compromising the master’s ability to successfully navigate the vessel included transiting in the dark, unlit channel buoys, not using all available features in the electronic chart system and no additional personnel on the bridge.

The NTSB found that the master’s initial angle of departure from the dock and close approach to the shoal water positioned the vessel at a poor angle to successfully maneuver into the channel, which resulted in the vessel overshooting the turn and grounding on the shoals on the opposite side of the channel. The grounding resulted in damages of \$600,000 to the vessel. No pollution or injuries were reported.

“While maneuvering in confined waters, it is difficult for a single bridge crewmember to effectively drive, lookout, and monitor and use available bridge equipment,” the report said. “Owners, operators, and vessel masters are responsible for ensuring that vessel bridge teams are staffed with a sufficient number of certificated/credentialed mariners who are familiar with all bridge navigation equipment and able to independently take immediate action.”

Design Flaw, Lack of Training Caused Fire on Staten Island Ferry

7/30/2024

WASHINGTON — The design of a new passenger ferry’s engine and inadequate follow-on training for engineering crewmembers led to a 2022 fire aboard a Staten Island Ferry, the National Transportation Safety Board said Tuesday.

The fire broke out in the engine room of the passenger ferry Sandy Ground in New York Harbor with 884 persons aboard on Dec. 22, 2022. The crew’s actions to contain and extinguish the fire, combined with a quick response from good samaritan vessels, resulted in the safe evacuation of all onboard. Damage to the vessel totaled \$12.7 million.

As a result of the investigation, NTSB issued a safety alert and five safety recommendations, including recommended regulatory changes to design requirements for diesel engine fuel oil return systems.

While attempting to manage fuel oil levels as the vessel was transiting between Staten Island and Manhattan, oilers aboard the Sandy Ground closed both day tank fuel oil return isolation ball valves, which caused the over-pressurization of the fuel oil system. The fuel oil filters on the main engines ruptured, leading to the spray of fuel oil that ignited a fire. A delay in shutting down the main engines led to fuel oil continuing to spray and increased the severity of the fire.

The Sandy Ground was the second of three Ollis-class ferries built for the New

York City Department of Transportation and was put into service six months before the fire. The Ollis-class ferries were not originally constructed with fuel oil return isolation valves. Instead, isolation valves were added after delivery to regulate the day tank fuel oil levels. The Ollis-class vessels did not have a means to relieve the pressure in the fuel oil return lines if both fuel oil return isolation valves were closed, and the relief valves in the fuel oil system did not have independent return lines. These design flaws led to the over-pressurization.

The NTSB recommended the Coast Guard update marine engineering regulatory requirements to require diesel engine fuel oil return systems on U.S.-flagged vessels be designed to have either unimpeded return flow or a pressure relief valve. Until regulatory requirements can be updated, the NTSB recommends the Coast Guard develop and disseminate design guidance for new construction diesel engine fuel oil returns systems to have unimpeded flow from the engine or other arrangements to prevent over-pressurization.

The NTSB made a similar recommendation to the American Bureau of Shipping, a classification society that establishes and maintains standards for the construction and operation of ships, to propose the same design requirements to the International Association of Classification Societies.

The NTSB also found the engineering crewmembers were not adequately trained on the fuel system for the new Ollis-class ferries. The crewmembers did not receive follow-on training after fuel oil return isolation ball valves were installed on the Sandy Ground. The new vessels did not have relief valves in their fuel oil return systems like other Staten Island ferries. The crewmembers likely thought the fuel oil system could not be over-pressurized as relief valves prevented over-pressurization on the other ferries. In addition, the engine room crewmembers on board the Sandy Ground each had a different understanding of the fuel oil system.

The NTSB is issuing a safety alert to vessel operators about the importance of understanding diesel engine fuel oil system return design and operation to prevent over-pressurization of fuel oil systems. This is the second fire in two years the NTSB investigated in which over-pressurization of the main engine fuel return system, caused by closed valves, led to diesel fuel spraying and igniting a fire. The other was a 2021 engine room fire on a towing vessel transiting the Mississippi River in Missouri.

Marine Investigation Reports and Safety Alerts are available online.

U. S. COAST GUARD NEWS

Continued from Page 6

United States. The OSLTF is also available to pay third party claims for certain damages. The RP will later be billed for all federal response costs, which include all costs paid from the OSLTF as well as costs incurred by the agencies themselves, such as Coast Guard personnel and equipment.

The Jacob Pike is a wooden fishing vessel built by Newbert & Wallace of Thomaston in 1949. The vessel spent most of its service life as a commercial fishing vessel in the Maine sardine fishery. The Jacob Pike is no longer an active commercial fishing vessel, is uninsured, and has expired certificates.

Aug. 9, 2024

U.S. Coast Guard encounters Russian naval vessel near Aleutian Islands, Alaska

JUNEAU, Alaska — The U.S. Coast Guard located a Russian Federation Vishnya-class naval vessel Monday south of the Aleutian Islands, Alaska.

While patrolling the Aleutian Islands, the crew of U.S. Coast Guard Cutter Alex Haley (WMEC 39) detected the vessel 30 nautical miles southeast of Amukta Pass, Alaska.

The Russian vessel was transiting in

international waters but inside the U.S. Exclusive Economic Zone, which extends 200 nautical miles from the U.S. shoreline. The Alex Haley did not communicate with the Russian vessel. The Alex Haley confirmed it to be a Russian Federation Vishnya-class naval vessel and followed the vessel as it transited east. An HC-130 air crew from Coast Guard Air Station Kodiak also observed the vessel.

“As a proud Alaska-homeported cutter, we patrol to uphold maritime governance and a rules-based international order,” said Cmdr. Steven Baldovsky, commanding officer of the Alex Haley. “We met presence with presence to ensure there were no disruptions to U.S. interests in the maritime environment around Alaska.”

Coast Guard Cutter Alex Haley patrolled under Operation Frontier Sentinel, a Coast Guard operation designed to meet presence with presence when strategic competitors operate in and around U.S. waters. The U.S. Coast Guard’s presence strengthens the international rules-based order and promotes the conduct of operations in a manner that follows international law and norms.

This type of monitoring of vessel activity is not outside of the normal.

The Alex Haley is a 283-foot Medium Endurance Cutter homeported in Kodiak, Alaska.

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U. S. NAVY NEWS

The Secretary of the Navy Exonerates 256 Defendants from 1944 Port Chicago General and Summary Courts-martial 17 July 2024

WASHINGTON – The Secretary of the Navy announced on July 17 the full exoneration of the remaining 256 defendants of the 1944 Port Chicago general and summary courts-martial.

The Honorable Carlos Del Toro, Secretary of the Navy, made the announcement on the 80th anniversary of an explosion that occurred at Port Chicago Naval Magazine in California. The explosion killed 320 people, injured 400 others, destroyed two ships and a train, and caused damage to the nearby town of Port Chicago.

Secretary Del Toro expressed his deepest condolences for the Sailors, civilians, Coast Guardsmen, members of the U.S. Maritime Service, and one Marine who lost their lives and for their family members.

Following the 1944 explosion, white supervising officers at Port Chicago were given hardship leave while the surviving African-American Sailors were ordered back to work. The circumstances surrounding the disaster were reflective of the Navy’s personnel policies at the time, which barred African-American Sailors from nearly all

seagoing jobs. Most of the Navy ordnance battalions assigned to Port Chicago Naval Magazine and similar facilities were comprised of African-American enlisted personnel and white officers.

In the absence of clarity on the explosions or further safety training, 258 African-American Sailors refused to resume ammunition handling. After threats of disciplinary action, 208 of the Sailors returned to work; however, the Navy still subsequently convicted all 208 Sailors at a summary court-martial for disobeying orders.

The Navy sentenced each of the summary court-martial defendants to a Bad Conduct Discharge and forfeiture of three month’s pay. During subsequent reviews of the summary court-martial, the Bad Conduct Discharges were suspended, the forfeitures reduced, and one conviction was set aside for insufficient evidence.

The remaining 50 Sailors continued to refuse to return to work and were charged with mutiny. The Navy later convicted all 50 Sailors (who came to be called the “Port Chicago 50”) of mutiny at a mass general court-martial. Each of these defendants was sentenced to a Dishonorable Discharge, fifteen years confinement at hard labor, reduction in rate to E-1, and total forfeitures of their pay.

During subsequent reviews of the general court-martial, the Dishonorable Discharges were suspended and the period of confinement was reduced from 15 years to 17-29 months. One conviction was also set aside for mental incompetency. By January 1946, nearly all the Sailors were released and given the opportunity to finish their contracts.

“The Port Chicago 50, and the hundreds who stood with them, may not be with us

today, but their story lives on, a testament to the enduring power of courage and the unwavering pursuit of justice,” said Secretary Del Toro. “They stand as a beacon of hope, forever reminding us that even in the face of overwhelming odds, the fight for what’s right can and will prevail.”

After a thorough review of the case and related materials, the General Counsel of the Navy concluded that there were significant legal errors during the courts-martial. The defendants were improperly tried together despite conflicting interests and denied a meaningful right to counsel.

The courts-martial also occurred before the Navy’s Court of Inquiry report on the Port Chicago explosion was finalized, which certainly would have informed their defense and contained nineteen substantive recommendations to improve ammunition loading practices.

Following the Navy’s most recent review, Secretary Del Toro fully exonerated the remaining 256 defendants of the 1944 Port Chicago general and summary courts-martial.

If any family members of the defendants of the 1944 Port Chicago general and summary courts-martial would like to reach out to the Department of the Navy for future notifications on the topic or more information, please reach out to PortChicago@us.navy.mil, or 703-697-5342.

U.S. Navy to Christen Guided-Missile Destroyer USS Patrick Gallagher 26 July 2024

The Navy will christen the future USS Patrick Gallagher (DDG 127), during an 11:00 EST ceremony Saturday, July 27, in Bath, Maine.

The Honorable Sean Fleming, Ireland’s

Minister of State for the Department of Foreign Affairs (International Development and Diaspora), will deliver the principal address. Remarks will also be provided by the Honorable Susan Collins, U.S. Senator, Maine; Gen. Christopher Mahoney, Assistant Commandant of the Marine Corps; the Honorable Sean Coffey, General Counsel of the Navy; Vice Adm. Darse E. “Del” Crandall, Jr., Judge Advocate General of the Navy; and Charles F. Krugh, President of General Dynamics Bath Iron Works. In a time-honored Navy tradition, the ship’s sponsors and sisters of the ship’s namesake, Teresa Gallagher Keegan, Rosemarie Gallagher, and Pauline Gallagher, will christen the ship by breaking a bottle of sparkling wine across the bow.

The ship’s namesake, Marine Corps Cpl. Patrick Gallagher, immigrated to the United States from Ireland and joined the United States Marine Corps. He received the Navy Cross for heroism during the Vietnam War when he managed to jump on and throw an enemy grenade into a river to save his fellow Marines. He was killed in action just one year later.

“It is my deepest honor to announce that the Fleet’s newest Arleigh Burke-class destroyer will be named after Cpl. Patrick Gallagher. His keen instinct, bravery, and selflessness in the face of danger are testaments to his character and the true character of so many who choose to serve our Nation,” said Secretary of the Navy, Carlos Del Toro.

This is the first Navy ship to honor Cpl. Gallagher.

USS Wasp Celebrates 35th Birthday From Petty Officer 1st Class Ruben Reed 30 July 2024

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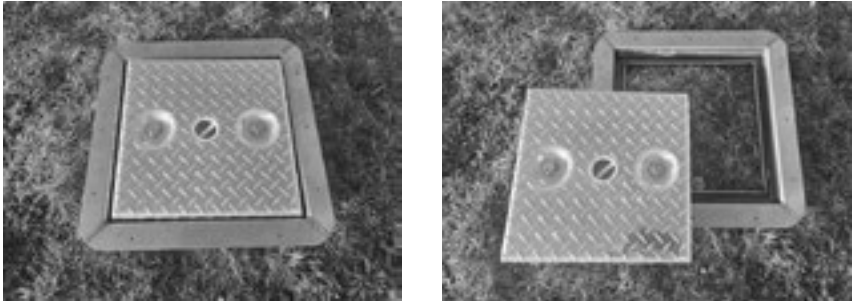
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U. S. NAVY NEWS

MEDITERRANEAN SEA – Sailors and Marines walk about passageways as the ship’s air conditioning system works overtime under the beating sun. These deckplates have supported the weight of servicemembers across the armed services through oceans and seas around the world.

From a maiden deployment in 1991 and emergency deployments to Somalia and Kuwait in 1993, the USS Wasp (LHD 1) has been one of the premier emergency response forces since her commissioning. Throughout her first decade of service, Wasp participated in Operation Restore Hope, Operation Enduring Freedom, Operation Iraqi Freedom and served a key role in humanitarian aid and disaster relief efforts throughout Central and South America. In 2007, Wasp was the first ship to deploy the MV-22B Osprey, and in 2011 was the first ship to receive flight deck modifications for the F-35B Lightning. While forward deployed in Sasebo, Japan in 2018 Wasp served as the first operational shipboard deployment for the F-35B.

Fast-forward to 2024, while steaming in the Mediterranean Sea during a scheduled deployment, the first-in-class amphibious assault ship and her crew celebrated the ship’s 35th birthday with a cake cutting on the ship’s mess decks. This milestone provided an opportunity to pause during the steady drum of underway life and a chance to look back upon all the ship has accomplished over the preceding years.

“Wasp is recognized as one of the most lethal and versatile ships on the waterfront because she’s always had the best crews in the fleet,” said Capt. Christopher Purcell, Wasp’s commanding officer. “Every Sailor and Marine on Wasp is a true American hero for today’s Navy.” Purcell thanked the crew for their part in bringing the ship to mission ready status and looked back to all Wasp Sailors who have contributed to defending the nation’s security.

“This birthday marks the 35th year since the ship commissioned and is the 10th ship to bear the name Wasp,” Purcell said. “I’m proud to serve with each and every one of you and be part of a ship with such time honored tradition.”

During the birthday ceremony on the ship’s mess decks, the youngest and oldest Sailors present at the ceremony were able to cut a custom birthday cake made by the ship’s “cake boss,” Culinary Specialist 3rd Class Hayden Clark.

“It’s my third year aboard Wasp, and to see it come out of the yards and into deployment makes me extremely proud,” said Clark.

After the ceremony, the crew enjoyed a specially crafted lunch to celebrate. The

meal featured chicken and beef kabobs, gyros, fried cabbage, garlic roasted potato wedges, and macaroni salad.

Culinary Specialist Seaman Apprentice Isaiah Climes, a lead member along with Roberson on the galley team that prepared the special meal, explained how humbling it was to put together the meal for the crew on such a significant anniversary.

“I’m happy to do something I love to do,” said Climes. “We put a lot of effort into this meal so the crew can enjoy the birthday as much as possible.”

In a speech over the ship’s 1 main circuit, Purcell reiterated the motto which all Wasp Sailors keep to heart whenever they report for duty. “It’s you, the crew, who have made this ship ‘Number One in the Fleet,’” Purcell said.

Wasp is conducting operations in the U.S. Naval Forces Europe and Africa (NAVEUR-NAF) area of operations as the flagship of the Wasp Amphibious Ready Group (WSP ARG)-24th Marine Expeditionary Unit (MEU) Special Operations Capable (SOC). The WSP ARG-24th MEU (SOC) is on a schedule deployment to the NAVEUR-NAF area of operations, supporting U.S., Allied and partner interests in the region, including in the Eastern Mediterranean Sea, to continue promoting regional stability and deterring aggression.

NRL Scientists Identify New Class of Semiconductor Nanocrystals
From Mary Hamisevicz
31 July 2024
WASHINGTON – U. S. Naval Research Laboratory (NRL) scientists confirm the identification of a new class of semiconductor nanocrystals with bright ground-state excitons, a significant advancement in the field of optoelectronics, in an article recently published in the American Chemical Society (ACS) journal *ACS Nano*.

The groundbreaking theoretical research could revolutionize the development of highly efficient light-emitting devices and other technologies.

Generally, the lowest-energy exciton in nanocrystals is poorly emitting, earning the name “dark” exciton. Because it slows the emission of light, the dark exciton limits the performance of nanocrystal-based devices like lasers or light-emitting diodes (LEDs). Scientists have long sought to overcome the dark exciton.

“We set out to find new materials in which the exciton ordering is inverted, so that the lowest-energy exciton is bright,” said John Lyons, Ph.D., from the Theory of Advanced Functional Materials Section. “Searching through open-source databases of materials using criteria informed by our

theoretical modeling, we identified over 150 targets. We further narrowed this list with advanced first-principles calculations, ending up with 28 candidates for bright-exciton nanomaterials.”

More detailed modeling of these materials indicates that at least four can yield bright ground-state excitons in nanocrystals. “This discovery, made in collaboration with Prof. David Norris from Federal Institute of Technology (ETH) Zurich and Peter Sercel, Ph.D., from the Center for Hybrid Organic-Inorganic Semiconductors for Energy (CHOISE), could pave the way for the development of ultrabright and highly efficient light-emitting devices, lasers, and other technologies,” Lyons said.


Alexander Efros, Ph.D., a senior scientist, Materials Science division and the senior author on the paper, elaborated on the implications of the research. “In our research, we have identified several bright-exciton materials that can emit light across a broad spectrum, from infrared to ultraviolet,” said Efros. “This versatility makes them very useful for optoelectronic applications. The capability to engineer nanocrystals with bright excitonic states across this wide range opens new avenues for creating better and more efficient LEDs, solar cells, and photodetectors.”

By resolving the dark-exciton problem, NRL scientists hope to stimulate the

large nanomaterial community to attack bright-exciton nanostructures, an area that has been stalled for too long. Today, three of these materials are being grown at NRL as part of the Nanoscience Institute Program’s Bright Nanocrystal Emitters initiative aiming to conclusively demonstrate bright-exciton behavior in the lab and leverage it for future naval technologies.

“Our findings demonstrate the power of combining high-throughput computational screening, pen-and-paper theory, and high-accuracy calculations of electronic structure” said Michael Swift, Ph.D. “No one technique would be enough on its own, but together we discovered new ultrabright nanocrystals and unlocked the power of the bright exciton across unexplored classes of materials.”

The Theory of Advanced Functional Materials Section performs basic and applied research on functional, structural, biological, and electronic materials systems. The Section pioneers new methods for simulating materials and systems, including original development of computational and theoretical techniques, modification of existing approaches, and application of established methodologies to new materials and areas. The goal of the Section is to use theory and simulation to understand, improve and develop materials of present and future naval importance.



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Now Our Blueberry Fields

By Sheila Dassatt

Mike and I decided to take a little Sunday ride to Blue Hill by way of Sedgwick for a scenic change. Along the way, by the blueberry fields, there were a series of signs that caught our interest. These signs said “this will effect all of us” and going a little further, one mentioned the blueberry fields and another with a town meeting date for August 14th.

With all of this talk about green energy, we wondered if this had to do with solar panels and our blueberry fields. So I looked it up and lo and behold, the threat is just that! The answer that I got with my research is this: “Yes, there are concerns about solar panel installations in Blue Hill, specifically regarding large-scale solar farms.” Some of the concerns include: 1. Land use: Large solar farms require significant land areas, potentially conflicting with agricultural uses, wildlife habitats, and scenic views. 2. Visual impact: Solar panels can alter the rural landscape and affect the town’s character. 3. Environmental concerns: Some residents worry about potential environmental impacts, such as soil disturbance and water pollution. 4. Local regulations: There is debate about the need for clearer regulations and guidelines for solar farm development in the area. In response to these concerns, the town of Blue Hill is working to develop solar ordinances and regulations that balance renewable energy goals with

community concerns and environmental protection. These concerns affect the blueberry industry’s long-term viability and can also affect the harvesters. Blue Hill is known for its vibrant blueberry industry, with many local farms cultivating blueberries.

I feel that this is a concern that needs to be shared regarding the well-being of Downeast Maine and our natural resources. First, the fishing industry is facing the threat of windmills and how it is and will be affecting our fishery and our marine life. This is an on-going major concern for our marine industry and our future. Now, we are seeing the threat of solar panels in or around our blueberry fields. Pardon me, but what is next?!

I did a little more research about “bait and switch” and this is what I found: “In October of 2023, the Governor’s Energy Office requested funding from EPA to establish a statewide “Solar for All” program. The proposal was built on broad public engagement, incorporating direct outreach to *key stakeholders* and opportunities for public comment as well as national best practices to overcome barriers to accessing affordable solar. Maine’s proposal sought to support workforce development opportunities that ensure quality clean energy jobs particularly for people in disadvantaged communities, siting and permitting assistance for communities to support responsible solar and energy storage permitting, and staff techni-

cal support to improve access and remove barriers to these clean energy resources.

Now, what I am driving at is the fact that this is being offered first to our Maine citizens, not realizing the sacrifice that will come with it. This is an awareness that is important to all of us that make a living in this beautiful State of Maine. I don’t really think or believe that “us Mainers” are totally aware of what these sacrifices really are and what it means to us in the long run. This is being proposed as something for “disadvantaged communities” and will provide jobs for the people that live in these areas. What about the well-being of those of us that will be making the sacrifice so this can all be put into place?

Who are the *stake holders* in this endeavor? This is all grant money that comes from our Federal government, which in reality is our tax money. Nothing comes for free and a price has to be paid in the long run.

Federal Funding: “On June 28, 2023, the EPA released a Notice of Funding Op-

portunity” for the Solar for All Program, a \$7 billion funding opportunity as part of the \$27 billion Greenhouse Gas Reduction Fund authorized by the Inflation Reduction Act of 2022. Entities eligible to apply for funding from EPA included States and Territories, Tribal.” So here ya go, here’s a lot of the facts behind all of these threats that we are facing just trying to maintain and save our livelihoods, especially in the Downeast sector of the state.

If we don’t have our harvesting industry which includes the harvesting of blueberries and lobsters, what do we have left in this area? We really need to pay attention to what is going on around us and stand up for ourselves. I’m glad that this is an election year (sort of) and you can still have time to talk to your representatives and folks that are running for office. We need the support and the extra help that is needed to keep our livelihoods and not be victims of the *stake holders* that are the ones making the money on all of this.

Maine Dept. of Marine Resources

NOAA Recommends Funding to Improve Flood Mitigation, Water Quality, Drinking Water and Septic Infrastructure in Columbia and Addison
July 19, 2024

Addison – A project planned by the Maine Department of Marine Resources that will support flood mitigation, restore water quality, and improve drinking and septic infrastructure on the West Branch of the Pleasant River has been recommended for funding by NOAA.

The funding, totaling \$9 million, comes from NOAA’s Transformational Habitat Restoration and Coastal Resilience Grants program under President Biden’s Bipartisan Infrastructure Law and Inflation Reduction Act.

The work will focus on improvements to the Addison Road in Columbia where it crosses Bells Brook, a tributary of the West Branch of the Pleasant River. Currently the Addison Road crossing experiences significant roadway flooding, and the Maine Department of Transportation’s inspections have revealed that the structure is in critical condition.

“Roadway flooding is a major concern for the safety of the traveling public and

left unaddressed the road would be closed and could be damaged during large storms like those we saw last winter,” said Sean Ledwin, Director of the Maine Department of Marine Resources Searun Fisheries and Habitat Bureau.

The current crossing consists of two metal culverts with a combined opening width of approximately 12-feet which is vastly undersized based on sizing criteria from the CoastWise Approach, a set of science-based best practices for tidal crossings. Based on CoastWise sizing analysis, and in close consultation with the Maine Department of Transportation, a 70-foot wide crossing structure is planned, with further refinement required as the design is finalized.

Work will not only involve replacement of the failing road crossing, but the road on either side of the crossing will be raised by six feet to address current and future flooding conditions. “Without road raising, low lying areas around the crossing will continue to flood, even with a wider opening at the crossing,” said Ledwin.

Because the West Branch and Bells Brook are both subject to tidal influences, the project will also support the relocation of wells and septic systems that may be impacted now or in the future by saltwater intrusion. This work will be conducted by the Downeast Salmon Federation and will also benefit the health of downstream habitats that support municipal intertidal shellfish resources.

“There are many benefits to this project,” said Ledwin.

In addition to flood mitigation and improved public safety, the rebuilt crossing will allow for future upstream passage and increased nursery habitats for recreationally and commercially valuable fish species such as rainbow smelt, American lobster, groundfish, sturgeon, and shellfish.

“While this project individually does not restore passage or tidal flow, it is being constructed in a way that will allow for future fisheries and tidal salt marsh restoration,” said Ledwin.

“The road raising and increasing conveyance of water at this crossing will help provide a buffer from the increasing coastal storms we’re experiencing by absorbing storm surge and preventing erosion and habitat loss,” said Ledwin.

Work is scheduled to begin this fall and is expected to be completed in the fall of 2027.

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

Sustainable and Cooperative Management of Atlantic Coastal Fisheries
August 6 - 8, 2024

ATLANTIC HERRING MANAGEMENT BOARD
Meeting Summary

The Atlantic Herring Management Board met to review the 2024 Management Track Stock Assessment; review the draft Fishery Management Plan (FMP) Review and state compliance for fishing year 2023; and receive an update from the New England Fishery Management Council (NEFMC).

The Board received a presentation of the 2024 Management Track Stock Assessment for Atlantic herring conducted by NOAA's Northeast Fisheries Science Center (NEFSC). No significant changes were made to the methods in the 2024 assessment as compared to the 2022 assessment. The 2024 assessment update includes data through 2023 and indicates the Atlantic herring stock is overfished but not experiencing overfishing. This is the same stock status as determined by the 2022 assessment.

The Board approved the Atlantic Herring FMP Review for the 2023 fishing year, state compliance reports, and de minimis requests for New York. In 2023, all states implemented management measures consistent with the FMP. The Board also discussed two recommendations from the Plan Review Team (PRT). First, the PRT recommended the Board consider long-term funding to support continuation of the Maine Department of Marine Resources portside sampling program, which requires funding for sample collection in states outside of Maine. The portside sampling program is an important data source informing management and is used in the Atlantic herring stock assessment model. The Board agreed to convene a meeting of State Administrative Commissioners in the near-term to discuss potential funding solutions and/or the possibility of states collecting their own samples. Second, the PRT recommended the Technical Committee convene to discuss any concerns regarding the prolonged use of default closure dates for Area 1A spawning areas, due to insufficient samples available in recent years. The Board noted that since there is no new information to consider and the best available information was used in the previous spawning closure analysis, the TC should not be tasked at this time. The Board can revisit this issue in the future as needed.

The Board received an update from NEFMC Staff on NEFMC activity for

Atlantic herring. NEFMC Atlantic herring priorities for 2024 include specifications for the 2025-2027 fishing years and development of Amendment 10. For the 2025-2027 fishing years, the NEFMC's Scientific and Statistical Committee is recommending specifications based on projections from the 2024 Assessment using the biomass-based control rule for Atlantic herring. The resulting recommended annual catch limit for 2025 would be a large reduction from the current annual catch limit. NEFMC will consider the 2025-2027 specifications at their September 2024 meeting. For Amendment 10, NEFMC Staff will follow up with more information on the amendment which will consider measures to 1) minimize user conflicts, contribute to optimum yield, and support rebuilding of Atlantic herring; and 2) enhance river herring and shad avoidance and catch reduction.

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

Motions

Move to approve the Atlantic Herring FMP Review for the 2023 fishing year, state compliance reports, and de minimis request for New York.

Motion made by Ms. Patterson and seconded by Mr. Kane. Motion approves by consent.

ATLANTIC MENHADEN MANAGEMENT BOARD

Meeting Summary

The Atlantic Menhaden Management Board met to review a report from the US Geological Survey (USGS) on osprey data in Chesapeake Bay, receive a progress report on the ecological reference point (ERP) benchmark stock assessment, and discuss possible changes to Chesapeake Bay management.

In response to a request from the Board, USGS staff presented a summary of the latest information regarding osprey abundance, spatial and temporal distribution, dietary demands, and timing of fledge in the Chesapeake Bay region, as well as ongoing research and information gaps. Osprey data comes from two primary sources: the North American Breeding Bird Survey and the eBird database. Long-term trends show significant population growth from both a continental and regional perspective. Since 1966, osprey abundance has shown a 299% increase in North America, a 587% increase on the Atlantic coast, and a 1,801% increase in Chesapeake Bay. However, since 2012,

eBird data estimates show declines in some areas around Chesapeake Bay, particularly in the lower Bay where local reproductive rates have declined sharply since 1975 to below the population maintenance level. There are numerous pressures that may affect osprey reproduction, including food availability, habitat loss leading to greater levels of inter- and intraspecific competition, disease, algal blooms, inexperienced breeders, environmental contaminants, and water depth and clarity. Additionally, abundance indices in other Atlantic and Pacific coast states show similar plateauing and short-term declines since 2012. Osprey diet composition varies by salinity in different regions of the Bay with menhaden being the second-most consumed species in the higher salinity areas, including the lower Bay. More information is needed to explore the relationship between osprey abundance trends and trends in prey species, fish community composition shifts, and other high trophic level feeders. Ongoing research in Chesapeake Bay seeks to compare the availability of osprey prey, including menhaden and other fish species, between current and historical populations.

The Board received a progress report on the ERP benchmark stock assessment. The ERP Workgroup has had discussions with USGS about the inclusion of additional data on piscivorous birds and has scheduled a workshop for November 2024. The ERP benchmark stock assessment and single-species stock assessment update are both scheduled to be presented to the Board at the 2025 Annual Meeting.

The Board discussed initiating an addendum to consider seasonal closures to purse seine vessels larger than 300 gross tons within the Chesapeake Bay to support the dietary needs of menhaden predators during critical points of their life cycles. Ultimately, the Board established a work group to gain additional information and evaluate different options of precautionary management in Chesapeake Bay, and the workgroup will provide a report to the Board at the Annual Meeting.

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

Motions

Main Motion

Move to initiate an Addendum to the Atlantic Menhaden Interstate Fishery

Management Plan to consider Chesapeake Bay-specific management options for the menhaden purse seine vessels larger than 300 gross tons in order to support the need of piscivorous birds and fish during critical points of their life cycles (e.g., Osprey fledge and molt). The document should include options for seasonal closures of Chesapeake Bay Waters (inside the Colregs line). The document should not consider changes to the current Bay Cap of 51,000 MT. The document should also contain options to re-evaluate seasonal closures within the Bay after 2, 3 or 4 years. The Plan Development Team should consult with outside experts as necessary to identify spatiotemporal patterns of predatory demand for menhaden.

Motion made by Ms. Fegley and seconded by Mr. LaFrance.

Motion to postpone until the October Meeting. Motion made by Mr. Geer and seconded by Mr. Gary.

Motion to amend to postpone indefinitely. Motion made by Mr. Geer and seconded by Mr. Reid. Motion fails due to a lack of a majority (9 in favor, 9 opposed).

Motion to postpone until the October Meeting. Motion made by Mr. Geer and seconded by Mr. Gary. Motion fails (6 in favor, 12 opposed).

Main Motion

Move to initiate an Addendum to the Atlantic Menhaden Interstate Fishery Management Plan to consider Chesapeake Bay-specific management options for the menhaden purse seine vessels larger than 300 gross tons in order to support the need of piscivorous birds and fish during critical points of their life cycles (e.g., Osprey fledge and molt). The document should include options for seasonal closures of Chesapeake Bay Waters (inside the Colregs line). The document should not consider changes to the current Bay Cap of 51,000 MT. The document should also contain options to re-evaluate seasonal closures within the Bay after 2, 3 or 4 years. The Plan Development Team should consult with outside experts as necessary to identify spatiotemporal patterns of predatory demand for menhaden. Motion made by Ms. Fegley and seconded by Mr. LaFrance. Motion substituted.

Move to substitute to establish a Board workgroup to consider and evaluate options for further precautionary management of Chesapeake Bay menhaden fisheries, including time and areas closures to be protective

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ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

of piscivorous birds and fish during critical points of their life cycle. Motion made by Ms. Colden and seconded by Mr. Borden. Motion passes (17, 0 opposed, 0 abstentions, 1 null).

Main Motion as Substituted: Move to establish a Board workgroup to consider and evaluate options for further precautionary management of Chesapeake Bay menhaden fisheries, including time and areas closures to be protective of piscivorous birds and fish during critical points of their life cycle. Motion passes by consent.

SPINY DOGFISH MANAGEMENT BOARD Meeting Summary

The Spiny Dogfish Management Board met to review a report on the state impacts of the recommended actions by the Mid-Atlantic and New England Fishery Management Councils in Spiny Dogfish Framework Adjustment 6 to reduce sturgeon bycatch in the spiny dogfish fishery and consider complementary action in state waters.

The Council-recommended alternative proposes prohibiting overnight soaks for federal spiny dogfish permit holders on gillnets with 5-10" mesh in November and May for a certain area of state and federal waters off of New Jersey, as well as for gillnets of 5.25-10" mesh in November through March in specified areas off of Maryland and Vir-

ginia. The Board reviewed a report on state permitting structures and considered how to implement regulations consistent with the federal action given the differences in permitting between states and between state and federal permitting. The Board initiated an addendum that will develop options to establish equivalent overnight soak restrictions for harvesters that possess state spiny dogfish permits but do not possess a federal spiny dogfish permit.

The Board will consider approval of the Draft Addendum for public comment at its next meeting in October 2024. For more information, please contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions

Move to initiate an addendum to maintain consistency between the Spiny Dogfish FMP and the recommended alternatives of Spiny Dogfish Framework Adjustment 6. Motion made by Ms. Meserve and seconded by Mr. Hasbrouck. Motion carries by unanimous consent.

ATLANTIC STRIPED BASS MANAGEMENT BOARD Meeting Summary

The Atlantic Striped Bass Management Board met to review the draft Fishery Management Plan (FMP) Review and state compliance for fishing year 2023; consider initial

recommendations from the Board Work Group on recreational release mortality; provide guidance to the Technical Committee (TC) on responding to the 2024 assessment if a reduction is needed to achieve stock rebuilding; receive an update on winter tagging; and consider two nominations to the Advisory Panel.

The Board approved the Striped Bass FMP Review for the 2023 fishing year and state compliance reports. In 2023, all states implemented management measures and monitoring programs consistent with the FMP and 2023 Emergency Action. The Board also discussed the Plan Review Team's (PRT) recommendation to conduct a review of the commercial tagging program. The PRT noted the review is not necessarily

intended to change the program requirements, but instead intended to review how state programs are operating and identify issues states have encountered, including input from the Law Enforcement Committee. The Board agreed with this recommended review and tasked the PRT with moving forward, acknowledging the review would not occur until Commission and State staff time permits following the 2024 stock assessment and associated tasks.

The Board received a report from the Board Work Group (WG) on recreational release mortality with WG recommendations on stock assessment tasks and public

Continued on Page 24.



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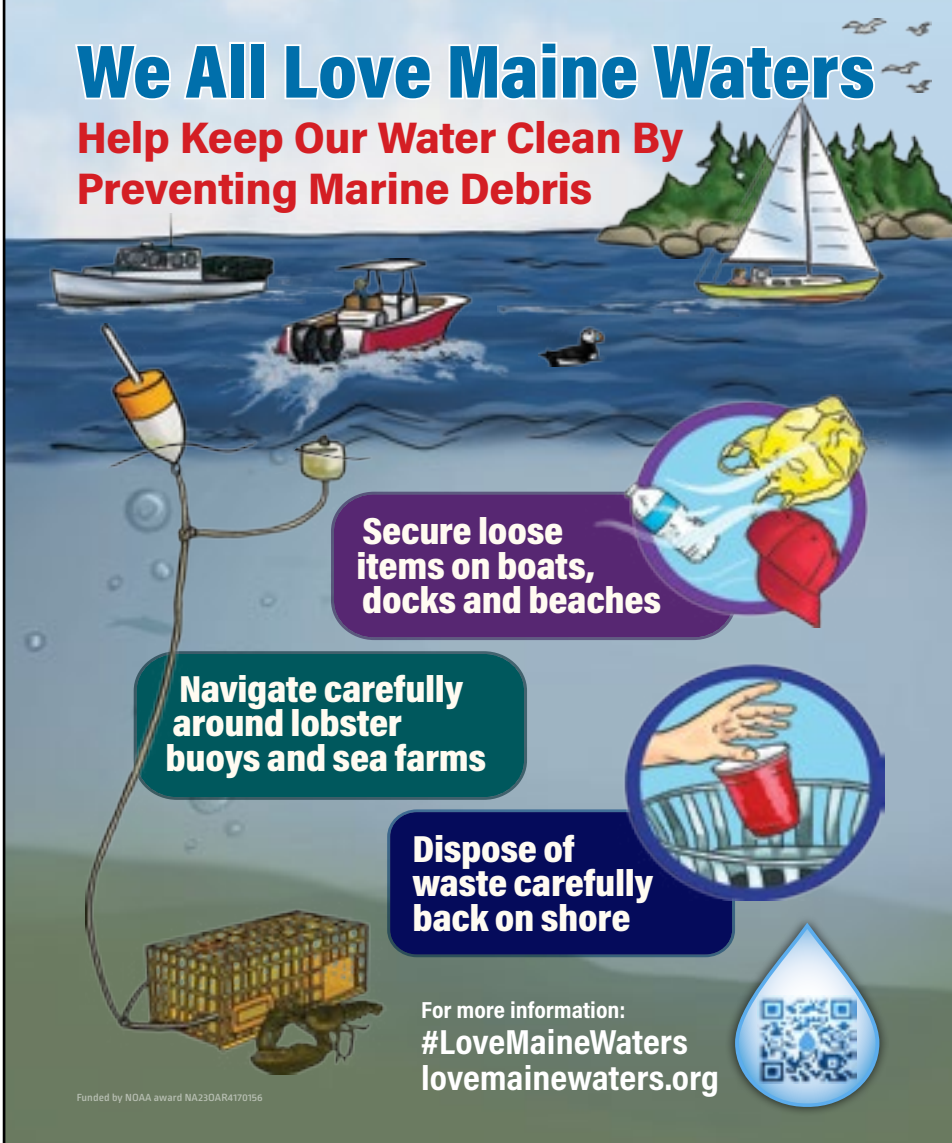
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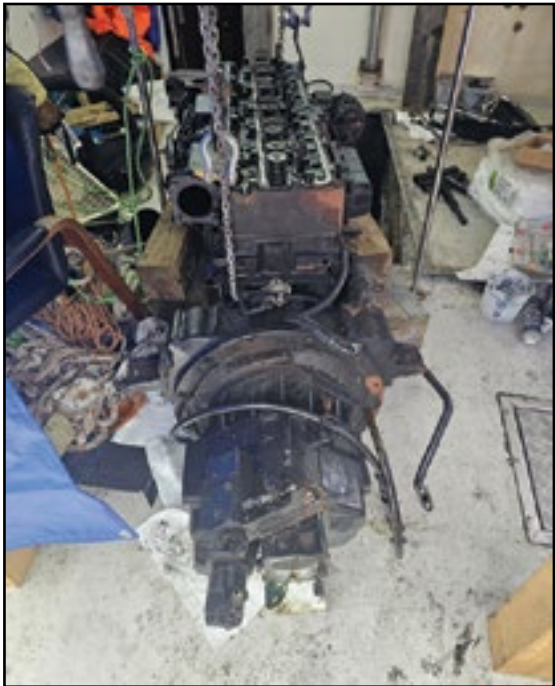
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Boat And Ship Yard News



When it smokes more than it should. This one suffered a scored piston.



This is a new Stanley 28 being finished by John Williams Boat Co. of Hall's Quarry.

Artisan Boat Works Rockport

Sitting in the main shop is a Bob Stephens designed 39-foot custom daysailer for a customer from Connecticut. She was started last September and she was almost ready for the water. Alec Brainerd said, “It has been a really great project, working with a lot of collaborators to be able to do it this fast. We had Front Street Shipyard waterjet cut metal components and G 10 components; Rockport Steel did all of the metal fabrication; Lyman-Morse CNC cut the cap rail and

a lot of the moldings; Teak Deak Systems did the deck; Midcoast Marine Electronics did all of the wiring; and Custom Coatings in Thomaston did the Awlgrip. It has been a really wonderful collaborative experience with all of these subcontractors and our crew as well.”

For accommodations she is simple. There is a big queen-sized berth up forward and then two short settees port and starboard, about 4 feet long, so four can sit at the drop leaf table. Then there is an enclosed head and shower, which is tight, but full standing



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Boat And Ship Yard News



Several of the half-hulls and one of the whales offered by BlueJacket Shipcrafters in Searsport.



The 56-foot sailboat just starting to have her cold moulded hull formed at Brooklin Boat Yard in Brooklin.

head room, to starboard and to port there is a little galley with a microwave and a pull-out drawer with a coffee maker. “The whole boat is automated, electric winches, furling, boom, furling headsail, hydraulic main sheath,” said Alec. “The owner is in his mid-80s so the concept was for a very luxurious, very comfortable daysailer that can be sailed with minimal human power.”

On the bow there is a windlass and a hatch opens up and an arm comes out to deploy the anchor. There are several gadgets the owner wanted included.

This is the biggest boat Artisan has done and when asked if they would do another, Alec said, “I’d love to. I wasn’t sure how I’d feel about it going into it and I have really enjoyed this project a lot. It has just pushed our crew to a higher level and they have come through admirably on every level and I think collaborations with all of these outside vendors have been really rewarding as well.

It helps you get a better boat and it is the only way we have been able to build it this fast. If we had done this project all in-house it would have been an 18-month project.”

This boat was launched at Camden in early August and underwent sea trials before being delivered to her owner in Connecticut.

Artisan stores about 80 boats for the winter and that aspect of the yard were busy right up into July. Over the winter they did a lot of finish work, but no major refits. With the new build they really tried to keep it simple with the service boats. Alec added, “Next year I think we are going to switch it and focus more on those boats, take on some smaller projects here in the carpentry shop.”

They have an original 1916 Herreshoff Fish Class to restore for a customer from Spain. She needs some frames, and floor timbers; WHIRLWIND, a cat boat, will be finished up this fall; and HEY PENNY, the Tom McNaughton designed micro-cruiser,

will be launched in Rockland at the beginning of August.

BlueJacket Shipcrafters Searsport

When not developing a spreadsheet regarding time and materials for each model produced at BlueJackets, Al Ross has been working on some HO scale vessels for the model railroad crowd. There is the sardine carrier he developed 25 or 30 years ago; a self-propelled barge, a towboat, and a lobster boat. They are mostly resin and this one has super structures all built up out of 15,000ths laser board. The coal barge is molded as one piece except for the four bitts and the towboat, both have been upgraded. Al said, “Now that we have laser boards, it is a much better product. Styrene sometimes will melt on you when you are cutting it. With laser board, you can do a lot more with it. On the towboat, originally this was just one piece,

now it is two pieces. The window openings on the inner piece are just a little bit smaller than the window openings on the outer piece, so you have got a lip on the inside so we just laser cut the clear glass and you pop it in and touch it with a white glue or something that won’t fog it.” These models will be in production soon, hopefully sometime in the fall.

An update on the Coast Guard 82-foot patrol boat is all the masters have been made for the castings. Next, they need to make production molds. Al is still making some changes to the plans and instructions. He said, “Now that I am doing computer plans, they have got color and all kinds of neat stuff that we did not have before.”

Al also has a collection of some of the real old models that BlueJackets produced in the past. He has dug out the one that was done with whales. He explained, “Back in the 70s

Continued on Page 18



Just finished restoring this boat to like new condition. Her shelter top was removed as well as her stern deck and repaired. Then painted her top to bottom.

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Boat And Ship Yard News



The Wheeler 55 just before launching at Brooklin Boat Yard in Brooklin.



This is BIRDSONG of Deer Isle, which seems to have suffered some damage to her keel. She was hauled out at Billing's Diesel & Marine for repairs.

Continued from Page 15

we used to offer these machine carved whale kits. There was this big one and then there was a set of four little ones. They were pretty crude, but they were nice when they were finished up. I took two of them and finished them up and then molded them. So now we have got the big whale, Moby Dick, we have got a sperm whale and a blue whale in the miniatures. We now sell them finished.”

On the wall in the showroom, you will find the whales and right next to them is an assortment of half hulls. These are real simple models to put together and paint.

If you are looking for something to do this winter, stop at BlueJackets, they are right across the street from Hamilton Marine in Searsport.

Hinckley Introduces the Picnic Boat 39

Hinckley Celebrates the 30th Anniversary of the Picnic Boat with the Launch of a New Picnic Boat Model with Forward Seating

Step aboard the all-new Picnic Boat 39, where luxury meets functionality for the perfect day on the water. As the first ever Picnic Boat designed with forward seating, this model redefines social gatherings, offering three separate but adjoined entertainment areas ideal for hosting your closest friends and family. With unparalleled access to the foredeck, mooring and docking become effortless endeavors. Crafted with convenience in mind, a smart sliding window mechanism grants effortless access to the foredeck, ensuring smooth transitions around the boat. No cumbersome folding doors or sharp edges—just practical, user-friendly engineering.

“From its spacious layout to its advanced features, the Picnic Boat 39 ensures every moment on board is a celebration of adven-

ture, and unforgettable memories,” says Scott Bryant, Vice President of Marketing and Sales, Hinckley Yachts” at Hinckley, we have a meticulous approach to design, obsessing over the details, combining the best DNA of past models with the needs and desires of Hinckley customers today. The overall design language of the Picnic Boat 39 demonstrates our continued commitment to building beautiful, timeless, and highly innovative yachts.”

What’s more, the new Picnic Boat 39 is equipped with Hinckley’s new JetStick 4®, so maneuvering into even the trickiest slips is a breeze, setting a new standard for control systems. And, with waterjet shallow draft technology, explore secluded coves and shallow waters with ease, accessing places others can only dream of. Experience the pinnacle of yachting excellence—only on a Hinckley.

The Landing School Announces New President

ARUNDEL - The Board of Trustees of The Landing School of Boatbuilding and Design is pleased to announce the appointment of John V. Caron, Ed.D. as the School’s new President.

“I am excited to take the helm as The Landing School’s new President. The Landing School is the only school in the world offering accredited programs in Yacht Design, Wooden Boat Building, Composite Boat Building, Marine Systems, and Boatyard Management, under one roof, preparing students for rewarding careers in the marine industry. TLS’ remarkable history and reputation reflects the impact of its passionate, creative, and accomplished faculty, staff, students, and alumni on the marine industry. I am honored to join this amazing community and chart a course for continued success!”

Dr. Caron has 25 years of experience in higher education serving in a range of senior leadership roles at nationally recognized institutions including Johns Hopkins University, Northeastern University, Brown University and Excelsior University. His professional portfolio comprises executing growth strategies, launching innovative credentials into growing markets, building high performing teams and partnering with industry leaders to execute workforce development strategies. He has led operations in many areas including strategic planning, enrollment management,

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Boat And Ship Yard News



This is the custom daysailer which was built by Artisan Boat Works of Rockport and launched in early August for a customer from Connecticut.

fundraising, curriculum development, alumni relations, faculty affairs, international education, student success, and accreditation. Dr. Caron did his dissertation research on reframing board governance at the University of Pennsylvania. In 2000, he took an off-ramp from higher education to work as a manufacturer’s rep agent providing overhead crane and material handling solutions to Bath Iron Works, Portsmouth Naval Shipyard, and Electric Boat. Growing up in Bristol, Rhode Island known for its sailing and boatbuilding including a number of America’s Cup yachts, Dr. Caron developed a passion for the water and boating. He currently lives with his family in Kennebunkport.

“We are delighted to have John on board as our new President. His significant experience in executive level administration in higher education, coupled with his enthusiasm for the kind of education that The Landing School is renowned for and his personal commitment to student success and thoughtful leadership made the Board’s decision much easier” according to current board chair Susan Swanton.

Samoset Boat Works Boothbay

The general construction of a lobster boat hull is done with polyester or vinyl ester resins. There is one boatbuilder, Matt Sledge of Samoset Boat Works, who claims that using those resins is from the prehistoric era. Matt swears by epoxy, which he learned by building America’s Cup racers at Eric Goetz’ shop in Bristol, Rhode Island.

The first thing you will notice is that epoxy does not smell. I have been in some shops where the smell of styrene will almost knock you over when you walk through the door. Matt added, “You have working time with epoxy resin. Granted it doesn’t kick as fast, but then it gives you the time to peel ply the laminate and then you don’t have to grind anything. I can build boats lighter, stronger, and stiffer using epoxy because you don’t use much. I do not have all that extra resin which does nothing. All you need is enough resin to stick the two together, that is all you need. So, my boats therefore are lighter, stronger, and more fuel-efficient.

When Matt worked for Goetz, he learned

every aspect of high-tech boatbuilding and he is using that technology on the lobster and sportfishing boats that he is turning out.

Building a standard lobster boat hull with polyester or vinyl ester resin is fine. “Matt added, “It is okay because you have got all of your weight down low. It makes for a stable platform. With epoxy everything above your vertical center of gravity being lighter keeps the boat stiffer. A lighter boat is more fuel-efficient. That last 42 I just launched last March, DOUBLE DOWN with 5,000 lbs. of bait on, she still hit 26.1 knots. That probably brought her up to about 28,000 lbs. displacement with 5,000 lbs. of bait on.”

A lot of the time when I visit the crew is making panels. “I will get the basic green board panel from Hamilton and then depending on where it goes in the boat I might add laminate to it for structural reasons. You can lay up a panel and peel ply it in no time. If you were doing that out of poly, you would lay up the panel and it would kick and then you’d have to prep the whole surface. You wouldn’t have time to put peel ply down.

“Epoxy is also not sensitive as polyester to humidity levels,” said Matt. “That is a big plus. Epoxy is just easier to work with. You know the ratio is constant. There are different ratios for the different resins you are using. You know for the laminating resins, those are all 3:1, 3 parts resin to 1 part hardener. Putties and edge glue and filets is 5:1. If we glass a panel in the morning, we are ready to flip it over and glass the other side that afternoon.”

Matt does a lot of vacuum-bagging as it gives you a much better bond between the laminates. He only does this on the

Continued on Page 27



This 32-footer being built at Buxton Boats in Stonington is getting closer to launch day.

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LOBSTER BOAT RACING RESULTS: FRIENDSHIP, HARPSWELL & PEMAQUID



Ari Meehan's SEMPER FI from Yarmouth was doing his best to get by Jeremy Beal in MY TURN, but just could not as they finished one-two in Diesel Class G.



One of the best battles last year and this year has been between Dana Beal's NATALIE E. and Ryan Lemieux's OBSESSION in Diesel Class N(A) .

FRIENDSHIP LOBSTER BOAT RACES

21 July 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*, Jen Noyes (31 mph); and 2) *Skid Mark*, Blake Feltis. **Race 2 – CLASS B** Inboards, outboards or outdrives, 31 to 90 hp: 1) *Screen Time*, Mason Vintinner (42 mph); 2) *Whaler*, Zack Poland; and 3) *Sheddah*, Blake Feltis. **Race 3 – CLASS C**, Inboards, outboards or outdrives, 91 hp and up: 1) *Zippah*, David Noyes (44 mph); 2) *Casco Miss*, Dave Johnston; 3) *Shifting Gear*, Brain Gilchrest; and DNS) *White Knuckles*, Jacob Noyes.

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 - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Brown Eyed Girl*, Jim Koehling. **Race 7 - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman (47 mph). **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1) *Black Diamond*, Randy Durkee.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: *No entrants*. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *C-Girl*, Cole Poland (21 mph). **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 34 feet:** 1) *Leah Morgan*, Mike Gillespie. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** *No entrants*. **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee; and 2) *Guilty Pleasure*, Jake Dugas. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley (40 mph). **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Jeremy Beal (38 mph); 2) *Semper Fi*, Ari Meehan; 3) *Split Second*, David Osgood; and 4) *See Ya*, Donald Havener. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Sinister*, Myron Wotton (25 mph). **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil' Lisa Marie*, Gary Genthner (41 mph); and 2) *Misty*, Chris Smith. **Race 18 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Mean Kathleen*, Sean Clemons. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (46 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Shooiin 'Star*, Steven Osgood; and 4) *Quick Step*, Kevin Glover. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over:** *No entrants*. **Race 21 - Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Breeze*, Richard Hildings (28 mph); and 2) *Harvest Moon*, Richard Curtis. **Race 22 - Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard (30 mph); and 2) *Hannah Lynn*, Ryan Maloney (22 mph). **Race 23 - Diesel Class N(A) – 40 feet and over; 751 to 1,000 hp:** 1) *Obsession*, Ryan Lemieux (42 mph); 2) *Natalie E.*, Dana Beal; 3) *Taylor Nicole*, Frank Guptill; and 4) *Kelsie Marie*, Josh Lee. **Race 24 - Diesel Class N(B) – 40 feet and over; 1,001 hp and over:** 1) *Carson & Emma*, Andrew Simmons; and 2) *4 Ladies*, Tom Clemons. **Race 25. Class O. Non-working boats, any length, any horsepower:** *No entrants*.

Race 26 – Wooden Boats, up to 35' 11": *No entrants*. **Race 26 – Wooden Boats, 36 feet and over:** *No entrants*.

Race 27 - Gasoline Free for All: 1) *Black Diamond*, Randy Durkee (50 mph); 2) *Brown Eyed Girl*, Jim Koehling; and DNF) *Foolish Pleasure*, Mark Freeman.

Race 28 - Diesel Free for All: 1) *Blue Eyed Girl*, Andrew Taylor (46 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Mean Kathleen*, Sean Clemons; 4) *Alexsa Rose*, Matt Shepard; 5) *Carson & Emma*, Andrew Simmons; and 6) *4 Ladies*, Tom Clemons.

Race 29 - Fastest Lobster Boat: 1) *Blue Eyed Girl*, Andrew Taylor (45 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Brown Eyed Girl*, Jim Koehling; and 4) *Mean Kathleen*, Sean Clemons.

Race 30 – Fastest Friendship Lobster Boat: 1) *See Ya*, Donald Havener; 2) *Carson & Emma*, Andrew Simmons; 3) *Taylor Nicole*, Frank Guptill; 4) *Sinister*, Myron Wotton; 5) *Kelsie Marie*, Josh Lee; 6) *Harvest Moon*, Richard Curtis; and NPG) *Isaac & Colby*, Keith Simmons.

HARPSWELL LOBSTER BOAT RACES

28 July 2024

WORK BOATS UNDER 24 FEET.

Race 1 - Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old: 1) *Jenily*, Jennifer Noyes (34.6 mph). **Race 2 - Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) ---; Andy Correa (48.3 mph); 2) *Screen Time*, Mason Vintinner; 3) ---, Branden Brown; 4) *Margarite*, Matt Newberg; and 5) *Poppy's Dream*, Jeremy Tripp. **Race 3 - Class C, Inboard, Outboard or Outdrive, 91 hp and over:** 1) *Delusional*, David Noyes (48.6 mph); 2) *White Knuckles*, Jacob Noyes; 3) *Twin Disc*, Jay Perrotta; 4) *Casco Miss*, Dave Johnston; 5) Lane B., Matt Brewer; 6) *Ignorance*, Nick Munn; 7) ---, Eli Lasseur; and 8) *Lost Soul*, Tyler Hodgkins.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4 - Class A, Four and Six Cylinder, 24 feet and over: *No entrants*. **Race 5 - Class B, V8, Up to 375 ci, 24 feet and over:** *No entrants*. **Race 6 - Class C, V8, 376 to 525 ci, 24 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling. **Race 7 - Class D, V8, 376 ci and over, 24 feet and over (Non-working racer).** *No entrants*. **Race 8 - Class E, V8, Over 525 ci, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous:** 1) *Black Diamond*, Randy Durkee (51.4 mph); and 2) *Lynn Marie*, Steve Johnson.

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9 - Class A, Up to 235 hp, 24 to 31 feet 11 inches: *No entrants*. **Race 10 - Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Is What It Is*, Jesse Mitchell (18 mph). **Race 11 - Class C, 236 to 335 hp, 24 to 33 feet 11 inches:** 1) *Brandy*, Charles Johnson (30 mph). **Race 12 - Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Whiskey Girl*, Mark Davis (32.5 mph). **Race 13 - Class E, 336 to 435 hp, 24 to 33 feet 11 inches:** 1) *Audrey May*, Randy Durkee (37.1 mph); 2) *Wilbur*, Tisha Sawyer; 3) *Guilty Pleasure*, Jake Dugas; and 4) *Knot to Worry*, Robert Strong. **Race 14 - Class F, 336 to 435 hp, 34 feet to**

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LOBSTER BOAT RACING RESULTS: FRIENDSHIP, HARPSWELL & PEMAQUID



One of the closest races of the day was between Chip Johnson’s FIVE STARS and Matt Shepard’s ALEXSA ROSE in Diesel Class M(B).



Second in Diesel Class N(A) (40 feet and over, 751 to 1,000 hp) was Andy Johnson’s WHIS-TLIN’ DIXIE [Holland 40; 1,000-hp Caterpillar].

39 feet 11 inches: 1) *Faith Melle*, Winfred Alley (36.2 mph); 2) *K. E. II*, Scott Merryman (25 mph); 3) *Dorie & Colby*, Henry Barnes; and 4) *Wallace Spell*, Colby Barnes. **Race 15 - Class G, 436 to 550 hp, 28 to 35 feet 11 inches:** 1) *Semper Fi*, Ari Meehan (42.3 mph); and 2) *Restless*, Mark Davis (27 mph). **Race 16 - Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Pretty Woman*, Nick Martinez. **Race 17 - Class I, 551 to 700 hp, 28 to 35 feet 11 inches:** 1) *Lil’ Lisa Marie*, Gary Genthner (41.9 mph); and 2) *Happy Hour*, Kyle Drapper (27 mph). **Race 18 - Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Mean Kathleen*, Sean Clemons (39.3 mph); and 2) *Delusional*, Allan Dugas (22 mph). **Race 19 - Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *La Bella Vita*, Jeff Eaton (44.7 mph); and 2) *Regency*, Zack Donnell (32 mph). **Race 20 - Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** 1) *All Set*, Leif Albertson (44.4 mph). **Race 21 - Class M (A), 40 feet and over, up to 500 hp:** 1) *Pull n’ Prey*, Justin Papkee (20 mph). **Race 22 - Class M (B), 40 feet and over, 501 to 750 hp:** 1) *Five Star*, Chip Johnson (35.4 mph); 2) *Alexsa Rose*, Matt Sheppard (34 mph); 3) *Temptation*, Wayne Clemons; 4) *Sand Dollars III*, Scott Dugas; and 5) *Rolling Stone*, Allan Dugas. **Race 23 - Class N(A), 40 feet and over, 751 to 1,000 hp:** 1) *Natalie E.*, Dana Beal (44.4 mph); and 2) *Whistlin’ Dixie*, Andy Johnson (36.6 mph). **Race 24 - Class N(B), 40 feet and over, 1,001 hp and over:** 1) *4 Ladies*, Tom Clemons. **Race 25 - Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 26 - Wooden Boat Race A, Any hp., up to 35 feet 11 inches: No entrants. **Race 27 - Wooden Boat Race B, Any hp., 36 feet and over:** 1) *Delusional*, Allan Dugas (24 mph); 2) *Sand Dollars III*, Scott Dugas (23 mph); and 3) *Rolling Stone*, Allan Dugas. **Race 28–Slowest Boat:** 1) *Tidely Idley*, Sam Coolidge (9.5 mph).

Race 29 - Gasoline Free-for-All: 1) *Lynn Marie*, Steve Johnson (55 mph); 2) *Black Diamond*, Randy Durkee; and 3) *Brown Eyed Girl*, Jim Koehling. **Race 30 - Diesel Free-for-All:** 1) *La Bella Vita*, Jeff Eaton (45 mph); 2) *Whistlin’ Dixie*, Andy Johnson; 3) *All Set*, Lief Albertson; 4) *Mean Kathleen*, Sean Clemons; 5) *Five Star*, Chip Johnson; 6) *Alexsa Rose*, Matt Shepard; 7) *4 Ladies*, Tom Clemons; 8) *Regency*, Zach Donnell; 9) *Whiskey Girl*, Mark Davis; 10) *Happy Hour*, Kyle Drapper; and 11) *Sand Dollars III*, Scott Dugas. **Race 31 - Fastest Lobster Boat Afloat:** 1) *Lynn Marie*, Steve Johnson (54.2 mph); 2) *Black Diamond*, Randy Durkee; 3) *La Bella Vita*, Jeff Eaton; 4) *Whistlin’ Dixie*, Andy Johnson; 5) *Brown Eyed Girl*, Jim Koehling; 6) *Five Star*, Chip Johnson; and 7) *Whiskey Girl*, Mark Davis. **Race 32 – Fastest Lobster Boat in Casco Bay:** 1) *Lynn Marie*, Steve Johnson (57.7 mph); 2) *Whistlin’ Dixie*, Andy Johnson; 3) *Mean Kathleen*, Sean Clemons; 4) *Five Star*, Chip Johnson; and 5) *4 Ladies*, Tom Clemons.

MERRITT BRACKETT LOBSTER BOAT RACE RESULTS 11 August 2024

Race 1 – Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-feet and under. Age 18 and under: 1) *Jenily*, Jennifer and Emily Noyes (32.8 mph); 2) *Andrew J.*, Dalton Taylor (29 mph); 3) ---, Riley Carter; 4) *Skidmark*, Blake Feltis; 5) *Dalton & Carter*, Wyatt Taylor; **No position given:** *Killer Bs.* Jerod McLean; *Little Thing*,

Continued on Page 22

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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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The Gasoline Boats Thrill at the Lobster Boat Races



Sean Clemon’s MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] coming up by the committee boat in fourth place in the Diesel Free-for-All.



The top three boats in Race #3 at Pemaquid shows Dave Johnston’s CASCO MISS, David Noyes’ ZIPPAH and Ron Pottle’s DELUSIONAL heading for the finish line.

hp, 34 feet and over) and F (336 to 435 hp, 34 feet and over) were combined as there was just one entrant in Class F, Winfred Alley’s FAITH MELLE [Libby 34; 425-hp Cummins]. This was going to be a good race between Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins] and FAITH MELLE. As they made their way to the finish line FAITH MELLE started gaining separation and got the win. AUDREY MAY still won Class E with Jake Dugas’ GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins] second. Four boats were on the line for Class G (436 to 550 hp, 28 to 35 feet). The boat to beat in this class has been Jeremy Beal’s MY TURN [Wayne Beal 32; 500-hp Cummins] and today was no different. At the drop of the flag MY TURN led the way followed by Ari Meehan’s SEMPER FI [Crowley Beal 28; 500-hp Cummins] from Yarmouth. Third went to David Osgood’s SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo]. There was just one boat, Myron

Wotton’s SINISTER [Holland 38; 500-hp Caterpillar], in Class H (436 to 550 hp, 36 feet and over) and one in Class J (551 to 700 hp, 36 feet and over), Sean Clemons’ MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] so they were combined with the two entrants in Class I (551 to 700 hp, 28 to 35 feet). In Class I it was going to be a battle between two old adversaries, Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania], and Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT]. The win went to LIL’ LISA MARIE with a speed of 41 mph. Four boats came to the line for Class K (701 to 900 hp, 28 feet and over) and it was not surprising to see Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] from Southport leading the way to the finish. Right on his stern was Jeff Eaton’s LABELLA VITA [Northern Bay 38; 815-hp FPT] followed by Steven Osgood’s SHOOTIN’ STAR [Northern Bay 36; 750-hp John Deere]. There were two boats in the

line for Class M(A) (40 feet and over, up to 500 hp) and it was Richard Hilding’s SEA BREEZE [Osmond 40; 500-hp Cummins] sliding over the finish line in first place. Second went to Richard Curtis’ HARVEST MOON [RP 40; 500-hp Hyundai]. Two boats were on the line for Class M(B) (40 feet and over, 501 to 750 hp) and the winner was Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] with a speed of 30 mph. The second-place boat was Ryan Maloney’s HANNAH LYNN [Osmond 40; 575-hp Scania]. One of the best battles last year and this year was between Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT] and Ryan Lemieux’s OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] in Diesel Class N(A) (40 feet and over; 751 to 1,000 hp). As they headed up the course it was close, but as they neared the finish it was obvious that OBSESSION had gained separation and slid over the line first by two boat lengths. Third went to Frank Guptill’s TAYLOR NICOLE [Calvin Beal 44; 1000-hp Caterpillar]. In Class N(B) (40 feet and over; 751 to 1,000 hp) first over the line was Keith Simmons’ ISAAC & COLBY [Wayne Beal 46, 1,400-hp MAN], but since she was not registered, she was not given the win. The win went to his brother, Andrew Simmons’ CARSON EMMA [Wayne Beal 46, 1400-hp MAN] followed by Tom Clemons’ 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar].

There were no entrants in the Wooden Boat Races, so it was onto the Gasoline Free-for-All, which was a repeat of the early race. However, this time it was BLACK DIAMOND leading the way with a speed of 50 mph. On this run the heat of the engine melted the oil dipstick handle.

In the Diesel Free-for-All it was BLUE EYED GIRL leading the way with LABELLA VITA second and MEAN KATHLEEN third.

In the Fastest Lobster Boat, the top two boats were the same, but BROWN EYED GIRL slid in for a third-place finish.

The winner of the Fastest Friendship Lobster Boat went to Donald Havener’s SEE YA, followed by CARSON EMMA and TAYLOR NICOLE.

Friendship is a great venue and with the great weather I was surprised that we did not have more racers there to compete. You look at all the boats tied to their moorings and wonder what it would take to get more of them to come out. Some do not come out because they do not want to compete with the traveling boats. Others make it a family day of fun and do not care about where they come in. They tie up with other boats and have a great time watching the races. Years back Friendship and Harpswell were on the same weekend, but both wanted to be on Sunday as that is a day they cannot fish. If we went

back to this, I am not sure that would make a significant difference. Unfortunately, it really boils down to prizes and making sure that racers know that there will be good prizes handed out and a good hat drawing for those that did not place. Keith Simmons was hoping to make some changes to get more racers there next year and I am sure he will.

HARPSWELL

We were blessed with another gorgeous day, bright sunshine with a nice southerly breeze. As soon as I made it out to sign-ups out on the water the competitors kept coming in a steady stream and in the end, we had 48 boats entered, 12 more than last year.

When Randy Durkee fired up BLACK DIAMOND or Steve Johnson fired up LYNN MARIE [Sisu 26; 632 Chevrolet] heads turned. There is no question that the big gasoline power boats get a lot of attention due to their noise. Hopefully, it sparks others to build one. Both also competed in the Free-for-Alls and the Fastest Lobster Boat race, and that added some excitement to the day’s racing.

The big winner of the day was LYNN MARIE, having placed second in Gasoline Class E, first in Gasoline Free-for-All, first in Fastest Lobster Boat Afloat and first in Fastest Lobster Boat in Casco Bay.

There was just one entrant in Work Boat Class A, JENILY, and she came up the course by herself with a speed of 34.6 mph. In Class B it was a great battle between Andy Correa [Boston Whaler 15; 90-hp Yamaha] and SCREEN TIME. It was close, but Andy Correa slipped into the lead and won by a couple of boat lengths taking a good beating all the way to the finish. In Class C, David Noyes skippered DELUSIONAL [Corson 18; 225-hp Evinrude] to the win. Second went to Jacob Noyes’ WHITE KNUCKLES [Aquasport 17; 175-hp Johnson] and third was Jay Perrotta’s TWIN DISC [Mako 22; 250-hp Suzuki].

In the Gasoline Classes there were no entrants in Class A, B and D. There was one BROWN EYED GIRL in Class C and two in Class E, BLACK DIAMOND, and LYNN MARIE so they were run together. When the flag dropped heads turned when they hit the throttles of those big Chevy engines. They screamed all the way up the course and they were bow to bow as they neared the finish line and when they crossed it was BLACK DIAMOND getting the win with a speed of 51.4 mph.

In the Diesel Classes there were no entrants in Classes A and O. There was also a number with just one entrant so they were combined with another race, still getting the win in their respective class. The first race was Classes B, C and D with just one boat in each. The winner of Class B was Jesse Mitchell’s IS WHAT IT IS [Young Brothers 38 (Slippery); 225-hp John Deere]; Class

LOBSTER BOAT RACING RESULTS

Continued from Page 21

Devon Carter; and Sadie May, Cole Poland. **Race 2- Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet:** 1) ---, Devon Carter (30.3 mph); 2) ---, Larry Reed (23 mph); 3) ---, Tucker Kelley; 4) *Miss Lily*, Marina Feltis; 5) *Foggy Bottom*, Nate House; 6) ---, Gavin Parlin; and DNS) *Six Five Express*, Matthew Donahue. **Race 3 – Clam-diggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over:** 1) *Zippah*, David Noyes (46.8 mph); 2) *Delusional*, Ron Pottle; 3) *Casco Miss*, David Johnston; 4) *Twin Disc*, Jay Parrotta; **No position given:** *Julie Ruth*, David Cheney; *Not Happening*, David Noyes; *Screen Time*, Mason Vintinner; *Sheddah*, Blake Feltis; and *White Knuckles*, Jacob Noyes.

Race 4- Four and six cylinder gas, 24 feet and over: *No entrants*. **Race 5 – Gas V-8 any cu. in. and under, 24-feet and over:** *No entrants*. **Race 6 Gas V8 Modified:** *No entrants*.

Race 7 – Diesel 175 hp and under, 24-feet and over: 1) *Little R&R*, Greg Carter (19.5 mph); 2) *Wet Dream*, Caleb Sooke; 3) *Little Rocker*, Matthew Taylor; and 4) *Spirit of 76*, Joe Lane. **Race 8 – Diesel 176 to 210-hp, 24-feet and over:** 1) *C-Girl*, Bob Poland (22.3 mph). **Race 9 – Diesel 211 to 250-hp, 24-feet and over:** 1) *Merganser*, Don Drisko (30.6 mph); and 2) *Outaline*, Hunter Prentice (28.9 mph). **Race 10 – Diesel 251 to 350-hp, 24 and over:** 1) *Reva J.*, Scott Poland (14.9 mph). **Race 11 – Diesel 351 to 450-hp, 28 to 39 feet 11 inch and under:** 1) *Split Second*, David Osgood (37.8 mph); 2) *Karamel*, Josh Audet (29 mph); 3) *Guilty Pleasure*, Jake Dugas; and DNS) *Sheila & Ivy*, Bill McLean. **Race 12 – Diesel 451 to 650-hp, 28 feet and over:** 1) *Lil’ Lisa Marie*, Gary Genthner (42.2 mph); and 2) *Semper Fi*, Ari Meehan. **Race 13 – Diesel, 651 to 800-hp, 28 feet and over:** 1) *Shootin’ Star*, Steven Osgood (39.8 mph); 2) *Mean Kathleen*, Shawn Clemons (38 mph); and 3) *Regency*, Zack Donnell. **Race 14–Diesel 801-hp and over, 28 feet and over: No Entrants.** **Race 15 –Diesel up to 650-hp, 40 feet and over:** 1) *Sea Breeze*, Richard Hildings (25.7 mph). **Race 16 –Diesel 651 to 800 hp, 40 feet and over:** 1) *Lettie Elise*, Eben Wilson (28.8 mph); 2) *Master Mason*, David Vintinner (27 mph); 3) *Red Lady II*, Donald Wotton; and 4) *Ava Lucille*, Jason Lord. **Race 17 –Diesel 801-hp and over, 40 feet and over:** 1) *Twilight II*, Douglas Blasius (20 mph).

Race 18, Novi Boats: 1) *Little Rocker*, Matthew Taylor (10 mph). **Race 19 – Wooden Boats, diesel or gas, 24-feet and over:** 1) *Merganser*, Don Drisko (30.9 mph); 2) *Twilight II*, Douglas Blasius (20 mph); and 3) *Reva J.*, Scott Poland (15 mph).

Race 20 – Gas Free-for-All, 24-feet and over: No entrants. **Race 21 – Diesel Free-for-All, 24-feet and over:** 1) *Lil’ Lisa Marie*, Gary Genthner (42 mph); 2) *Mean Kathleen*, Shawn Clemons (38 mph); 3) *Shootin’ Star*, Steven Osgood; 4) *Regency*, Zack Donnell; 5) *Karamel*, Josh Audet; and 6) *Lettie Elise*, Eben Wilson.

Race 22 – Fastest Lobster Boat Afloat, Must place 1, 2 or 3 in races 17 or 18 to qualify: 1) *Lil’ Lisa Marie*, Gary Genthner (43 mph); 2) *Shootin’ Star*, Steven Osgood; and 3) *Mean Kathleen*, Shawn Clemons.

The Gasoline Boats Thrill at the Lobster Boat Races



This was going to be a close finish as the two competitors in Race #12. The win went to Gary Genthner's LIL' LISA MARIE with Ari Meehan's SEMPER FI getting second.

C, Charles Johnson's BRANDY [BHM 25; 270-hp Nanni] and Class D, Mark Davis' WHISKEY GIRL II [Duffy 34; 300-Isuzu]. Four boats came to the line for Class E with AUDREY MAY coming across the finish line first. Just behind her was Tisha Sawyer's WILBUR [Holland 32; 425-hp Cummins] followed by GUILTY PLEASURE. Four boats also came to the line in Class F and it was not surprising to see FAITH MELLE leading the way to the finish. Scott Merryman's K. E. II [Northern Bay 38; 405-hp Cummins] took second and third went to Henry Barnes' DORIE & COLBY [Libby 38; 375-hp]. Having been runner-up several times this year Ari Meehan's SEMPER FI [Crowley Beal 28; 500-hp Cummins] slipped ahead of his competition and took the win in Class G with a speed of 42.3 mph. Second went to Mark Davis' RESTLESS [BHM 31; 500-hp Cummins]. Also racing with Class G was the only entrant in Class H, Nick Martinez's PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar]. Up next was Class I, which was won by LIL' LISA MARIE with Kyle Drapper's HAPPY HOUR [Mitchell Cove 35; 650-hp Scania] slipping over in second. MEAN KATHLEEN took the win in Class J with Allan Dugas' DELUSIONAL [38' John's Bay Boat, 600-hp Cummins] second. Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] has always been one of the top boats on the racing circuit and one of the best looking as he took the top spot in Class K with Zack Donnell's REGENCY [Calvin Beal 38; 800-hp Scania] getting second. Class L and M(A) each had one entrant. The winner of Class L was Leif Albertson's ALL SET [Holland 38, 1,200-hp MAN] and in Class M(A) Justin Papkee's PULL N' PRAY [Wayne Beal 40; 500-hp Hyundai]. Five boats were on the line for Class M(B) and it was going to be a battle between Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] and Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack]. They were close as they neared the finish line, but it was FIVE STARS sliding over for the win with the closest finish of the day. Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] came all the way from Moosabec Reach to take first in Class N(A) with a speed of 44.4 mph. Second went to Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar].

There were no entrants in Wooden Boat A (Any hp., up to 35 feet 11 inches), but there were three on the line for Wooden Boat B (Any hp., 36 feet and over). Two of the boats, DELUSIONAL and ROLLING STONE [John's Bay Boat 44; 700-hp Lugger] were owned by Allan Dugas and SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar] by his brother Scott. First went to DELUSIONAL, followed by SAND

DOLLARS III and ROLLING STONE.

There was just one boat in the Slowest Boat Race, which was Sam Coolidge's TIDELY-IDLEY [USCG Launch; 25-hp Mercury]. His speed was 9.5 mph.

Next up was the Gasoline Free-for-All and it was a repeat of the first gasoline race. However, this time the winner by a stem was LYNN MARIE with BLACK DIAMOND right on her side. Third was BROWNEYED GIRL.

In the Diesel Free-for-All eleven boats came to the line and when the flag dropped it was impressive watching them all head for the finish line. Leading the way was LA BELLA VITA followed by WHISTLIN' DIXIE and ALL SET.

In the Fastest Lobster Boat race, the gasoline boats were going to run, which was going to make for an interesting race. Again, LYNN MARIE just beat BLACK DIAMOND with third going to LA BELLA VITA.

The last race of the day was Fastest Lobster Boat in Casco Bay and it was not surprising to see LYNN MARIE out in front. Second went to WHISTLIN' DIXIE followed by MEAN KATHLEEN.

As Winter Harbor neared those that were looking to go watched the weather as Hurricane Debby made her way up the Eastern Seaboard. The forecast called for heavy rain and 40 knots of wind. Organizers were also watching and made the decision to cancel and run the races on 25 August. When I woke in Winterport on Saturday, the day the Winter Harbor races were supposed to be held, I had sunny skies with no wind. I quickly figured the weather people had got the forecast wrong again. However, I talked with Alonzo Alley of Jonesport Shipyard, and he said that it blew pretty good during the night and into the day.

PEMAQUID

Sunday (10 August) was another great day on the coast of Maine, especially at Pemaquid for the Merritt Brackett Lobster Boat Races. Sign-ups were done at Pemaquid Seafood and were steady. When completed I had 48 boats entered. This was down a bit from last year, but for those that did not show, either as a racer or spectator, you missed out on a great day of racing and a boatload of prizes. For the first time that I can remember there were no boats entered in any of the Gasoline classes. The top diesel boats were also missing, some with other events to do or had issues, some small and others not. Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] was there, but unfortunately did not race.

It should be remembered that this is not a points race as they opt for different classes and that mixes up the competition a bit, making it more interesting. There are also not as many races, about ten less than



Just after the start of the Diesel Free-for-All Zack Donnell's REGENCY is trying to keep pace with Gary Genthner's LIL' LISA MARIE and Sean Clemons' MEAN KATHLEEN.

at the points races.

The big winner of the day was LIL' LISA MARIA, who won Diesel 451 to 650-hp, 28 feet and over, Diesel Free-for-All and Fastest Lobster Boat.

In the first race of the day (Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-feet and under. Age 18 and under) there were eight boats on the line. First over the line was JENILY with a speed of 32.8 mph. She was followed over by Dalton Taylor's ANDREW J. [12' Lund, 25-hp Nissan]. In the second race of the day (Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet) seven boats were entered. The winner was Devon Carter [17' Boston Whaler, 60-hp Yamaha] with Larry Reed [16' skiff; 40-hp Yamaha] second and Tucker Kelley [16' skiff; 40-hp Yamaha] third. Nine boats came to the line for Race 3 (Clamdiggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over). The win went to ZIPPAH, with DELUSIONAL second and CASCO MISS third.

With no gasoline boats, it was onto the Diesel Classes. In Race #7 (Diesel 175 hp and under, 24-feet and over) the winner was Greg Carter's LITTLE R & R [Seaway 26; 140-hp Yanmar]. Second went to Caleb Sooke's WET DREAM [Repco 30; 165-hp Cummins] followed by Matthew Taylor's LITTLE ROCKER [Sea Pride 32; 150-hp Cummins]. The only entrant in Race #8 (Diesel 176 to 210-hp, 24-feet and over) was Cole Poland's C-GIRL [Flower's 33, 200-hp John Deere], who ran down with Race #7. There were two racers in Race #9 (Diesel 211 to 250-hp, 24-feet and over) and just one, Scott Poland's REVA J. [33' Poland; 200-hp Volvo], in Race #10 (Diesel 251 to 350-hp, 24 and over) so these races were combined. The winner of Race #9 was Don Drisko's MERGANSER [33' Calvin Beal Jr.; 230-hp Yanmar] followed over by Hunter Prentice's OUTALINE [BHM 25; 240-hp Volvo]. In Race #11 (Diesel 351 to 450-hp, 28 to 39 feet 11 inch and under) the first over the line was David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo]. Unfortunately, the records I had with me had not been updated correctly and he was in the wrong class. He should have been in the next race. Second over the line

was Josh Audet's KARAMEL [Crowley 34; 450-hp Cummins], who should have gotten the win followed by GUILTY PLEASURE. Race #12 (Diesel 451 to 650-hp, 28 feet and over) saw LIL' LISA MARIE and SEMPER FI come to the line. Winning this close race was LIL' LISA MARIE. Just after the flag dropped for Race #13 (Diesel, 651 to 800-hp, 28 feet and over) Steven Osgood's SHOOTIN' STAR [Northern Bay 36; 750-hp John Deere] just slipped ahead of MEAN KATHLEEN and got the win in a remarkably close finish. Third went to Zack Donnell's REGENCY [Calvin Beal 38; 800-hp Scania]. There were no entrants in Race #14 (Diesel 801-hp and over, 28 feet and over) and just one entrant, SEA BREEZE, in Race #15 (Diesel up to 650-hp, 40 feet and over) so she ran down with Race #13. Four boats were on the line for Race #16 (Diesel 651 to 800 hp, 40 feet and over). The win went to Eben Wilson's LETTIE ELISE [Young Brothers 45; 800-hp MAN]. He was followed by David Vintinner's MASTER MASON [South Shore 42; 700-hp Volvo] with third going to Donald Wotton's RED LADY II [Flowers 43; 750-hp John Deere]. In the final Diesel race (Diesel 801-hp and over, 40 feet and over) Douglas Blasius' TWILIGHT II [John's Bay 46; 803-hp] was the only entrant.

The only entrant in the Novi Race was LITTLE ROCKER.

The winner of the Wooden Boat Race was MERGANSER, followed by TWILIGHT II and REVA J.

Six boats came to the line in the Diesel Free-for-All and the win went to LIL' LISA MARIE, followed by MEAN KATHLEEN and SHOOTIN' STAR.

In the Fastest Lobster Boat race, it was LIL' LISAMARIE, but this time SHOOTIN' STAR just got by MEAN KATHLEEN for second.

It is now onto Long Island (17 August) and Portland (18 August), which is always a great time. REMEMBER: the Winter Harbor Lobster Boat Races, which were canceled on Saturday (10 August) will be held on Sunday the 25th. This is their 60th anniversary and with them drawing for a Crowley-Beal 33 hull it should be well attended.



ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

Continued from Page 13

scoping. In May 2024, the WG was established to address tasks related to no-targeting closures, gear restrictions, stock assessment work, and public scoping. The WG presented two recommendations for the Board's consideration. First, the WG recommended the Board task the TC with calculations during the 2024 stock assessment to determine how decreasing recreational release mortality could contribute to any potential reduction needed to achieve rebuilding. The Board agreed with the WG recommendation and tasked the TC as outlined by the WG. If a reduction is needed to achieve rebuilding, the TC will calculate how low the release mortality rate would need to be to achieve the reduction, and separately, the reduction in the number of live releases needed to achieve the reduction. The TC will also calculate the reduction associated with potential no-targeting closures, comprised of a reduction in live releases and a reduction in harvest, if a reduction is needed to achieve rebuilding. The TC will also identify tradeoffs of implementing no-targeting closures at different times of the year with different assumed release mortality rates. Second, the WG recommended the Board extend the timeline for conducting a public survey on recreational release mortality. The WG supports the use of an online survey to gather public input on release mortality, but notes the need to take time to gather input from survey design experts and the Advisory Panel to ensure the survey is well-designed. The Board agreed with the WG recommendation and supports continued development of the survey for review at the 2024 Annual Meeting.

The Board received a progress update on the 2024 stock assessment update, which will be presented at the 2024 Annual Meeting. The Board also provided guidance to the TC on potential management measures to consider if the assessment indicates a reduction is needed to achieve stock rebuilding, in which case the Board could adjust management measures via Board action (i.e., no addendum process). Regarding how a potential reduction should be allocated between sectors, the Board is interested in a range of options from no reduction for the commercial fishery, to different percent reductions for each sector based on contribution to total removals, to equal reductions for both sectors. Regarding the types of recreational options to consider, the Board is interested in a variety of measures, including a dynamic slot limit that would change year-to-year and mode split options. Some Board members noted seasonal closures may be one of the few viable options given the current restrictive slot limits, but some Board members expressed concern about consideration of seasonal closures through Board action. There was also a request to consider whether the recreational reduction should aim slightly higher than the required reduction given uncertainty, and a request that the 2024 assessment provide projections out to 2034 to capture the impact of recent low year classes as they mature and contribute to spawning stock biomass beyond the 2029 rebuilding deadline.

The Board received an update on the 2024 Striped Bass Cooperative Winter Tagging Cruise coordinated by the U.S. Fish and Wildlife Service. Striped bass have been tagged through the program since 1988, and the current hook & line survey has been in place since 2011. Over time, sampling locations have shifted northward from the coast of North Carolina up to the coast of Maryland, Virginia, and New Jersey in some years. In 2024, 38 striped bass were tagged. This low number was partly impacted by

weather delays in 2024.

Finally, the Board approved Tom Fote representing New Jersey and Will Poston representing the District of Columbia to the Atlantic Striped Bass Advisory Panel. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org.

Motions

Move to approve the Atlantic Striped Bass FMP Review for the 2023 fishing year and state compliance reports. Motion made by Mr Luisi and seconded by Mr Hasbrouck. Motion approved by unanimous consent.

Move to approve Tom Fote representing New Jersey and Will Poston representing the District of Columbia to the Striped Bass Advisory Panel. Motion made by Mr Abbott and seconded by Mr Cimino. Motion approved by consent.

AMERICAN LOBSTER MANAGEMENT BOARD

American Lobster Board Initiates Addendum to Postpone Implementation of Addendum XXVII Measures and Approves Addendum XXX

The Commission's American Lobster Management Board initiated Draft Addendum XXXI to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Draft Addendum will consider postponing the implementation of the measures from Addendum XXVII. The Board also approved Addendum XXX, which addresses how the measures of Addendum XXVII will apply to foreign imports of American lobster once implemented.

Draft Addendum XXXI considers postponing the implementation of management measures under Sections 3.1 and 3.2 of Addendum XXVII until July 1, 2025. Addendum XXVII was adopted in May 2023 and established a trigger mechanism to automatically implement management measures to provide additional protection of the Gulf of Maine/Georges Bank (GOM/GBK) spawning stock biomass. Changes to the current gauge and escape vent sizes in Lobster Conservation Management Areas (LCMAs) 1, 3, and Outer Cape Cod (OCC) were triggered based on observed changes in recruit abundance indices in October 2023 with the inclusion of 2022 survey data in the trigger index. The Board then extended the implementation date of the series of changes to gauge and vent size to begin January 1, 2025 to allow the Gulf of Maine states the opportunity to coordinate with Canada regarding possible trade implications, and give the industry and gauge makers additional time to prepare for these changes.

A meeting was held between US and Canadian lobster fishery managers and industry members in June 2024 to discuss the management structures and stock assessments of the two countries. Based on this meeting, the Board determined that postponing implementation of Addendum XXVII's biological measures to July 1, 2025 would reduce negative impacts to the US and Canadian lobster industries in 2025 and allow Canada more time to consider implementing complementary management measures. Specifically, Draft Addendum XXXI will consider postponing the changes in minimum gauge size for LCMA 1 (inshore Gulf of Maine), and the measures under Section 3.1 of Addendum XXVII to create a common size limit for state-only and federal permit holders fishing in OCC to July 2025. The Draft Addendum will not consider postponing regulations prohibiting the issuance of 10% additional trap tags in Areas 1 and 3 above the trap limit or allocation. Draft Addendum XXXI will be released for public comment later this year.

The Board also approved Addendum XXX, which clarifies the Commission's intent for how the measures of Addendum XXVII will apply to foreign imports of American lobster once implemented. The Addendum recommends to NOAA Fisheries that the Mitchell Provision of the Magnuson-Stevens Act apply to foreign imports of whole live lobster, meaning the smallest minimum size for foreign imports would match the smallest minimum size in effect for the US industry. The current smallest LCMA minimum gauge size in effect is 3¼ inches, and when the LCMA 1 gauge size increases, this will change to 3 5/16 inches. Foreign imports smaller than the new minimum gauge size would be prohibited. These size restrictions do not apply to lobsters travelling in-bond through the US.

Addendum XXX will be available on the Commission website, www.asmfc.org, on American lobster webpage by next week. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Meeting Summary

In addition to approving Addendum XXX and initiating Draft Addendum XXXI, the Board received an update on the ongoing stock assessment; a report from the Plan Development Team (PDT), a review of the Colby College economic impact analysis of a lobster gauge increase; a summary of a July meeting with Canada's lobster fishery managers and industry; and a report from the Vessel Tracking Work Group (WG).

The American lobster benchmark stock assessment is underway, and the Stock Assessment Subcommittee (SAS) met in July for the assessment methods workshop. At the workshop the SAS determined the assessment timeline should be extended to allow for completion of 2023 data and the inclusion of analyses from external collaborators, some of which did not have access to necessary confidential data until recently. With the extended timeline, the assessment is expected to be completed for Board review at the 2025 Annual Meeting instead of the 2025 Summer Meeting.

The Board reviewed the PDT report responding to the Board task to review the original goals and objectives of Addenda XXI and XXII and make recommendations for alternate measures to achieve those goals, considering recommendations from the Lobster Conservation Management Teams (LCMTs) for Lobster Conservation Management Areas (LCMA) 2 and 3. Addenda XXI and XXII, approved in 2013, aimed to scale back the Southern New England (SNE) lobster fishery after the 2009 stock assessment found the stock remained depleted. The measures in Addenda XXI and XXII were implemented for state waters, and included maximum trap cap reductions and ownership caps. However, complementary federal measures were not finalized until October 2023 and scheduled to be implemented on May 1, 2025, spurring concerns about the potential impacts of the measures to a fishery that has changed dramatically over the past decade. The PDT report included analyses of LCMA 2 and 3 fishery effort data, which show that the size of Southern New England fishery has decreased considerably despite federal measures not being implemented. The Board requested that the LCMTs for Areas 2 and 3 review the PDT's findings and make recommendations on management measures moving forward.

Dr. Amanda Lindsay, Professor of Economics at Bates College, presented a review of a study from Colby College that estimated economic impacts of the LCMA 1 minimum gauge size increase under Addendum XX-

VII. After evaluating the study, Dr. Lindsay commented that it used appropriate economic modeling methods that appear to have provided a reasonable estimate of impacts based on the best available data. The study estimated that a 10% decrease in landings value would have resulted in a \$59.6 million loss to Maine's economy and a reduction of 686 jobs. Dr. Lindsay emphasized that, like all models, the economic model used for this study has limitations that create uncertainty about the true impacts of a gauge increase, and the study does not necessarily contradict the Technical Committee's (TC) estimates of impacts to the number and weight of lobster landings. The Board suggested the TC could meet with the economists to discuss their data and methods, and will determine next steps at its October meeting.

Staff provided a summary of a meeting on lobster management between the US and Canada held in July 2024. The objective of the meeting was to build understanding of adjacent lobster stocks, including current management and opportunities to strengthen measures given current trends in population abundance and distribution throughout the broader Gulf of Maine. The two countries discussed the implementation and potential impacts of Addendum XXVII for US and Canadian industries and on international trade. Canada Department of Fisheries and Oceans will hold a meeting with Maritimes Region Lobster Advisory Committee in September, where they will discuss the possibility of implementing measures similar to LCMA 1.

The Board received a report from the Vessel Tracking Workgroup (WG) responding to its task to investigate possible modifications to the 24/7 tracking requirement of Addendum XXIX that would still ensure monitoring of fishing activity, while acknowledging that fishermen also use their boats for personal non-fishing reasons. The WG proposed two strategies that could be used: geofencing and a "snooze" function. Geofencing would require devices to use satellite service to automatically change the ping rate when the vessel is in certain areas. The "snooze" function approach would involve a process whereby the permit holder could request their device stop collecting data for a pre-determined period of time. Not all currently approved tracking devices are capable of geofencing, and modifications would need to be made to allow for either approach. The WG also noted concerns about loss of fishing effort data and challenges law enforcement. The Board will discuss this topic at its next meeting and determine a path forward.

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

Motions

Move to initiate an addendum to delay the biological measures implementation date of Addendum XXVII until July 1, 2025. Specifically, biological measures under Section 3.1 that created common size limits for state-only and federal permit holders fishing in Outer Cape Cod would be implemented effective July 1, 2025. Similarly, management measures triggered under Section 3.2 would be implemented by July 1, 2025 starting with the Year 1 measures, and subsequent management measures (additional minimum size increase in Area 1 in year 3; vent size increase in Area 1 in year 4; maximum size reduction in Area 3 and Outer Cape Cod) would be implemented by July 1 of the calendar year for which they are required. Trap tag issuance regulations regarding the routine issuance of 10% additional trap tags in Areas 3 and 1 above the trap limit or allocation would remain unchanged. Motion made by

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

Mr McKiernan and seconded by Mr Train. Motion passes (9 in favor, 1 opposed).

Move to approve Addendum XXX, effective today. Motion made by Mr Grout and seconded by Mr McKiernan. Motion passes with one abstention (NOAA Fisheries).

EXECUTIVE COMMITTEE Meeting Summary

The Executive Committee met to discuss the proposed FY25 budget and receive a Legislative Committee update.

Staff provided an update to the Executive Committee on the strengths of the FY25 Senate CJS bill, and plans to usher provisions which are of benefit to ASMFC into law. William Hyatt provided information on Senator Shaheen’s (D-NH) State Boating Act, and urged the Executive Committee to support the bill. Additionally, there was a Q&A session with Anderson Tran of Congressman Graves’s office on the Fisheries Data Modernization and Accuracy Act of 2024. The bill was introduced by Rep. Graves to reform the Marine Recreational Information Program (MRIP). The bill intends to increase the flexibility of the recreation data collection program to potentially incorporate alternative data streams into the management process. The Executive Committee discussed their concerns with the bill on a call in July. Staff has engaged with the Graves office on these concerns and will continue to do so as the bill moves along in the legislative process.

Staff provided an update on future Annual Meeting locations. In October 2024, the Annual Meeting will be in Annapolis, Maryland; 2025 in Delaware; 2026 in Rhode Island; 2027 in South Carolina; 2028 in Massachusetts; 2029 in Pennsylvania; and 2030 in Georgia. For more information, please contact Laura Leach, Director of Finance & Administration, at lleach@asmfc.org.

Motions

No motions were made.

ATLANTIC STURGEON MANAGEMENT BOARD Atlantic Sturgeon Stock Assessment Update Shows Signs of Improvement for Coastwide Population and Mixed Results at the Distinct Population Segment Level

The Atlantic Sturgeon Stock Assessment Update finds that while the coastwide population remains depleted relative to historic levels, the population has shown signs of improvement with a significant positive trend over the time series. Further, there is a high probability that abundance in 2022 was greater than abundance in 1998 at the start of the coastwide moratorium. Total mortality is low and has a low probability of exceeding its reference point. Depleted status is used instead of overfished because many factors (such as bycatch, habitat loss and ship strikes), not just directed historical fishing, have contributed to the continued low abundance of Atlantic sturgeon.

At the individual distinct population segment (DPS) level, results were mixed. Most indices showed either a positive trend or no significant trend over the time series. The average probability that the New York Bight and Carolina DPSs indices were greater than the reference year was high, meaning it was likely that abundance in 2022 was higher than it was at the start of the moratorium. For the Gulf of Maine, Chesapeake Bay, and South Atlantic DPSs, the average probability was lower – less than 50% for all three DPSs – meaning that it was unlikely that abundance in 2022 was greater than it was at the start of the moratorium. Total mortality estimates for each DPS were higher than for the full coastwide population and the

probability of exceeding the reference point was higher, partly due to the smaller sample size and higher uncertainty in the tagging model at the DPS level than at the coastwide level. For the Gulf of Maine DPS there was a greater than 50% chance that total mortality exceeded the reference point, while there was a lower probability that total mortality exceeded the reference point for the other DPSs.

Atlantic sturgeon are a challenging species to assess because datasets for this species are limited. However, progress has been made on research recommendations addressing questions about genetics, life history, abundance, and sources of mortality, and work will continue to develop better datasets to support the next benchmark assessment in 2028.

No management action was taken given the continued coastwide harvest moratorium and protection under the federal Endangered Species Act. Additionally, efforts are being taken to reduce sturgeon bycatch in other directed fisheries. In April, the Mid-Atlantic and New England Fishery Management Councils recommended their preferred alternative to NOAA Fisheries to reduce sturgeon bycatch in the federal monkfish and spiny dogfish fisheries, and a final rule is expected by the end of 2024. The Commission’s Spiny Dogfish Management Board also initiated an addendum to develop options to maintain consistency with the federal action for state-permitted spiny dogfish harvesters in state waters, with the goal of reducing sturgeon bycatch.

A more detailed description of the stock assessment results can be found at https://asmfc.org/uploads/file/66b398b9Atlantic-SturgeonStockAssmtOverview_Aug2024.pdf. The Stock Assessment Update will be available on the Commission website, www.asmfc.org, on the Atlantic Sturgeon webpage next week. For more information, please contact James Boyle, Fishery Management Plan Coordinator, at jboyle@asmfc.org.

Motions

Move to elect Dave Sikorski as Vice Chair of the Atlantic Sturgeon Management Board. Motion made by Mr. Clark and seconded by Mr. Gilmore. Motion approved by consent.

SCIAENIDS MANAGEMENT BOARD Meeting Summary

The Sciaenids Management Board met to consider several items, including Traffic Light Analysis (TLA) reports for spot and Atlantic croaker; Fishery Management Plan Reviews and state compliance reports for red drum and Atlantic croaker; and an update on the ongoing red drum, Atlantic croaker, and spot benchmark stock assessments.

The Board received a presentation on the findings of the 2024 TLA, which were updated with data through 2023. The TLA, as revised in Addendum III for spot and Atlantic croaker, assigns a color (red, yellow, or green) to categorize relative levels of indicators based on the condition of the fish population (abundance metric) or fishery (harvest metric). For example, as harvest or abundance increases relative to a reference period, the proportion of green in a given year will increase. The Board evaluates the proportion of red against threshold levels to potentially trigger management action. In 2020, the TLA for the 2019 fishing year indicated that both species triggered at the 30% red threshold. State implementation plans for management measures were approved in early 2021 and all new management measures were enacted by the end of 2021. The management measures enacted in 2021 for both species were due to be reevaluated

based on the results of current updates of the TLAs.

Abundance metrics in the spot TLA did not trigger at any threshold in the past three years. In this case, Addendum III states the measures that were put into place in 2020 are no longer required for spot. However, the Board agreed with the Technical Committee’s (TC) recommendation to maintain the current spot management measures. This decision was due in part to results from a benchmark stock assessment expected in the next couple of years and continued concern with low spot commercial and recreational harvest.

For Atlantic croaker, an abundance metric exceeded the 30% threshold in all four terminal years. Addendum III states, in this case, the TC must evaluate trends in the stock’s abundance to recommend to the Board whether triggered measures should remain in place or more restrictive measures should be considered. The Board agreed with the TC’s recommendation of maintaining the current management measures, due to the anticipation of results from the ongoing benchmark stock assessment within the next year.

The Board reviewed and approved the 2023 Fishing Year Fishery Management Plan (FMP) Reviews and state compliance reports for red drum and Atlantic croaker. For red drum, de minimis status was approved for New Jersey and Delaware. For Atlantic croaker, de minimis status was approved for New Jersey (commercial and recreational), Delaware (commercial), South Carolina (commercial), and Georgia (commercial). Since Delaware did not request or qualify for de minimis for their Atlantic croaker recreational fishery, Addendum III to the Interstate FMP requires Delaware to implement a 50- fish recreational bag limit, which will be completed prior to October 2024.

The Board received an update on the ongoing red drum, Atlantic croaker, and spot benchmark stock assessments. For red drum, a SouthEast Data and Assessment Review (SEDAR) Peer Review Workshop will be held August 13-16, 2024, in Charleston, South Carolina. The red drum assessment and peer review report are expected to be presented to the Board at their October 2024 meeting. Work on the Atlantic croaker benchmark stock assessment is ongoing, and a sub-group of the Stock Assessment Subcommittee is meeting biweekly to discuss modeling progress. Due to the loss of a lead modeler, work on the spot stock assessment has been paused until the Atlantic croaker assessment is completed and peer-reviewed.

For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at Tbauer@asmfc.org or 703.842.0723.

Motions

Move to approve the Red Drum FMP Review for the 2023 fishing year as amended today, state compliance reports, and de minimis status for New Jersey and Delaware. Motion made by Ms. Fegley and seconded by Mr. Clark. Motion passes by consent.

Move to approve the Atlantic Croaker FMP Review for the 2023 fishing year, state compliance reports, and de minimis status for New Jersey, Delaware, South Carolina, and Georgia commercial fisheries and New Jersey recreational fishery. Motion made by Mr. Miller and seconded by Mr. Kaelin. Motion passes by consent.

COASTAL PELAGICS MANAGEMENT BOARD Coastal Pelagics Board Approves Atlantic Cobia Addendum II Regional Recreational Allocation Framework Addresses Uncertainty and Incorporates Recent

Harvest Data

The Commission’s Coastal Pelagics Management Board approved Addendum II to Amendment 1 to the Interstate Fishery Management Plan for Atlantic Cobia. The Addendum modifies the recreational allocation framework, allows the Board to update allocations quickly if the underlying data are revised, expands the range of data used in harvest evaluations, and allows the Board to set management measures for a longer period of time. Addendum II responds to increased cobia harvest in some Mid-Atlantic states in recent years, as well as concerns about high uncertainty associated with cobia recreational harvest estimates. All Addendum II measures are effective immediately, and will be used to set recreational measures for 2025 and beyond.

Addendum II changes both the geographic scope of the recreational allocation framework and the timeframe of data used as the basis for allocations. The Addendum changes the allocation framework from a state-by-state to a regional framework, with a northern region of Rhode Island through Virginia and a southern region of North Carolina through Georgia. The new regional allocation framework is intended to reduce uncertainty by using harvest estimates based on a larger sample size combining multiple states in a region, instead of individual state-level harvest estimates.

Each region is allocated part of the recreational quota based on each region’s percentage of the coastwide harvest in number of fish over the last ten years, combining 50% of 2014-2023 data and 50% of 2018-2023 data. Data from 2016 and 2017 are excluded due to fishery closures during those years, and data from 2020 are excluded due to COVID-19 impacts on recreational data collection. Using more recent data, as compared to previously using 2006-2015 data, accounts for changes in harvest and potential range expansion of the species in recent years.

There is a possibility that the recreational harvest estimates could be revised in the future by NOAA Fisheries, which would affect the percent allocations for each region. If the harvest estimates are revised, Addendum II allows the Board to quickly update the percent allocations via Board vote to reflect the any revisions to the data used to establish the allocations.

Each region’s percent allocation is applied to the coastwide recreational quota (currently 76,908 fish) to determine the regional harvest targets in number of fish. When a region’s harvest is compared to its target, Addendum II specifies that a rolling average of up to five years of harvest data under the same management measures will be compared to the target, instead of limiting it to a three-year average. This allows for inclusion of two additional data years to account for the variability and uncertainty of cobia harvest estimates from year to year.

Finally, Addendum II allows the Board to set specifications (e.g., coastwide total harvest quota) via Board action for up to five years, which is a longer time period than the current three years. Setting management measures for a longer period of time is intended to align management action with the availability of new stock assessment information.

Addendum II will be available in late August on the Commission website at <http://www.asmfc.org/species/cobia> under Management Plans and FMP Reviews.

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

Continued on Page 26

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

Continued from Page 25

Motions

Move to approve the Atlantic Cobia FMP Review for the 2023 fishing year, state compliance reports, and de minimis requests for Rhode Island, New York, New Jersey, Delaware, Maryland, Georgia, and Florida. Motion made by Mr. Clark and seconded by Mr. Sikorski. Motion approved by consent.

Motion to postpone deliberation on Addendum II to the Atlantic Cobia Management Plan until the Annual Meeting. Motion made by Ms. Burgess and seconded by Mr. Haymans. Motion fails (4 in favor, 7 opposed, 1 abstention, 1 null). (Roll Call: In favor—SC, GA, FL, SAFMC; Opposed—RI, NY, NJ, NC, VA, PRFC, DE; Abstention — NOAA; Null — MD)

Move to postpone final action on Addendum II until the Board receives the presentation of SEDAR 95 results and receives TC recommendations on applying SEDAR 95 to management, including recommendations for the total harvest quota. Motion made by Mr. Dyar and seconded by Ms. Burgess. Motion fails (3 in favor, 7 opposed, 2 abstentions, 1 null). (Roll Call: In favor — SC, GA, FL; Opposed: RI, NY, NJ, NC, VA, PRFC, DE; Abstentions — NOAA, SAFMC; Null — MD)

Main Motion

Move to adopt for issue 3.1 Recreational Allocation Framework, a combination of Option C4 – Northern Regional Allocation for RI, CT, NY, NJ, DE, MD, VA and Option B2 – State Allocations for NC, SC, GA, with allocations based on 50% of 2014-2023 landings and 50% of 2018-2023 landings (excluding 2016, 2017, and 2020). Motion made by Ms. Madsen and seconded by Dr. McNamee.

Motion to substitute to adopt Option A for Issue 3.1 until the SEDAR 95 stock assessment is concluded. Motion made by Mr. Haymans and seconded by Mr. Dyar. Motion fails (3 in favor, 6 opposed, 2 abstentions, 2 null). (Roll Call: In favor — SC, GA, FL; Opposed — RI, NY, NJ, DE, PRFC, VA; Abstentions — NOAA, SAFMC; Null — MD, NC)

Main Motion

Move to adopt for issue 3.1 Recreational Allocation Framework, a combination of Option C4 – Northern Regional Allocation for RI, CT, NY, NJ, DE, MD, VA and Option B2 – State Allocations for NC, SC, GA, with allocations based on 50% of 2014-2023 landings and 50% of 2018-2023 landings

(excluding 2016, 2017, and 2020). Motion made by Ms. Madsen and seconded by Dr. McNamee. Motion substituted.

Move to substitute to approve in Section 3.1 Recreational Allocation Framework Option C4. regional harvest allocations based on 50% of 2014-2023 landings and 50% of 2018-2023 landings (excluding 2016, 2017, and 2020) with a northern region of Rhode Island through Virginia and a southern region of North Carolina through Georgia. Motion made by Mr. Dyar and seconded by Mr. Haymans. Motion passes (11 in favor, 2 abstentions). (Roll Call: In favor — RI, NY, NJ, FL, NC, VA, PRFC, MD, DE, SC, GA; Abstentions — NOAA, SAFMC)

Main Motion as Substituted

Move to approve in Section 3.1 Recreational Allocation Framework Option C4. regional harvest allocations based on 50% of 2014-2023 landings and 50% of 2018-2023 landings (excluding 2016, 2017, and 2020) with a northern region of Rhode Island through Virginia and a southern region of North Carolina through Georgia. Motion carries without opposition.

Move to adopt for issues 3.2 Updates to State/Regional Allocations - Option B Allocation Changes via Board Action, 3.3 Data and Uncertainty in Recreational Landings Evaluations - Option B Extend Rolling Average to Five Years, 3.4 Overage Response for Recreational Landings Evaluations— Option A Status Quo, 3.5 Timeline for Setting Commercial and Recreational Measures — Option B Five-Year Specifications. Motion made by Ms. Madsen and seconded by Mr. Maniscalco. Motion passes (10 in favor, 3 abstentions). (Roll Call: In favor — RI, NY, NJ, NC, VA, PRFC, MD, DE, SC, GA; Abstentions: FL, NOAA, SAFMC)

Move to approve Addendum II to Amendment 1 to the Atlantic Cobia FMP, as modified today, with an implementation date of today (August 7, 2024). Motion made by Ms. Madsen and seconded by Mr. Clark. Motion passes by unanimous consent.

SHAD AND RIVER HERRING MANAGEMENT BOARD

River Herring Benchmark Stock Assessment Finds Populations Remain Depleted at a Coastwide Level Though Some Rivers Show Signs of Improvement

The River Herring Benchmark Stock Assessment finds the coastwide populations of both alewife and blueback herring (collectively referred to as river herring) are depleted relative to historic levels, with the

habitat model indicating that overall productivity of both species is lower than an unfished population before the occurrence of any habitat modifications (e.g., dams or human alterations to the environment). The depleted determination was used instead of overfished and overfishing because of the many factors that have contributed to the declining abundance of river herring, which include not just directed and incidental fishing, but also habitat loss, predation, and climate change.

In terms of recent trends, there is no clear signal for either species across the coast. Even within the genetic stock-regions, trends in abundance and mortality differed from river to river, with some rivers showing increasing trends and low mortality rates, and others showing flat or declining trends and total mortality rates above the reference point. Although very few significant trends overall were detected since the adoption of Amendment 2 in 2009, the majority of indices of abundance for both alewife and blueback herring are likely to be higher now than they were in 2009. However, half of the blueback populations and 65% of the alewife populations have a high probability of being above the total mortality reference point, indicating total mortality on adult fish was too high. Total mortality is the removal of fish from a population due to both fishing and natural causes.

The northern New England region shows more positive trends and a higher probability of abundance in the most recent years being greater than in 2009. It is unclear why that is the case, especially as the more northern regions also have higher probabilities of being above the total mortality reference point. States in the northern New England region have conducted extensive habitat restoration and dam removal, but so have states further south, and they have not seen the same degree of positive trends in run counts and indices. In addition, states in the northern stock-region have also accounted for the majority of directed catch in recent years, while states in the Mid-New England, Southern New England, and Mid-Atlantic stock regions have closed their fisheries. Genetic analysis indicates most of the ocean bycatch around Cape Cod and Long Island Sound was of alewife from the Southern New England stock-region and blueback herring from the Mid-Atlantic stock-region, two areas that have had more negative trends in recent years despite habitat restoration efforts and directed fishery closures.

The assessment includes two proof-of-concept approaches to develop biologically-based caps on bycatch in ocean fisheries. The data-limited methods produced estimates of bycatch caps that were lower than the current coastwide bycatch estimates and lower than the current caps in the Atlantic herring and Atlantic mackerel fishery. However, more work needs to be done on the data-limited bycatch cap approach, including consulting with the Mid-Atlantic and New England Fishery Management Councils on risk levels and how to implement species-specific caps in fisheries where the bycatch monitoring includes American and hickory shad as well as river herring. The assessment also recommended exploring species distribution modeling to identify hot spots of river herring bycatch that could be avoided with time-area closures as an alternative or complement to in-season monitoring of river herring bycatch.

No management action was taken given the continued coastwide harvest moratorium for states without an approved Sustainable Fishery Management Plan, as required by Amendment 2. Additionally, the New England Fishery Management Council is early in the process of drafting Amendment 10 to the Atlantic Herring Fishery Management Plan, which is proposing the development of measures to reduce river herring bycatch in the federal fishery.

A more detailed description of the stock assessment results, as well as the Benchmark Stock Assessment and Peer Review Report will be available on the Commission website, www.asmfc.org, on the Shad & River Herring webpage. For more information, please contact James Boyle, Fishery Management Plan Coordinator, at jboyle@asmfc.org.

Motions

Move to accept the 2024 River Herring Benchmark Stock Assessment and Peer Review Report for management use. Motion made by Mr. Clark and seconded by Ms. Patterson. Motion passes by unanimous consent.

INTERSTATE FISHERIES MANAGEMENT PROGRAM (ISFMP) POLICY BOARD

Meeting Summary

The ISFMP Policy Board met to address a number of issues, including the potential listing of American eel in CITES Appendix III; H.R. 8705, the Fisheries Data Modernization and Accuracy Act of 2024; a National Fish and Wildlife Foundation grant opportunity; and committee reports from Atlantic Coastal Fish Habitat Partnership, Habitat, and the Assessment Science Committees.

American Eel CITES Appendix III Listing

The US Fish and Wildlife Service (USFWS) is considering listing American eel as under CITES Appendix III, which would mean any eel or eel product export would need a certification that the product/eel was legally caught and legally purchased before leaving the country. An Appendix III listing is not required by CITES, but is an option countries can choose to use. Trade in an Appendix III species is regulated using CITES export permits (which would be issued by USFWS) and certificates of origin (issued by all other countries). The Commission, with the Association of Fish and Wildlife, sent a letter to USFWS expressing concerns regarding the potential listing. There are two primary concerns about an Appendix III listing. The first is the listing must not have an adverse impact on the managed exports of American eel. Secondly since an Appendix III listing would require the development and implementation of a means of certifying

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ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

legal acquisition by the competent authorities (the states), and such systems do not currently exist in all jurisdictions, a considerable amount of planning would be required to ensure minimum disruption of trade. The Commission requested USFWS provide the criteria for securing a Legal Acquisition Finding (LAF), which will help the states better understand possible budget and harvest monitoring implications. The Commission also requested confirmation of the process the USFWS would use to remove American eel from Appendix III if future trade data analysis demonstrates there are no significant conservation status concerns associated with ex-

ports of American eel. It is the Commission’s understanding that the criteria are so restrictive, American eel would never be removed from Appendix III unless listed in Appendix II. The elver fishery, which was worth almost 20 million dollars in 2023 in Maine, is one of the most regulated and monitored fisheries in the country. The Maine elver fishery exports can be tracked back to the harvester through Maine’s monitoring program which uses NFC tokens. The Commission is concerned that a listing without clarity of what the Service will require and advanced agreement on the process to receive a LAF, would have a significant negative impact to this highly valuable fishery.

H.R. 8705 – Fisheries Data Modernization and Accuracy Act of 2024
The H.R. 8705, the Fisheries Data Modernization and Accuracy Act of 2024, introduced by Representative Graves of Louisiana, has had one legislative hearing in front of the House Committee on Natural Resources. In this hearing, members generally discussed the purpose of the bill and their support for or against it. The next step in the process is a bill markup in the House Committee on Natural Resources (see Executive Committee Summary earlier in this document for more details).
National Fish and Wildlife Foundation Electronic Monitoring and Reporting
The National Fish and Wildlife Foundation presented that it will award up to \$4.8 million in grants that catalyze the voluntary implementation of electronic technologies for fisheries catch, effort, and/or compliance monitoring, and improvements to fishery information systems in U.S. fisheries. The Program will advance NOAA’s sustainable fisheries goals to partner with fishermen and other stakeholders, state agencies, and Fishery Information Networks to systematically integrate technology into fisheries data collection and observations as well as streamline data management and use for fisheries management. An RFP has been released and proposals are due by October 2, 2024.

National Fish Habitat Partnership Board for FY25 projects, including two additional dam removals in the Pequest River, NJ and one oyster reef restoration project in the Matanzas River, FL. In May 2024, ACFHP held an in-person steering committee meeting in Virginia Beach, VA to discuss partner updates, plans for the next FY26 funding cycle, and announce the call for nominations for the 2024 Melissa Laser Habitat Conservation Award. The Policy Board approved the latest issue of the Habitat Committee’s Habitat Management Series, which focuses on anthropogenic noise impacts on Atlantic fish and fisheries. The document covers the effects of anthropogenic noise on fish, mitigation strategies, and future research needs.
Staff presented the Commission’s stock assessment schedule. The revised scheduled now includes 2027 and 2028. The following assessments have been added to the schedule: 2027 – American eel, black sea bass, bluefish, scup, summer flounder, winter flounder, and 2028 – Atlantic sea herring, Jonah crab, and potentially Atlantic menhaden. The following assessments have shifted their delivery dates for a variety of reasons: Atlantic croaker will be presented in the third quarter of 2025, spot will be presented in the third quarter of 2026, and American lobster will be presented in the fourth quarter of 2025. Staff also noted the quarter of the year an assessment will be presented to the board is now listed for the two most recent years of the schedule.
For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org.
Motions
Move to approve the Habitat Management Series: Anthropogenic Noise Impacts on Atlantic Fish and Fisheries: Implications for Managers and Long-Term Productivity. Motion made by Ms. Patterson and seconded by Mr. Clark. Motion carries by consent.

Boat & Shipyard News

Continued from Page 19

high-structural area or if it is a complex shape. He does this on a pilothouse top extension with a raised structure member on top that all gets glassed and bagged, mostly because it is an awkward shape and it keeps it light because you are sucking out any excess resin. There is no question that it is more expensive, but the pluses outweigh this negative. Matt explained, “The 48 I did would have taken probably 8 or 9 drums of polyester resin to finish the boat. With epoxy, I used 2¼, so the cost for resin equals out because you are using a lot less of it. Remember, drums of resin all weigh the same, that is 500 pounds, so that is a lot of weight that is not in the boat.”
There are also some minor added expenses, like peel-ply. Peel ply lessens prep time and that easily saves on labor, materials, and overhead.


**John Weir
Newburyport, MA**

There are a lot of excellent projects that are not done in a boat yard. Two years ago, I learned that a Holland 32 was for sale to the first person who would pay the owner, Ed Shirley, his asking price, which was just a bit more than a new hull and deck would cost. I told John Weir about the boat and he made the deal with Ed.
This boat was built in 1983, named EL-EANOR, and fished out of Cliff Island for a number of years. The owner passed away and she sat in a storage shed on the water at Cliff Island for a number of years before Ed Shirley purchased her. She was then taken over to Johnson’s Boat Yard in Long Island where she was repowered. She originally had a 140-hp Volvo and this was replaced with a 430-hp Cummins. Ed at the time was fishing, but also competing on the lobster boat racing circuit as MISS KYLIE. Unfortunately, at one of the races he blew a turbo and fishing was getting harder to do, Ed decided to sell the boat.
The boat was fishing out of Verona Island just below the new bridge over the Penobscot River so after John purchased her, he and some friends made their way to Verona Island to bring her to Newburyport in September. They had a great sail all the way down to the Isle of Shoals and then they got into a head sea, but still not uncomfortable. They were cruising about 1800 RPMs, going 18-19 knots, and made the trip in 8½ hours and burned about 100 gallons of fuel.
John did a couple of small trips around Cape Ann before hauling her out for the winter. His plan was to do a little bit of work to her over the winter at a friend’s place in Rowley. He then built a 16 x 38-foot bow shed with a 16-foot-high peak, which they covered with shrink-wrap. A compressor was set up in his friend’s house and power was run out.
John said, “I knew I was going to do the house over. The house was all stick built and there was some rot and that is all I planned on

doing. I wanted to just run the boat and work on it for a few years.”
“I knew it was really loud coming down,” added John. “We started looking into it and realized the oil pan was resting in the bottom of the hull and 5.9-liter motor mounts on an 8.3-liter motor. They kept the shaft and all the same from the 140, and just slid the motor back and I guess the motor mounts probably settled. So, I said, ‘Well, we should probably change that. I am trying to look under the floor and I knew there was a belly in the exhaust that held water. Don’t leave a carpenter with a van full of tools near your boat. I grabbed the skill saw and I just started cutting the floor.’”
When John was done there was not much left. He had taken her right down to the stringers. He added, “I took the floor up on this thing a testament to ventilation. The Hollands vent the air intakes from the back corners in the stern and it pulls all of the air under the floor. I pulled the plywood floor up, which was in great shape still. The 2 x 10s that were sistered against the stringers, I took them out and used them as staging planks. After 40 years they were still in good shape.”
He lifted the motor out, and made a repair to one of the stringers, which had been cut. The engine was stripped down, sandblasted, and repainted with many of the removed parts replaced with new ones. John then started talking with Gavin Holland at Holland Boat about prices for a new top extended 18-inches and about dropping the keel down. At that point he realized he was going to have to change the shaft. John then cut the keel off, made a mould, extended it up, filled it with glass and bolted that all on. Holland Boat made a new shaft tube and a used shaft was purchased at Rose’s Marine in Gloucester. Now it was time to put her back together. With summer fast approaching John realized he was not going to be ready. He then started cutting more things apart. He modified the dash for the electronics, the engine box, and added Soundown. John wanted everything from the bulkhead back to be all done. He is hoping to make a few changes in the interior next winter. Johnson’s Boat Yard had done a nice job fitting her out below and Ed said that she was one of the most comfortable boats he ever slept in. John does want to add a real head with sink.

When spring arrived, John was ready to paint. He faired everything, which took an amazing amount of time. He then painted her with a custom colour from Alexseal. He had only painted some and was a little nervous, but he did a great job.
John made sure that he did not remove anything used in lobster fishing. He does not plan to commercial fish, but a pot hauler can come in handy. He does want to do some sportfishing and cruise. He is also planning to attend some lobster boat races and might even take part.
This is a perfect example of a backyard builder doing a fine job.

Committee Reports
Staff presented activities of the Atlantic Coastal Fish Habitat Partnership (ACFHP) and Habitat Program. ACFHP has submitted an application for Congressional designation under the ACE Act, and has received \$300,000 from USFWS for FY24 fish habitat restoration projects, including the Maryland Coastal Bays Salt Marsh Restoration Project and engineering work for removal of the Upper E.R. Collins Dam in the Pequest River, NJ. ACFHP also secured approval and top funding tier status by the



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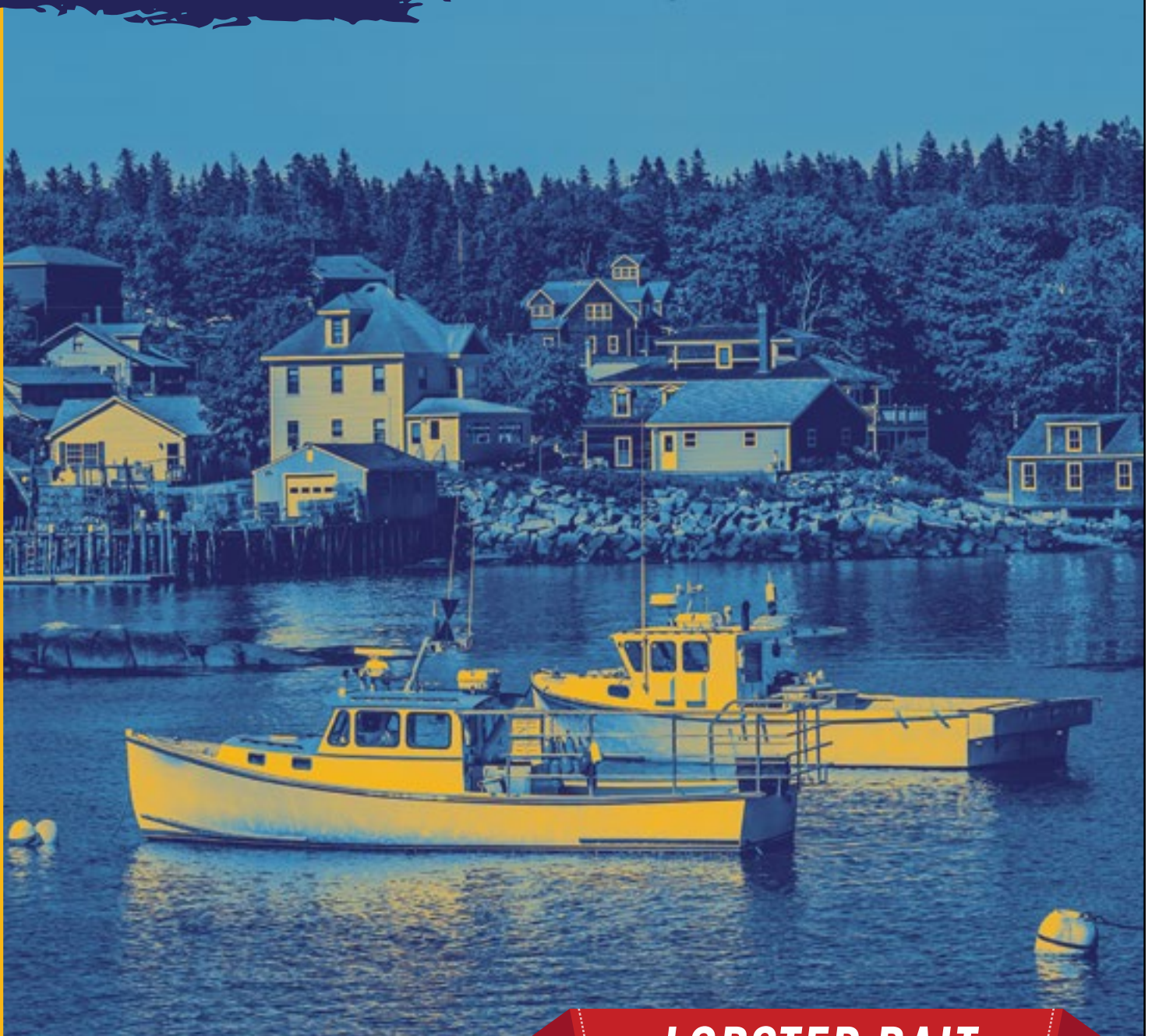


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