

Maine Coastal News

Volume 37 Issue 10

October 2024

FREE

Winter Harbor Ends Season with 183 Racers & Big Giveaway



Dean Barrett's GRIN-N-BARRETT [Osmond 44; 1000-hp MAN] making her way to the finish line in the second heat of Diesel Class N(A) at Winter Harbor on 25 August.

LONG ISLAND

One of my favourite weekends of the summer is making the trip from Searsport to Long Island by boat for the last two races of the season: Long Island (17 August) and Portland (18 August). However, due to inclement weather the weekend before the Winter Harbor Lobster Boat Races had been postponed and would run the next weekend on 25 August, thus they would be the last race of the season this year.

The trip down onboard SARI ANN I was much better than last year when we were battling 10 to 12 foot seas from outside Mussel Ridge Channel until we got in behind the islands off Portland. This year the trip down was clear, warm with a light sou'west breeze and took just six hours to complete.

The Friday night party on the ferry dock was well attended where we enjoyed hamburgers and hot dogs and the race committee sold lots and lots of T-shirts and hoodies. In the morning sign-ups were steady and when done I had 48 boats entered, which was up over last.

The races went well, and many spectators were there to see Randy Durkee's BLACK DIAMOND [Holland 32, 672 Chevrolet] battle Steve Johnson's LYNN MARIE [Sisu 26; 632 Chevrolet] and they did not disappoint.

There were no entrants in Work Boat Class A (Skiffs 16 feet and under, Outboards

up to 30 hp, operators up to 18 years old), but seven boats came to the line for Work Boat Class B (Inboard, Outboard or Outdrive, 31 to 90 hp). Missing was Andy Correa [Boston Whaler 15; 90-hp Yamaha] who is always battling for the top spot with Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Mercury]. SCREEN TIME only missed the Bass Harbor races and was always the top boat or close to it and today was no different as he streaked over the line by several boat lengths grabbing first. Second went to Ron Barrett's MISS DIANE III [Lund 18; 90-hp Honda] all the way from Plum Island, Massachusetts followed by Annabell Kimball's ALTHEA [Fore River 20; 90-hp Mercury] in third. Work Boat Class C (Inboard, Outboard or Outdrive, 90 hp and over) has been dominated by several boats (Ron Pottle's DELUSIONAL [Corson 18; 225-hp Evinrude]; Jacob Noyes' WHITE KNUCKLES [Aquasport 17; 175-hp Johnson] and David Noyes' ZIPPAH [Corson 17; 150-hp Evinrude]) coming from Harpswell, but they thought the start was at 1500 not 1200 and thus were a no show. David Johnston's CASCO MISS [Eastern 22, 250-hp Honda] battled his way through the waves and crossed the finish line first. Second went to Tyler Hodgkins' LOST SOUL [Aquasport 22; 150-hp Suzuki] and in third was Matt Byer's CONTENTIOUS [Mitchell Cove 20; 150-hp Mercury].

Up next was the Gasoline Classes and there were just three boats signed up in two of the five classes. There were no entrants in Gasoline Classes B (V8, Up to 375 ci, 24 feet and over), C (V8, 376 to 525 ci, 24 feet and over) and D (V8, 376 to 540 ci, 24 feet and over (Non-working racer)). Signed up in Class A (Four and Six Cylinder, 24 feet and over) was Tim Day's ALL DAY LONG [Johnson 28; V-6 Gas] and in Class E (V8, Over 525 ci, 28 feet and over, Turbos/superchargers) was BLACK DIAMOND and LYNN MARIE. With just three boats they were all sent down together. When the flag dropped there was a big scream heard from both BLACK DIAMOND and LYNN MARIE, which got louder as they neared the finish line. It looked as though BLACK DIAMOND was going to get the win, but just before the finish line LYNN MARIE surged ahead and slipped over for the win by a mere few feet.


Next came the diesel classes and there were no entrants in classes B (Up to 235 hp, 32 feet to 40 feet), L (901 hp and over, 28 feet to 40 feet) and O (Non-working boats, any length, any horsepower). With just one boat in Class A (Up to 235 hp, 24 to 31 feet), Silas Jones' SPITTIN' IMAGE [Osmond 27; 210-hp Cummins] and one in Class C (236 to 335 hp, 24 to 33 feet), Adam Kimball's MISS ATTITUDE [Holland 32; 265-hp John Deere] they were sent down

together winning their respective classes. Three boats came to the line for Class D (236 to 335 hp, 34 feet to 40 feet) and jumping right into the lead when the flag dropped was Mark Davis' WHISKEY GIRL II [Duffy 34; 300-Isuzu] winning with a speed of 28.9 mph. Second over the line was Christian LaMontagne's GUILLEMOT [Wayne Beal 34; 300-hp Caterpillar] followed by Dan Smith's TWO KEEPAH [Duffy 35; 330-hp John Deere] in third. Three boats were on the line for Class E (336 to 435 hp, 24 to 33 feet) and no one was surprised to see Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] get out in front and never look back. Second went to Jake Dugas' GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins] with third going to Tom Cloutier's BITTERSWEET [Mitchell Cove 32; 370-hp Volvo]. Five boats were on the line for Class F (336 to 435 hp, 34 feet to 40 feet) and would anyone catch Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins]? Well, no one did as he came over the line with a four-boat length lead. Second went to Ed Torosian's MS. ROSE [Mitchell Cove 35; 410-hp Sisu], who came all the way from New Hampshire. Third went to Craig Stewart's CARL & CO [Wayne Beal 36; 405-hp Cummins]. There was just two boats in Class G (436 to 550 hp, 28 to 35 feet),

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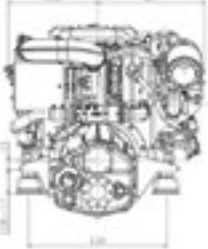



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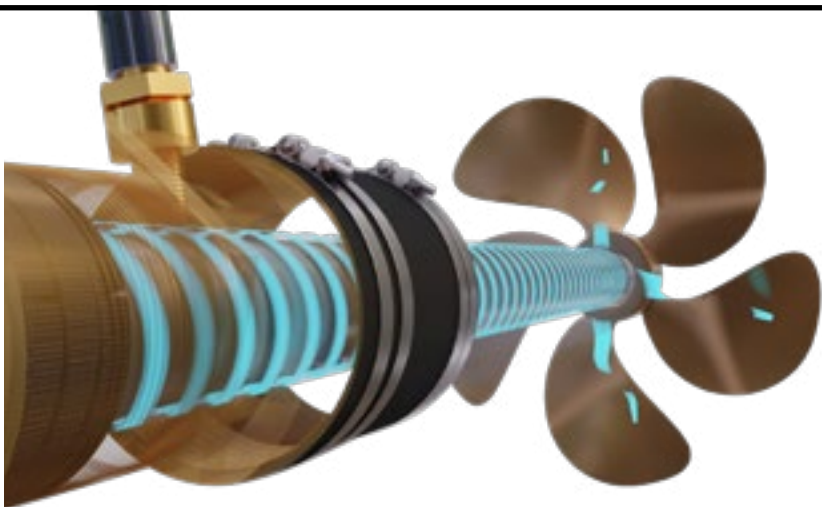
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The deadline for the December issue is November 1.

MCN's Calendar

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

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

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

New Bedford Whaling Museum
Breach: Logbook 24, Scrimshaw
Wider World of Scrimshaw
Reflections
New Bedford in the 1800s

New Bedford, MA
Info: (508) 997-0046

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

2024

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

JUNE
14 Boothbay Harbor Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230

Publisher's Note

Anyone who has read this paper for any length of time I am sure realizes how much I enjoy history, especially regarding the State of Maine. Whether it is reading it from a book or listening to someone explain what they have experienced, I cannot get enough. In doing some basic research for the article on Brown's Wharf located in Boothbay Harbor, it really hit me as to how much of what Rachel and I have transcribed over the years that is not readily available to the public. Of course, that depends on the age of the information you are looking for, but a lot of the work we have done has been in the 1800s and 1900s. When working on this article I wanted to know more about Boothbay Harbor. I especially wanted to know what businesses were there and where they were located over the years. I also wanted to know how this changed as time passed. I did locate Colby's map of Boothbay Harbor for the 1880s and that was really helpful showing exactly where the businesses were located. I then went through the Industrial Journal (1880-1918) for the 1880s and found a vast amount of information on the town, its businesses and the notable people. This town has a remarkable history and is one town I enjoy visiting just for fun.

There are certainly other towns along this coast that have a history equal to that of Boothbay Harbor. The unfortunate aspect of putting together a good history of these towns is that the research I believe would take years to complete. To do it right you need to locate every piece of information possible. That means going through books, local newspapers and private papers and then interview people who know the history and may be some of the stories that are not written down.

This winter I hope to have the time to compile the information that I have computerized and write an article on the maritime history of Boothbay. As most know, time is the enemy as I am still working on my database, which still needs about 19,000 entered from the 'Merchant Vessels of the United States' for 1960. I am hoping to have that done along with other entries by New Year's.

I have traveled thousands and thousands of miles along the coast of Maine over the last 40-plus years, but that has all been in a vehicle. When I made the trip from Searsport to Portland and then from Stonington to Winter Harbor by boat I am always looking at the chart plotter and trying to figure out what land mass I am looking at. Looking at the chart plotter is not much help as I can rarely find the name of the town. I am realizing it is time to sit down this winter and study. Pull out the paper charts and the "Cruising Guide to the Maine Coast" and learn the coast from the water.

I realized a long time ago, that covering the coast from the water was going to offer a different perspective. I felt, and several people who do a lot of traveling by boat along the coast, have said that you meet different people. Many of these people go from their boat to home and it can be hard to meet them if not on the water or the dock. Ann really enjoys cruising on SARI ANN I so, next year we hope to do more of this. On our way back from the Portland races we stopped at Boothbay Sunday night and the following morning Peter Kass and one of his workers stopped over to look SARI ANN I over as she will be going there this winter for a little upgrade. I knew Ann wanted a head, but I did not know about the simple galley (hot plate, refrigerator and small sink). With what she has had to endure with me she can have anything she would like.

Well, the last big piece of the puzzle for Jonesport Shipyard has fallen into place. During the spring I had let Glenn Holland know that I was interested in his moulds if he decided to part with them. Early in the summer he gave me a call and we discussed the purchase and after several weeks of discussions he and I came to an agreement. I have purchased the moulds for the 14, 32 and 38 and they will be moved to Jonesport early this fall. I now have to figure out the logistics as to where they will be laid up. There are a couple of options and there seems to be several fiberglass people that might be available. I do not want to jump into this too fast as we need the quality to be top-of-the-line. My crew is ready and would love to finish them off. Again, there is going to be a large learning curve before we get up to speed. And for those interested we will send hulls out as kits. Already there are a couple of people interested in 14s and 38s, but we all know that the most popular model is going to be the 32, which can be finished off as either a commercial or pleasure boat. One wonders if the down turn in the lobster catch this year will have fishermen thinking of downsizing their boat. I also want to create a basic day boat model for the 32, keeping it simple and priced to sell. However, that means making a new mould and I already have the plug in the yard almost ready to take a mould off of.

When I was talking with Richard Stanley about what he was doing for boat yard news he brought up a subject that we have broached before and that is saving some of the noteworthy wooden lobster boats. He said, "The MERGANSER really is a nice boat and it should be saved. These boats ought to be donated to a museum and taken care of. The MERGANSER originally had just a spray hood on her, put her back to that original state. The MADDY SUE had just a spray hood on her. Those boats really should be saved and put in a museum, I think."

He is correct, but the big problem is finding the funding to do it. Other hurdles are finding someone that could do the work on them and should this be done in a Museum setting so people could see how it is done and maybe offer classes on how to do it. The other issue is they should not sit static in a boat shop or out on the lawn of a Museum, they need to be in the water and used and this produces its own problems. It is doable, but a good plan with plenty of funding needs to be put in place first.



A commercial fishing boat grounded up on the cove past Johnson's Boat Yard on Long Island.

Brown's Wharf of Boothbay Harbor

BOOTHBAY HARBOR - Many of the harbors along the coast of Maine were once thriving with commercial fishing activity, but now one can hardly see any evidence of this in many of them. One of the most noted commercial fishing harbors was Boothbay Harbor back in the late 1800s right up into the mid-1900s. This harbor was bustling, not only with commercial fishing enterprises, but also with ship and boatbuilders. Today, some of these coastal harbors have become more of a tourist destination, but still have a good presence of commercial activity. Boothbay Harbor fits that description with a number of commercial lobster boats working out of the harbor, lobster dealers housed on the east side, but there are also several large motels and restaurants covering both sides of the harbor. One of these motels is Brown's Wharf, which has its original roots in the commercial fishing industry so I sat down with Joan, Michelle and Tim to get the wharf's history and how it evolved into one of Boothbay's best motels.

From the "Industrial Journal," for 4 September 1885: At Boothbay village J. C. Poole has a large fish-packing establishment where 2800 bbls. of mackerel were received up to August 26th. He owns four vessels and deals in all kinds of dry fish, besides mackerel. A large amount of repairing is done on the Townsend Marine Railway here, ninety vessels having been taken out between March 5th and August 26th. Wm. M. Sawyer has a ship chandlery store and a sail loft. He deals extensively in vessel property, wreck material, etc., occupying two floors each 105 x 75 feet. R. G. Ingraham, in connection with his marine hardware store, manufactures small anchors, ice tools and ship iron work. J. H. Lake is engaged in ship plumbing, tin roofing and the manufacture of sheet iron stoves and tinware. The Boothbay House, John E. Knight proprietor, is a finely furnished and popular hotel. The Weymouth House also furnishes excellent accommodations, and has a capacity for forty to fifty guests. With a general revival of business Boothbay, having so many natural advantages, would take a long step in advance and attain greater prominence than ever in our list of seaport towns.

And for 16 September 1887:
AROUND BOOTHBAY HARBOR
The harbor of Boothbay is among the most noted on the coast of Maine. It is immediately connected with the ocean, from which it is protected by Ocean Point and Spruce Point on the east, and Squirrel and other islands which form the entrance. It is noted for its large size and deep water. Five steamers run here in the summertime from Bath, Portland and the Kennebec, and it is expected that a new steamer will be built in Bath this winter to go on the route next

season. Within a radius of five miles from Boothbay village there are now over four hundred summer cottages and five hotels, and the prospect is now good for very active building operations in preparation for another season. Spruce Point, comprising two hundred acres on the east side of the harbor, has recently been purchased by a syndicate comprising S. C. Chase of Boston, two of the Coburn heirs of Skowhegan, Messrs. Pooler and Marston, and Col. Spaulding of Portland. This very desirable property is now being surveyed into lots, and a hotel with a capacity to accommodate from 200 to 250 guests is now being commenced and will be completed in season for the summer business next year. A steamboat wharf will be built this fall.

Ocean Point, across Linnekins Bay, has recently been purchased by a large syndicate of wealthy parties who will immediately commence building operations. Five springs giving a large flow of pure water are found on this island.

It is understood that Mouse Island is bonded in the interest of the New York Yacht Club, who contemplate making this locality their eastern location.

At the head of Linnekins Bay, two miles east of Boothbay harbor, Thomas Boyd has built six cottages, all of which have been rented this season. He will build two more cottages and a boarding-house this fall.

The Boothbay House, J. Ed. Knight proprietor, will be raised one story and will have a mansard roof. It will have a capacity to receive sixty-five guests next year.

S. Nickerson & Sons, wholesale dealers in fish and fishing outfits, Boothbay, own 7 fishing vessels and have imported 14,000 hogsheads of salt this year. Their catch of codfish this year will be from 11,000 to 12,000 quintals. In the town of Boothbay from 150,000 to 200,000 tons of ice are cut, and at the dry-dock about 125 vessels are repaired yearly.

Samuel Boyd deals extensively in doors, windows, blinds, mouldings and builder's hardware. The increase of the summer travel hither has stimulated trade very notably in some lines. A. W. Lewis now does quite a jobbing business in fruit and reports a very large retail trade the past summer.

There seems now to be a brilliant outlook for Boothbay and surroundings in the future, as regards its summer-resort interests. Nearby are the sea-girt towns of Southport and Georgetown, and the noted Pemaquid Point in Bristol, which are attracting the attention of capitalists. M. D. McKown makes some very fine boats at Boothbay, and is now building a boat of 10 tons for carrying water to vessels in the harbor.



A view from the face dock at Brown's Wharf looking at one of the sections of motel rooms and to the right is the building where the office and restaurant is located.

The first lobster boat race of each season takes place at Boothbay Harbor and the racers always gather at Brown's Wharf, where they take up at least the entire face dock and a number of the rooms. This gathering has quite a reputation as being one of the best get togethers during the season. These get togethers used to be wild and last well into the night, but age has calmed that down some. Still, if you call to stay at Brown's Wharf on the weekend of the lobster boat races, they will warn you that it might be a little noisy. Michelle Brown, who runs the office, added that many of the people coming, were coming just because of the lobster boat races.

The Brown's have owned this wharf since around the mid-1940s, but Joan, the head of the family, was not quite sure the year. At that time, it was being operated as a sardine factory under the name of Neptune


Canning, owned by Ted Leonard. Tim added, "There was a four story, big old sardine building there with cannery machines and all the processing machines."

One reference said that for the most part sardine canning in Boothbay Harbor had disappeared by the mid-1930s. It added that Brown Brothers operated the last sardine factory in Boothbay. They had built a small factory in 1949, packing in round cans, and this closed in 1950.

On the wall in the dining room is an old photograph showing the old buildings. The building on the water was razed in 1966 and they built the first two stories with 24 rooms over-looking the harbor for the motel in 1967. Then in 1975 they added a two-story building running up to the road on the eastern side of the property. Ten years later,

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Brown's Wharf of Boothbay Harbor

Continued from Page 5

they added the third story on the waterfront section and the following year on the side section.

The building the houses the office, kitchen and dining room have been there as long as anyone could remember. Michelle added that this building had been added to several times over the years. Tim pointed to a room off the dining room, which they call the salt shed. In the old photograph it was the one with the red roof. He added, “The ships would come over from Europe full of salt and would unload the salt in facilities like this. Then they would take the salt fish back.”

The salt fish, which had been cured on flakes, went back to Europe and around the Mediterranean, down to the Caribbean, to the southern plantations and out west as it was being settled. It was one of the staple foods that would last since it was cured in salt.

The building housing the office, kitchen and dining room has gone through many changes. Tim explained, “Originally this structure here, I don’t know when but it used to be just picnic tables and a roof was put on at some point, probably late 50s or 60s. It had fiberglass corrugated roofing and then it had the aluminum windows that you would put on the outside of your house with the screens and all that. It was all open out here. Then this got rebuilt probably in the late 80s.”

That was the original dining area, where they served all sorts of seafood to the tourists and natives. Michelle added, “The bar was over there and then in the ‘90s it was moved to over there and the old salt shed was used as an extra dining room. Back in the ‘70s we had Irish people who would come over and play every night, big band Irish music. The place would be full, sort of like a night club.

“Our grandfather and two great uncles (Ed and Sereno and Chester), they started

it, as Brown Brothers,” continued Michelle. “They were lobster and fish dealers and they would go up and down the coast into Canada and all the way to New York peddling fish and lobster. At one time they were the biggest lobster wholesalers in the country for a while. Then Sereno got out of it. After that Chester bought another business at Point Lookout on Long Island, a lobster business and a restaurant. So, he moved down there and they separated later. My Dad bought the people out as the years went by.”

Joan added, “At one time Sumner Sewall, Governor Sewall was part of this.”

Michelle continued, “Also there was a Judge Hurley who was part of it and they eventually bought him out. Dad bought everybody out, so he was the single owner. He was a visionary. He saw the future and was very good at making money on it. In the ‘80s he got out of the lobster business.”

Tom said, “In the meantime, he bought into a fish business, where the Sea Pier used to be, Carter’s Wharf. He then let the lobster business slid and got out of that.”

“Douglas (Carter) and John Fish owned that when they sold out,” said Michelle. “Anyway, he had that for a few years and then he sold that out. He shifted back to here without the lobster business.”

The only difference today is that the restaurant has been closed for a couple of years, but they do offer a continental breakfast. Michelle explained, “In 2018 they changed the H2B visa and that put a crimp on us to get enough H2B skilled workers for here. It was difficult in 2019 to find enough staff to run this. We would get packed at night, 35 to 40 people. Then Covid came and we said, ‘What are we going to do? Well, we will offer breakfast.’ We couldn’t open anyway because of the restrictions. My dad used to say, for the restaurant it is 90% of the work 10% of the profit.”

The marina aspect of the business has always been a good part of the business and

is very well maintained. Tim, who oversees the docks, said, “There has always been floats down there, but it got pushed out with finger floats around ‘82 and it hasn’t changed any since then.”

The face dock is 310 feet in length and they can take up to a 195-footer, however they try not to as it blocks the view of the waterfront rooms. They have about 30 customers who rent space for the summer. With dock space hard to find in southern and mid-coast Maine these slips come at a premium. The docks remain in the water all year-around, but they do not let anyone on them until 15 May and they close it off 15 October. The problem during the winter is that the docks are open to the nor’west winds and they can be pretty bad much of the winter months even to the point that you cannot walk on them in a good blow.

Tim added, “It is interesting to see. The big boats are getting bigger. The average weekend boats are getting smaller. People used to live aboard a 35-foot cruiser. It is not what it used to be. The ones that want to do it now buy a fast center console and they’ll

go from here to Portland for lunch and come back and do something else. They have no intention of spending the night on the boat. You would see whole families that would come with little kids all the way up, not very often now.”

Brown’s Wharf opens the week before Memorial Day and they close on the Sunday of Columbus Day weekend. They have tried to stay open longer, but it just does not make financial sense. Help also is problem as many of the foreign employees have to leave as their visas are only good for a specified time period. They found that the weekends were good, but the weekdays are not good at all. Even May and June are difficult to justify, especially if the weather is not good.

If you are looking for a great place to get away to, this is a great one. It is on the quiet side of the harbor. Even though it is on the other side of the harbor the town proper is within walking distance, about a mile. There are numerous stores, places to eat, but the town is also quiet and serene. It is one of the places I love to visit several times a year.

PASSED OVER THE BAR - JOHN GORHAM & DEXTER BRAY, SR.



John Howard Gorham
1952-11 December to 2024-1 July
ISLESBORO - John Howard Gorham, Lover of Life, Family, Friends, Rusty Tractors, and Ole’ Red Trucks suddenly departed July 1, 2024. Born Dec. 11, 1952, son of the late John F. Gorham and Gloria P. Zoeller, raised in Orono, brother of Mary Jane Frank.

John graduated from Orono High School, class of 1971. He then began his college career while working full time for Sampson’s Supermarket in downtown Orono. He earned his B.S. in Business Administration from UMaine in 1982.

Armed with a college degree and real-life experience, he headed Downeast to work with the Passamaquoddy Tribe to oversee the construction of a supermarket on the reservation. After completion, he traded his business attire for a tool belt and began a lengthy career in boat building and boat yard management. Starting with Hank Hinckley at Nautical Enterprises and continuing with Ralph Ellis at Ellis Boat, Able Custom Yachts, Morris Yachts, and eventually landing at Dark Harbor Boat Yard on 700 Acre Island. From power boats to sailing yachts to Dark Harbor 20s, John took great pride in his work and the relationships he made along the way.

John married Lucinda R. Pinkham in August 1985 (a blue moon month). Best friends and life partners in every sense of the term, they raised two sons, John Ryan Gorham and Nathan Carroll Gorham. John taught his boys everything they needed to know to grow into kind, strong men - just like their dad. Cindy, Ryan, and Nate were the highlight of John’s life. Memories of summers at the lake, camping at Cobscook Bay, trips to Quebec City and Ireland, cider making and wood chucking will remain in their hearts forever.

John was proud of his civic duty with the Islesboro School Committee and the Mid-Coast School of Technology. He mentored many students and employees. John was on the board of the former Downeast Boat School and the Penobscot Marine Museum. He was also affiliated with the Maine Marine Trade Association.

John was generous with his words of love and praise. He never missed an opportunity to say thank you or commend you for your hard work. He left nothing unsaid and he always claimed to be the luckiest man alive.

Remember that when you leave this earth, you take nothing that you have received...but only what you have given; a full heart enriched by honest service, love, sacrifice and courage. - Francis of Assisi, “Letters to Rulers of People”

Survivors in addition to his wife, Cindy, are his son, John Ryan; his son, Nathan and his partner, Caitlin Rooney; and brother-in-law, Craig Pinkham and family. John was loved by many nieces, nephews, cousins, aunts and uncles (too many to list by name, but you know that he loved you dearly).

The family wishes to thank the Waldo County Cardiology team for their excellent care of John, especially Deb Czuchra. A celebration of life for John will be held at a later date.



Dexter C. Bray Sr.
15 November 1957 – 23 August 2024
DEER ISLE, MAINE—Dexter C. Bray Sr., “Old Man,” born November 15, 1957, passed away peacefully, surrounded by family, on August 23, 2024, at age 66.

Dexter attended grammar school in

Continued on Page 22.

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National Transportation Safety Board News

Pilot of Towing Vessel That Hit Louisiana Pier Was Asleep

Fatigue a major factor in marine casualties
8/21/2024

WASHINGTON — The pilot of a towing vessel that hit a pier near Saint Rose, Louisiana, last year had fallen asleep, the National Transportation Safety Board said Wednesday.

The pilot of the towing vessel John 3:16 was experiencing the effects of fatigue during his watch on Sept. 12, 2023, while navigating the Lower Mississippi River. NTSB investigators concluded the pilot had less than two hours of continuous sleep before taking the watch, and likely received less than five hours of sleep combined over the two days before striking the pier.

“A sleep deficit of as little as two hours can result in acute sleep loss and associated performance decrements, including decreased attention, slower reaction time, reduced vigilance, poor decision-making, and an inability to stay awake,” investigators found.

Fatigue is often a factor in marine casualties investigated by the NTSB.

“Fatigue affects all aspects of human performance, including decision-making, alertness, and reaction time, all of which affect a mariner’s ability to safely navigate a vessel,” investigators said. “Mariners should understand the performance effects of sleep loss and recognize the dangers of working on board a vessel while fatigued.”

Individuals typically require eight hours of quality sleep each 24-hour period to avoid the performance effects of fatigue.

“Obtaining quality, uninterrupted sleep on board a vessel is often challenging due to shipboard environmental factors and external distractions such as cell phones,” investigators said. “It is important that mariners get enough sleep during each off-watch period, so they remain alert when assuming watch.”

The final cost to repair the towing vessel and pier was \$285,441.

Poor Hull Condition Leads to Flooding of Towing Vessel

8/29/2024

WASHINGTON — National Transportation Safety Board investigators found holes in the hull of a towing vessel after it flooded and partially sank last year on the Lower Mississippi River near Ascension Parish, Louisiana.

The towing vessel Uncle Blue was towing one empty barge on March 26, 2023, when the vessel began flooding. When the vessel was lifted by crane during salvage, NTSB investigators noted water pouring from holes in the portside shell plating in its lazarette. Investigators found the nearly 60-year-old vessel had numerous wastage holes in the hull and doubler plates installed near the wastage holes. Given the vessel’s age, the holes found in the hull and the presence of the double plates, investigators determined the hull was not adequately maintained.

“Although doubler plating can be used as a temporary repair solution, it is not generally suitable as a permanent repair for a vessel’s hull,” investigators said. “Vessel owners should crop out wasted steel on the hull and replace it by inserting new plating instead of covering it up with doubler plating.”

Investigators also found pipe runs inside the hull, which had previously been used to allow rods to run the length of the hull, were open on both ends in addition to being either corroded or missing where they passed through the voids. The openings allowed for progressive flooding forward into

the voids and engine room.

“Steel hulls are susceptible to corrosion, erosion, and damage over time,” investigators said. “To avoid flooding or weakening of the hull, it is good marine practice for owners to conduct regular oversight and maintenance of hulls, including between drydock periods. An effective maintenance and hull inspection program should proactively address potential steel wastage, identify hull and watertight integrity deficiencies, and ensure corrosion issues are repaired in a timely manner by permanent means.”

Investigators also determined the lack of a high-water bilge sensor in the lazarette further contributed to the sinking by preventing early detection of flooding into the space. The only sensor was in the forward end of the engine room.

No injuries or pollution were reported. Damage to the vessel was estimated at \$500,000.

NTSB Chair: Action Needed on Safety Management Systems for Small Passenger Vessels

9/2/2024

SANTA BARBARA, CA — On the fifth anniversary of the 2019 Conception dive boat fire that killed 34 people, National Transportation Safety Board Chair Jennifer Homendy held a media availability with the families of the victims and again called on the U.S. Coast Guard to require safety management systems for all U.S.-flagged passenger vessels.

“For five years, I’ve worked with the families of the victims of this terrible tragedy to spur federal action on our recommendations,” Homendy said. “The NTSB first recommended SMS in the marine mode 20 years ago, and specifically called for it on small passenger vessels since 2012. Additionally, Congress authorized the Coast Guard to mandate SMS in 2010. It’s 2024, and here we are, with no action. We know our recommendations save lives. I call on the Coast Guard to finish its work implementing solutions to prevent such a tragedy from occurring again.”

Chair Homendy made her remarks after a gathering of family members and first responders at the Conception Memorial in Santa Barbara on the five-year anniversary of the fire. On Sept. 2, 2019, the Conception dive boat, a small passenger vessel with 33 passengers and a crew of six was anchored for the night about 24 miles south-southwest of Santa Barbara, California. In the early morning hours, it caught fire, burned to the waterline and sank. All 33 passengers and one crewmember died in the fire.

The NTSB has long advocated for the implementation of SMS. In 2005, the NTSB issued a safety recommendation to the Coast Guard to seek legislative authority to require all US-flag ferry operators to implement safety management systems, and once obtained, require all U.S.-flag ferry operators to do so. Congress granted that authority in 2010.

The SMS recommendation for all passenger vessels was first issued after the NTSB investigation of a 2010 Staten Island Ferry accident in New York City that injured dozens. That same safety recommendation was reiterated following the NTSB’s investigation of the Island Lady in 2018 and at the conclusion of the Conception investigation in 2020.

In addition to her comments, Homendy sent a letter to the Coast Guard commandant and the Secretary of Homeland Security urging them to implement the SMS requirements without further delay.



Uncle Blue partially sunken. (Source: U.S. Coast Guard)

Watertight Integrity at Issue in Sinking of Towing Vessel

8/13/2024

WASHINGTON—The sinking last year of a towing vessel in the Atlantic Ocean was due to a lack of watertight integrity, the National Transportation Safety Board said Tuesday.

The Jacqueline A was transiting the Atlantic Ocean from Virginia to a Louisiana shipyard, where the vessel was to be brought into compliance with regulations. It began taking on water on Aug. 8, 2023, while off the coast of South Carolina. The three crewmembers, hired for the voyage, abandoned the vessel and were rescued by local emergency responders.

NTSB investigators found that the Jacqueline A sank stern-first. The bow remained above the water for a period of time, indicating the flooding originated in the aft portion of the vessel. NTSB investigators found several large wastage holes in the main deck plating above the lazarette. The wastage holes were located within the voids formed by the enclosed bulwark framing on the main deck.

“Inaccessible voids or difficult to reach pockets or crevices that are poorly ventilated and provide no access for maintenance pose a risk to vessels due to the potential for severe rusting/corrosion,” investigators

said. “Because these spaces are inaccessible, corrosion can grow undetected. Operators and manufacturers should keep these risks in mind when designing, constructing, or modifying a vessel.”

The crew told investigators the bilge high-water alarm never sounded. Investigators found the alarm system was ineffective as there was no sensor in the lazarette, which prevented early detection of flooding into the space. Sensors should be installed in all spaces where flooding may have a significant effect on the vessel’s stability and buoyancy.

Investigators also found electrical wire runs connecting the lazarette to the engine room on the Jacqueline A were not sealed. Once the lazarette filled with water, it poured into the engine room.

“For the safety of a vessel and all on board, the integrity of the hull and watertight bulkheads must be maintained, and any deficiencies must be appropriately addressed,” the report said. “Known issues with watertight integrity, including unsealed watertight bulkhead and deck penetrations and deck and hull plate wastage, need to be addressed by permanent means.”

The vessel was a total loss valued at \$660,000.



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U. S. NAVY NEWS

U.S Navy to Christen Expeditionary Fast Transport Future USNS Point Loma

09 August 2024
MOBILE, AL - The Navy will christen the future USNS Point Loma (EPF 15), the second of the Spearhead-class Expeditionary Fast Transport (EPF) Flight II configurations, during a 10:00 a.m. EDT ceremony on Saturday, August 10, in Mobile, Alabama.

The Honorable Nickolas Guertin, Assistant Secretary of the Navy for Research, Development and Acquisition will deliver the principal address. Remarks will also be provided by Vice Adm. Scott Gray, Commander Navy Installations Command; Ms. Michelle Kruger, President of Austal USA; and Mr. Stan Kordana, Vice President of Program Execution, General Dynamics Mission Systems.

In a time-honored Navy tradition, ship sponsor Elizabeth Asher will christen the ship by the breaking of a bottle of sparkling wine across the ship’s bow.

The ship is named in honor of the community of Point Loma and its decades long relationship with the Navy, beginning with the establishment of the Naval Coaling Station, La Playa, in 1901, and later the Naval Supply Center San Diego in 1943.

This is the second ship to honor the Point Loma community.

As a Flight II ship, EPF 15 is configured to deploy as a fast transport, or with Role 2 Enhanced medical capability, or both. The medical mission capability includes an embarked medical unit, two operating rooms, and the ability to support 147 medical patients and 38 civilian crew that operate and maintain the ship. Flight II EPFs will also have an 11M Rigid Inflatable Boat and MV-22 capability.

Navy to Commission Future Littoral Combat Ship Kingsville

From Commander, Naval Surface Forces, Pacific

23 August 2024
Independence-variant littoral combat ship USS Kingsville (LCS 36) will be commissioned, Saturday, August 24, 2024, at 10:00 a.m. CDT in Corpus Christi, Texas.

The Honorable Russell Rumbaugh, Assistant Secretary of the Navy for Financial Management and Comptroller, will deliver the commissioning ceremony’s principal address. Remarks will also be provided by the Honorable Vicente Gonzalez, U.S. Representative, Texas’ 34th District, the Honorable Michael Cloud, U.S. Representative, Texas’ 27th District, Vice Admiral Brad Skillman, Deputy Chief of Naval Operations for Integration of Capabilities and Resources, the Honorable Paulette Guajardo, Mayor of the City of Corpus Christi, Texas, the Honorable Sam Fugate, Mayor of the City of Kingsville, Texas, and Michelle Kruger, President, Austal USA. The ship’s sponsor is Katherine Kline, a member of the sixth generation of the King Ranch family, descendants of steamboat captain Richard King who founded the King Ranch, located

in Kingsville, Texas, in 1853.

Kingsville is the 18th Independence-variant littoral combat ship (LCS) commissioned in the United States Navy, and the first U.S. Navy ship to bear this namesake. USS Kingsville highlights not only the city of Kingsville and Naval Air Station Kingsville but also shows the efforts of two communities working together.

The LCS class consists of two variants, the Freedom and the Independence, designed and built by two industry teams. Lockheed Martin leads the Freedom-variant team, the odd-numbered hulls, in Marinette, Wisconsin. Austal USA leads the Independence-variant team in Mobile, Alabama, for LCS 6 and the subsequent even-numbered hulls.

Littoral combat ships are fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCS ships integrate with joint, combined, manned, and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe. The ceremony will be live-streamed at www.dvidshub.net/webcast/34091. The link becomes active approximately ten minutes prior to the event at 09:50 a.m. CDT.

USS Cowpens Decommissioned After 33 Years of Service

From Chief Petty Officer Mark Faram
28 August 2024
SAN DIEGO – Ticonderoga-class guided-missile cruiser USS Cowpens (CG 63) was recognized for more than 33 years of naval service during the decommissioning ceremony at Naval Base San Diego on August 27.

“A guiding principle in the last chapter onboard, has been to honor the legacy of Cowpens”, said Ullman. “To honor the grit, determination, and creativity of the Continental Army and Militiamen from that cold battlefield. To honor the service of those on the first USS Cowpens – CVL 25 – and to honor the legacy of those who served before us during Mighty Moo’s 33 year career... We have done just that.”

USS Cowpens participated in many operations and exercises, contributing significantly to U.S. naval power projection and security. From enforcing no-fly zones to conducting maritime security operations, the ship demonstrated versatility and capability across a range of mission profiles.

One of the notable milestones in Cowpens’s history was its participation in Operation Enduring Freedom. Tasked with providing air defense and maritime security. The ship played a vital role in the early stages of the global war on terror, showcasing the Navy’s ability to respond swiftly to emerging threats.

The ship’s prowess was further demonstrated during Operation Iraqi Freedom, providing crucial support for coalition forces in the Persian Gulf region. From conducting surveillance to launching precision strikes, USS Cowpens contributed to the success of coalition efforts to stabilize Iraq.

“From 1983 onward, these ships [Cowpens] defended our nation’s interests, supported critical combat operations, and ensured freedom of the seas; more than that, they brought AEGIS and VLS, revolutionary technologies into the hands of our warfighters”, said Rear Adm. Ted LeClair, Deputy Commander of Naval Surface Force, U.S. Pacific Fleet.

“Cowpens, the seventeenth AEGIS ship

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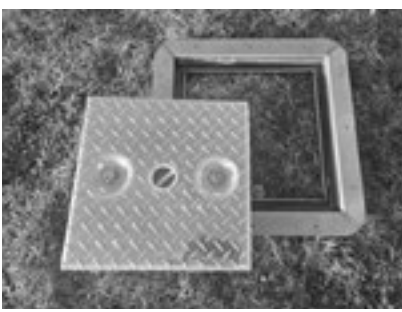

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U. S. NAVY NEWS

built, provided the value of these advancements. As AEGIS and VLS have evolved in both the Cruiser and Destroyer variants, Cowpens continuously demonstrated their effectiveness and lethality.”

Also in attendance was Cowpens sponsor, Mrs. Lucy Mustin and the first commanding officer of Cowpens, Vice Adm. Edward Moore (Ret.).

“At the end of this day, no matter when we were crewmembers, we can all agree we served on the best ship, the most formidable warship, in the best Navy, and in the best country in the world”, said Moore. “I know in my heart that long after we leave this pier today, we will, from time to time, continue to reflect on our service to country, ship, and each other.”

Additionally, the ship played a key role in humanitarian assistance and disaster relief operations, providing aid to regions devastated by natural disasters such as the 2004 Indian Ocean tsunami and the 2011 earthquake and tsunami in Japan. These operations underscored the Navy’s commitment to global stability and humanitarian values.

The second ship to bear the name, Cowpens was built in Bath, Maine, and commissioned March 9, 1991, in Charleston, South Carolina. Named after the pivotal Battle of Cowpens during the American Revolutionary War, the ship has faithfully served the nation for more than three decades, embodying the valor and resilience of its namesake.

After the decommissioning and inactivation, the ship will be towed to the Navy’s Inactive Ship facility in Pearl Harbor, Hawaii where it will be in a Logistic Support Asset (LSA) status.

The mission of CNSP is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

Keel Laid for Future USS William Charette

From Team Ships Strategic Operations
29 August 2024
BATH - The keel for the future USS William Charette (DDG 130), an Arleigh Burke-class guided-missile destroyer, was laid during a ceremony on Aug. 29 at General Dynamic Bath Iron Works (BIW).

The ship is named in honor of Master Chief Hospital Corpsman William R. Charette, a veteran who was awarded the Medal of Honor for his heroic acts during the Korean War, while assigned to Company F, 2nd Battalion, 7th Marines, 1st Marine Division in Panmunjom Corridor (DMZ), Korea.

During a keel laying ceremony for the future USS William Charente on Aug. 29, a welder from General Dynamic Bath Iron

Works etches the initials of the keel honorees into the keel plate. The initials are of the ship namesake’s children, Margaret Ann Charette Henderson, Kati Charette Donovan, Laura Charette Bennett, Michael R. Charette, and the late William A. Charette. The namesake’s daughters are the ship’s co-sponsors

Rear Adm. Darin K. Via, Surgeon General of the Navy and Chief, Bureau of Medicine and Surgery (BUMED), presided over the ceremony on behalf of the Secretary of the Navy Carlos Del Toro.

“All of us in Navy Medicine are immensely proud to have a warship named after one of our own. We understand that it is one of the greatest honors you can receive in the Navy. The future USS William Charette will not only be a symbol of American strength but also a testament to the courage and dedication of Navy corpsmen,” said Rear Adm. Darin Via. “To have a ship named after a Navy corpsman is to hold to the maxim of ‘Corpsman Up!’ and embodies the ethos of courage, fidelity, and service before self.”

A keel laying ceremony represents the joining together of the ship’s modular components at the land level. During the ceremony, the keel is authenticated when the welder etches the initials of the keel honorees into the keel plate. The authentication was confirmed by Via, on behalf of the namesake’s children, Margaret Ann Charette Henderson, Kati Charette Donovan, Laura Charette Bennett, Michael R. Charette, and the late William A. Charette. The namesake’s daughters are the ship’s co-sponsors. BUMED Force Master Chief Patrick Paul (PaP) Mangaran, director of the Hospital Corps and leader of the Navy Medicine’s enlisted force, also read a statement on behalf of the Charette family.

“The future USS William Charette will be a welcomed addition to the fleet and another player on the field to provide the Navy with the most advanced warfighting capability” said Capt. Seth Miller, DDG 51 Class program manager, Program Executive Office (PEO) Ships. “This ship honors the legacy of the late William Charette and his heroism during the Korean War. We are honored to have his daughters as sponsors and for the entire family to celebrate this significant milestone.”

A DDG 51 Flight III destroyer features the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporates upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet. The future destroyers Harvey C. Barnum Jr. (DDG 124), Louis H. Wilson Jr. (DDG 126), Patrick Gallagher (DDG 127),

Quentin Walsh (DDG 132), John E. Kilmer (DDG 134), and Richard G. Lugar (DDG 136) are also under construction at BIW.

Future USS Thomas G. Kelley (DDG 140)

30 August 2024

The U.S. Navy celebrated the keel plate signing for one of the Navy’s future Arleigh Burke-class Flight III destroyers at an event hosted at General Dynamics Bath Iron Works (BIW) on Aug. 30. The ceremony was held in honor of Capt. Thomas G. Kelley, a Medal of Honor recipient for his heroism during the Vietnam War and the namesake of the future USS

The U.S. Navy celebrated the keel plate signing for one of the Navy’s future Arleigh Burke-class Flight III destroyers at an event hosted at General Dynamics Bath Iron Works (BIW) on Aug. 30.

The ceremony was held in honor of Capt. Thomas G. Kelley, a Medal of Honor recipient for his heroism during the Vietnam War and the namesake of the future USS Thomas G. Kelley (DDG 140).

During the ceremony, Marc Cote, a senior welder from General Dynamics BIW, welded Capt. Kelley’s signature onto the keel plate which will be used in the future during the keel laying ceremony.

“What an honor! I am truly grateful and humbled that Secretary Del Toro chose me

to be the namesake of DDG 140. To have the ship built in my backyard makes it more special and is a testament to the work skills of New England men and women. I am so proud of the capability this destroyer will eventually bring to the fleet”

Flight III destroyers feature the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporate upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet.

PEO Ships, one of the Department of Defense’s largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, auxiliary ships, special mission ships, sealift ships and support ships.

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Survival of the Fittest

By Sheila Dassatt

Last month I wrote my article about the blueberry fields and the threat of the solar panels that are popping up in these beautiful areas. This also has a connection with the threat that the fishermen have with the windmill projects. Now I'd like to discuss the survival of the fittest on our working coast of Maine.

I do a lot of reading, whether it is through social media or the marine newspapers, local newspapers or magazines of the same nature. What I am reading and witnessing is the threat to Coastal Maine and our working waterfronts.

I never thought that I'd see this happening in my lifetime, but unfortunately, it is and I do care. You see, when I was growing up, life was easier in many ways. We were all on the "same plain" when it came to the working waterfront. The houses were built on the slope of the hills for a reason. This is the same reason that houses were built on the waterfront with access to their own private docks and mooring spaces. The houses back then didn't have all of the conveniences of today, so they had bay windows, porches and widows watches built into the homes. If you look at the structure of Stonington as an example, all of the houses in town are built on that familiar slope that overlooks the harbor. This was so they could look out and see if their "Captain" was coming in from haul for the day. This also went for seiners, lobster

smacks, granite carriers and those that made their living on the water. My grandmother had a rocking chair sitting in the bay window of their sitting room. She would sit there and watch out of the window to see if my grandfather and sons were coming in for the day. They didn't have base radios or conveniences to call and rest their minds at ease. I remember my Mother talking to my Dad on the ship to shore radio when he was on the lobster smacks. We would listen to them talking on the radio. Every time they finished a sentence, they said "over." It was quite something to listen to for us kids! This was our accepted way of life.

Now, moving forward to this date and time, especially in most recent years since Covid, ever so gradually, these homes along the waterfront have been sold and bought up by folks that thought they would make good retirement homes or seasonal rentals. The days of the fishermen having access to their own way of life is all but hanging on to a thread.

I do not want to repeat what I have said in previous articles, but I do have a little different twist. Upon my reading various articles, I am seeing that some coastal towns have actually had to establish ordinances to protect their working waterfront fishing activity from folks that have issues with noise and working activity early in the morning. I found it hard to believe until I have seen signs of it myself. Places that are beautiful

and welcoming for all to see now have signs that say "no parking," "private property, keep out," and "no trespassing." I have seen this not just in Stonington, but where we used to live in Belfast, when they started putting up fences with codes on them for private access to the docks and floats. This is all in the name of progress.....for some.

Most boat shops on the waterfront were never locked and if you needed a tool for your boat, you could just go and help yourself as long as you brought it back. This way of life was universal along the coast. This has changed drastically, and it is sad to see. What we are seeing is a division of the working class and the people of affluence. What has happened and why did it all change?

Now, we have a big housing crises in our coastal communities. The locals that work on the water cannot afford the houses on the waterfront and when they are sold, they are way out of their price category. What are the young families going to do? Wait for these housing developments to be built so they can be located in a different neighborhood? There is something wrong with this picture, I'm sorry. This also creates a separation of

our society which should not be happening. I have read local articles that say we should make our community more welcoming to our summer visitors. There's such a thing as meeting folks at least halfway, I agree. But for these working waterfront communities, summertime is our busy time for hauling our traps, right into the fall and early winter. We are not on vacation in the summer, we are working our hardest. I saw a bumper sticker on a truck that said "I'm not on vacation" and I hope that most folks get the message.

Yes, enjoy the beautiful coast, the great seafood, ice cream and such, but we need to have a mutual respect for each other's space. Don't most of our visitors enjoy a good lobster roll or shore side dinner? Then let us do what we know and do the best and to be able to provide this primo seafood for our visitors.

Times are changing and we can't do much about that, but we do want to maintain our working waterfronts and continue to fish traditionally without having to struggle any more than we already are to survive. Let's at least meet somewhere in the middle!

Maine Dept. of Marine Resources

Marine Patrol Investigating Recreational Boating Fatality Near South Harpswell

August 17, 2024
South Harpswell - The Maine Marine Patrol is investigating a recreational boating fatality that occurred yesterday at approximately 7:50 p.m. According to Marine Patrol reports, Samuel Sharpe, 23, of Harpswell fell from a 19-foot center console boat while operating it near South Harpswell. Based on observations of his injuries, Sharpe appeared to have been struck by the boat's propeller.

Good Samaritans who witnessed the incident pulled him from the water and transported him to shore at Potts Point Landing in South Harpswell. Members of Harpswell Fire and Rescue attempted lifesaving measures however he succumbed to his injuries and was pronounced deceased at the scene. His body has been transported to a local funeral home and will be examined by the Office of Chief Medical Examiner.

US Coast Guard personnel secured the boat, and the Harpswell Harbormaster

brought it to shore.

Assisting agencies included Harpswell Fire and Rescue, Cumberland County Sheriff's Office, and the U.S. Coast Guard.

Waldoboro Man Summoned for Operating a Vessel Under the Influence

September 4, 2024

VINALHAVEN - The Maine Marine Patrol has charged Jared Larsen, 32, of Waldoboro with operating a watercraft under the influence.

Marine Patrol received a report at approximately 7:00 a.m. this morning of a boat that had run aground on Seal Ledge on the southwest side of Vinalhaven in Penobscot Bay.

Marine Patrol Officers arrived on scene at approximately 8:00 a.m. to find the vessel, the Holly & Abby owned by lobster dealer Fox Island Lobster Company, laying on its side and taking on water.

Marine Patrol Officers were able to locate Larsen at the Rockland Fish Pier. He'd been transported there by Fox Island Lobster and good Samaritans who came out to assist the vessel and Jared was transported by them to Rockland.

Marine Patrol Officers were able to locate Larsen at the Rockland Fish Pier and transported him to Knox County Jail where he was issued a summons for operating a watercraft under the influence of alcohol or drugs. and transported him to Knox County Jail where he was issued a summons for operating a watercraft under the influence of alcohol or drugs.

Operating a watercraft under the influence of drugs or alcohol in Maine is a class D crime which carries a maximum penalty of up to 364 days in jail and a fine of up to \$2,000.

Also responding were the Vinalhaven Fire Department and the U. S. Coast Guard, which will conduct an investigation into the accident.

There were a reported 80-100 gallons of diesel fuel on board the vessel and efforts are underway to prevent it from leaking and to salvage the vessel.



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Commercial Fishing News

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

From the Director -

It’s hard to believe that we are already well into September already! The big question that we keep getting asked is “How is your season going?” At this point, it has not been a strong season, but the price has been better to match it. Going with supply and demand, when the catch is down, the price generally does go up. We are seeing a lot of female v-notch and eggars in our traps along with a lot of females that are just under the gauge.

With this being said, with a lot of participation from all of our associations, we have been able to delay the gauge increase a second time. With all of our funding and science resources in place, as well as the fishermen themselves, we have a little more time to show what we really have out there. With the report that I have just given, there is no shortage of small lobsters. If anything, we sometimes have a trap that is full of lobsters and we can’t keep a one of them! They are all short, some so small that they fall through the mesh on the trap and are crawling down the rail under the trap. We have to be careful that we don’t step on them when they fall through and land on the platform. This is in the Downeast area that we are seeing this. What is everyone else seeing in other areas?

We need to keep track of this ourselves and take the time to report back so this can all be proven in time. We have the extra time, so let’s do it!

With the news that I have been receiving, it looks like BOEM (Bureau of Offshore Energy Management) has finalized the environmental review of Gulf of Maine Offshore Wind leasing. To give a better understanding, Maine’s is a research lease, which has been proposed for a few years now. Governor Mills has had this proposal since 2021. We, as a group of associations, have been part of this Working Group since that time and have had major discussions

concerning this in the Gulf of Maine. They are also working with the University of Maine to participate with this research project, which has also been the plan for a long time.

With all of this being said, we know that the fishermen are against this kind of green energy as well as the folks that do not want to disturb the natural beauty of the State of Maine. This does not make it any easier for the navigation of ships and larger vessels either. So to so-called “rest our minds,” the Biden Harris administration’s goals is for deploying 30 gig watts (GW) of offshore wind energy capacity by 2030 and 15 GW of floating offshore wind energy capacity by 2035. What I mean by this is that a lot can change in that period of time and hopefully we will be able to change the outcome for the future of our fishery and environment. There are so many variables to consider. Just in Penobscot Bay alone, if they put their port on Sears Island, it will change the entire course of a peaceful existence there. This will also change the channel of navigation for the ships that will be coming in to accommodate these wind blades. What will happen to our lobstering in that area? As it is now, we honor the shipping channel to allow for the ships to come in without having our lobster gear in their way, (or it will get run over). This is a fact for that area, so we need to pay close attention to what is going on with this.

With whales in mind, we were all very surprised that a minke whale washed up on the beach in Belfast. This is a little too close for comfort. With all of the publicity that this has brought in, it appears that the whale had no rope entanglement on it which is a good thing. At this point, the whale is “smelling up the area” and they haven’t known what to do with it. There are various suggestions, such as dragging it out to sea and letting nature take its course. This is not something that happens very often inshore

like this, so as far as I know, it is still laying there. We need to remember, whales do die, then what? We can’t always blame it on the fishing industry.

We do not want to see our way of life change before our eyes, with so many issues that we are facing these days. Speaking for Downeast, we have a lot to think about. With the threat of wind power looming over us all of the time and also the threat of solar panels in prime locations such as our blueberry fields and prime farmland. We need our fishing industry, which also takes in our boat building industry, ship yards, lobster and bait dealers and marine supply stores. This is the time that we need to ramp up and take care of our own! We (DELA) receive notices all of the time that keeps us informed. We will pass this knowledge on

to you as well.

Please keep our membership strong and if you haven’t renewed your membership, please do. Also think about joining us if you haven’t already. We are all in this together and it takes funding to keep the association strong. We also have provisions for those that want to join in order to help that are “Friends of DELA.” We have business memberships that take in a lot of marine based companies. Yes, we do need to Save our Lobstermen, as well as our entire Maine Marine Industry.

There are membership forms in this publication and I encourage you to join and help us keep our industry alive. We can be reached at any time and are happy to assist.

We hope to hear from you soon. Take care and see you around the dock, Sheila



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MISCELLANEOUS COMMERCIAL FISHING NEWS

Record-breaking recovery of rocks that originated in Earth’s mantle could reveal secrets of planet’s history

International team of scientists begin investigations on record-breaking bounty

Scientists have recovered the first long section of rocks that originated in the Earth’s mantle, the layer below the crust and the planet’s largest component.

The rocks will help unravel the mantle’s role in the origins of life on Earth, the volcanic activity generated when it melts, and how it drives the global cycles of important elements such as carbon and hydrogen, according to the team.

The nearly continuous 1,268 metres of mantle rock was recovered from a “tectonic window,” a section of the seabed where rocks from the mantle were exposed along the Mid-Atlantic Ridge, during Expedition 399 “Building Blocks of Life, Atlantis Massif” of the ocean drilling vessel JOIDES Resolution in Spring 2023.

With attempts dating back to the early 1960s, the recovery was a record-breaking achievement led by the International Ocean Discovery Program, an international marine research consortium of more than 20 countries that retrieves cores—cylindrical samples of sediment and rock—from the ocean floor to study Earth’s history.

Since then, the expedition team has been compiling an inventory of the recovered mantle rocks to understand their composition, structure and context.

Their findings, presented in the journal Science, reveal a more extensive history of melting in the recovered rocks than expected.

Lead author Professor Johan Lissenberg from Cardiff University’s School of Earth and Environmental Sciences, said: “When we recovered the rocks last year, it was a major achievement in the history of the Earth sciences, but, more than that, its value is in what the cores of mantle rocks could tell us about the makeup and evolution of our planet.

“Our study begins to look at the composition of the mantle by documenting the mineralogy of the recovered rocks, as well as their chemical makeup.

“Our results differ from what we expected. There is a lot less of the mineral pyroxene in the rocks, and the rocks have got very high concentrations of magnesium, both of which results from much higher amounts of melting than what we would have predicted.”

This melting occurred as the mantle

rose from the deeper parts of the Earth towards the surface.

Results from further analysis of this process could have major implications for the understanding of how magma is formed and leads to volcanism, the researchers claim.

“We also found channels through which melt was transported through the mantle, and so we are able to track the fate of magma after it is formed and travels upwards to the Earth’s surface.

“This is important because it tells us how the mantle melts and feeds volcanoes, particularly those on the ocean floor that account for the majority of volcanism on Earth. Having access to these mantle rocks will allow us to make the connection between the volcanoes and the ultimate source of their magmas.”

The study also provides initial results on how olivine, an abundant mineral in mantle rocks, reacts with seawater, leading to a series of chemical reactions that produce hydrogen and other molecules that can fuel life.

Scientists believe this might have been one of the underpinning processes in the origin of life on Earth.

Dr Susan Q Lang, an associate scientist in Geology and Geophysics at the Woods Hole Oceanographic Institution, who was a co-chief scientist on the expedition and part of a team continuing to analyse rock and fluid samples, said: “The rocks that were present on early Earth bear a closer resemblance to those we retrieved during this expedition than the more common rocks that make up our continents today.

“Analysing them gives us a critical view into the chemical and physical environments that would have been present early in Earth’s history, and that could have provided a consistent source of fuel and favorable conditions over geologically long timeframes to have hosted the earliest forms of life.”

The international team of more than 30 scientists from the JOIDES Resolution expedition will continue their research on the recovered drill cores to address a wide range of problems.

Dr Andrew McCaig, an Associate Professor in the School of Earth and Environment at the University of Leeds, who was the lead proponent of Expedition 399 and a co-chief scientist on the Expedition added: “Everyone involved in Expedition 399, starting with the first proposal in 2018, can be proud of the achievements documented in this paper.

“Our new deep hole will be a type section for decades to come in disciplines as diverse as melting processes in the mantle, chemical exchange between rocks and the ocean, organic geochemistry and microbiology.

“All data from the expedition will be fully available, an exemplar of how international science should be conducted.”

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

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the challenges facing society, the economy, and the environment. More at www.cardiff.ac.uk

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We are Making Progress on Two Major Recreational Fishing Data Collection Initiatives

August 02, 2024

NOAA Fisheries Office of Science and Technology Director Evan Howell provides a progress update on the ongoing study of the Fishing Effort Survey and the collaborative initiative to re-envision the recreational fishing data partnership

We may be in the dog days of summer, but I am pleased to share that progress continues on two high-visibility recreational fishing data collection initiatives — our Fishing Effort Survey study and the collaborative initiative to re-envision the partnership. Earlier this summer, I provided an initial update where I shared the desire and need for our recreational fishing data collection partnership to be “nationally coherent and regionally specific” and for improvements to be informed through our partners and the recreational fishing community.

My most important takeaway for you right now is that both of these initiatives remain on track.

First, the Fishing Effort Study. We are entering the eighth month of survey administration as part of our year-long large-scale study to determine differences in respondent recall and resulting recreational fishing effort estimates between the current Fishing Effort Survey design and a revised design. The revised FES design being tested is producing improved data quality in alignment with prior pilot studies. Two main points: We continue to see a large reduction in reporting

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MISCELLANEOUS COMMERCIAL FISHING NEWS

errors and illogical responses. Also, respondents have been less likely to indicate more trips for the 2-month fishing reference period than for the 12-month reference period. Please note that there is still a large amount of data to collect and analyze before fully informed comparisons can be made, including the direction and magnitude of differences in effort estimates. However, we are optimistic this study will inform considerable, near-term improvements to the Fishing Effort Survey and resulting effort estimates.

Regarding the timeline, we plan to conclude data collection for the study by the end of the year. In summer 2025, we will produce report outlining key findings. Ultimately, in 2026, we will determine if and how a new design will be implemented in collaboration with our partners and pending favorable study results and peer review.

For our second major initiative, we continue to re-evaluate our recreational fishing data collection partnership approaches. As many of you know, the goal is to transition to a new, collaboratively developed vision for the state-federal partnership in 2026 — one that better meets regionally specific data needs for sustainable, adaptive fisheries management.

So far this year, we’ve held four virtual briefings with approximately 150 key partners and members of the recreational fishing community across the nation to introduce the effort and garner initial feedback on the re-envisioning process and objectives. Out of these sessions, a few key themes emerged, including the need to: Build trust and credibility with state partners and the angling community; Acknowledge and seek regional data collection flexibility; Determine allocation of limited resources through regional data collection priorities; Make sustainable fisheries decisions based on more timely, precise, and accurate data; Properly integrate and compare different data streams to best inform stock assessments; Develop adaptive management frameworks that better consider data uncertainty and limitations; Continue work to improve recreational fishing effort estimates, and consider novel

technologies to track or compare recreational fishing effort estimates; and Establish transparent, consistent, and centralized data management programs for all partners.

This summer and fall, we will host additional discussions with key partners and schedule listening sessions during specific regional fishery management council meetings. If you are interested in participating in one of these listening sessions, please reference your regional Council website for information. In early 2025, we plan to designate working groups, and in summer 2025, we anticipate hosting a series of regional workshops to develop a shared vision and action plan for release by the end of the year.

As we work through the re-envisioning process, we will continue to incorporate immediate, positive changes along the way.

Data from Tagged Fish to Help Scientists Enhance Restoration Efforts

Project tracks how nearly 400 fish use restored areas near Poplar Island, Maryland. September 04, 2024

NOAA scientists are collaborating with some unique partners to learn more about how several Chesapeake Bay species use natural and restored areas near Poplar Island, on Maryland’s Eastern Shore.

The partners? Nearly 400 fish!

We have caught, tagged, and released fish to help us learn how they use restored marshes at Poplar Island compared with how they use natural habitat nearby in Back Creek.

Our “partner” fish carry transmitter tags, which are about the size and shape of a pill capsule. Our team carefully implants the tags into the fish. After being caught and measured, we transfer the fish into a bin with water from the same location where they were caught. Our trained specialist creates a small incision, inserts the tag, and then stitches the incision closed. Only fish that are longer than 8¼ inches are eligible to carry a tag. Then the fish is returned to the same location where it was caught.

We have tagged white perch, red drum, croaker, gizzard shad, striped bass, spot, and

American eel. The tags report whenever the fish swims near one of the 15 telemetry receivers in Back Creek, 77 receivers at Poplar Island, or other telemetry receivers in the Chesapeake Bay or beyond. We download the data from the receivers twice each year, and our fisheries biologists then analyze it.

So far, scientists from the NOAA Chesapeake Bay Office have tagged 120 fish in Back Creek. Experts from NOAA’s National Centers for Coastal Ocean Science have tagged 300 fish at Poplar Island. The amount and diversity of fish tagged should give us a full picture of how they use these areas.

The research will help us understand how these fish use different marsh habitats such as creeks, ponds, edges, and the places where creeks meet the open waters of the

Bay. We’ll explore how fish use restored areas at Poplar Island and at natural wetlands at Back Creek. Findings will help us inform resource managers about which designs fish prefer. Then the people who develop the engineering plans will know which features to include in future restoration projects to provide better fish habitat. We’ll also learn more about whether the restored areas are as successful as the natural sites at providing habitat for key species.

The tagging and telemetry project complements other research into where and when fish use human-made and natural habitat near Poplar Island. The project will continue for 2 years. The team is already analyzing initial results. Full analysis and publications are expected by spring 2026.

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Boat And Ship Yard News



A replica of an old MG, which Steve Johnson of Johnson’s Boat Yard on Long Island is making into his new car boat.



This is the 76-foot Nordhavn TRIXIE getting her annual maintenance at Front Street Shipyard in Belfast.

Front Street Shipyard Belfast, ME


ABIDE was launched the first week of September and her owners went on their first cruise along the coast of Maine this year. Their first port of call was Somes Sound. They had been in the yard for a month. They were hauled out and had a complete bottom job done, some hydraulic work, refrigeration work and general electrical items repaired. They were to return the following week before heading to Newport, Rhode Island. They would then head down to the

Caribbean for the winter.

Just launched was TANGO, a Nordhavn 76, which they put a coach-roof extension on so as to install solar panels to extend her power abilities. They had added lithium-ion batteries three years ago and the owner loved them so now he wants to add solar power to help charge them.

Another Nordhavn 76, TRIXIE, is still in the shop and they are doing her bottom, basic maintenance items, windlass work, and repairing the air conditioning.


They just hauled a C&B 78, which is



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Monday - Friday

Boat And Ship Yard News



This is the 1901 steam yacht CANGARDA sitting at Front Street Shipyard in Belfast, which was recently sold. She is being readied to be launched and will be placed on a transport ship, which will come to Belfast to get her for her new owner from Turkey.

going to get her annual maintenance before heading south for the winter. She will also have her stern thruster repaired, bow thruster serviced, and rudder inspection. They also have to reattach something under the keel that is missing.

RED SKY, a Swan 100, will be coming in for a full paint job, top and bottom, before heading south for the winter. They have already unstepped her masts and will be hauling her within a couple of days.

The 94-foot SAPHIRA, the former SONNY III built by Brooklin Boat Yard in 2018, has just arrived at the yard. She will be hauled in a few days and they will drop her rudder and replace the bearings, change the bow pulpit system, upgrade the anchors and add a windlass. They will also do her annual maintenance.

Two Queen Ships 63s were in for the summer to be serviced. They are already done and have been relaunched.

A 65-foot custom composite boat, which was built in Thailand, is in for some serious modifications. They are cutting her open. She already has a new battery system, the next level beyond lithium. They are now gutting the main salon, cabins and heads. They are also cutting off most of the flybridge so they can rearrange the furniture on the flybridge. She will have a solar roof installed, meaning that the new hardtop will be 90 percent of their power from the top from the sun and 10 percent of the power will be reflective from the bottom side. These are state of the art solar panels. Then they will be refairing and repainting the entire boat. This project will take most the winter to complete.

The classic sailing yacht LONE FOX is in. She has steel framing with teak planking. Most of the frames, deck beams and chainplates, as well as some of the planking, will



Peter Buxton of Buxton Boats is applying the final coat for the topsides of this 32-foot lobster yacht. She will be launched the second week of September.

be replaced.

Just finished was an upper paint job on a 49-foot Whisper Jet. They now need to get her engines running before she gets donated. The owners have just purchased a new Eco 38, which will be commissioned at the yard.

With fall approaching, so does the hauling season and this will go on for the next several months. Still to arrive this fall, are two big catamarans: the 80-footer PRINCESS CHLOE and the 72-footer NAMASTE. They will be hauled for their normal maintenance. A bigger project this fall will be on a Dogger Bank 87, which they are hauling mid-September. She is getting some engine work, new pumps, plumbing repairs, hydraulic work, a Maretron System and paint. This project will take until December to complete. She will then be relaunched and head south and come back next year for more work.

For almost three years, the steam yacht

CANGARDA, built by Pusey & Jones of Delaware in 1901, has been sitting in front of building 5. Well, after a couple of years of being on the market, she has been sold and will be heading to Istanbul, Turkey. The new owner is supposedly someone who has one of the largest collections of steam engines. CANGARDA has been uncovered and is getting ready to be launched. She will then be loaded onto a heavy lift vessel for her passage across the Atlantic sometime this fall. This will make movement around the yard and into the buildings much easier.

If this has not been enough to keep them busy, they will be starting a 38-foot boat for the Navy, an autonomous project, but that is all they can say at this time. They will also be starting a 42-foot Wesmac walkaround style pleasure boat. The hull has arrived and now they have got to build the deck mould

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



This is a pocket cruiser under going some major modifications for her new owner at Brion Reiff's boat shop in Brooklin. Note in front is the stem for the 55-foot power catamaran that they will be building this winter.

Continued from Page 15

and begin putting her together. She will be powered with a 1,300-hp MAN.

Oceanville Boatworks Sunrise

In the shop, they have a Mussel Ridge 48, that they are finishing off as a lobster boat for a fisherman from Boothbay Harbor. The hull arrived in May, but they did not start on it until July with about five months to go before she is ready to go over. This one is a little more complicated as she will have accommodations for overnighting. She will have a berth forward, a head with shower and a small galley. The owner and his wife like to take getaway cruises on the weekends. She will have lobster tanks, that will hold 28 crates below the platform, 14 per side, a 750-gallon fuel tank, a lazarette and rope locker. As for power she will have a 1,000-hp MAN and should push her along quite well. They are hoping the owner ops to install the generator now since everything is open and the job would be real easy. However, the

owner was thinking of doing this at a later date.

The last boat they finished was a Calvin Beal 44, finished out as a tuna boat and launched last spring. She is back and is hauled out so they can add lifting rails. The owner did not want them when she was under construction, but after using her for awhile he has decided she would sail better with them. Instead of bolting them on, they have been fiberglassed on. This boat took a year to build as she has nice accommodations. These include: a large V-berth, hanging lockers, head with shower, and a nice galley. She is powered with a 750-hp John Deere and cruises at 22 knots.

After this boat left the shop, a friend of the owner of the Calvin Beal 44, who he sold his old boat to, came in to have the curtain on the sides and back of the house removed and a winter back installed. On the winter back they added another steering station and then they raised up the pilothouse deck so the entire platform was at one level.

After the Mussel Ridge 48 is done, they have a Duffy 35 and an Osmond 50 to do.



This is the model for the 55-foot power catamaran that Brion Reiff will be building this winter. She is being built for a customer from New Jersey.

The Osmond 50 will be finished out as a lobster boat for a fisherman out of Gloucester, Massachusetts. She will have some basic accommodations, but they do not think she will have a head.

Brion Reiff, Boatbuilder Brooklin

It is a pleasure to visit Brion Reiff's shop as he always has something interesting going on.

In the main shop, they had a well-appointed pocket pilothouse cruiser built on the West Coast, which was nearing completion. When she arrived, she had 36 broken frames, some planking and wiring problems and needed an engine job. Those were repaired and they were able to locate a new old inventory engine. With these issues completed they added 18 inches to the house and you have to look hard to see where the addition starts. Other items that were done include: new chafing gear on the front, new drive shaft, new cutlass bearing, hooked up all of the electronics again, mounted a roof rack for a kayak, added a jib, installed a new outside helm station, and removed the old head and holding tank and put in a new composting Airhead. They are now down to the final details, some electrical and joiner work, plumbing and paint and varnish.

Some years ago, Brion designed a power catamaran and now he has someone from New Jersey who wants him to build one 55-feet in length. She will sport a centre console and be powered with twin 600-hp outboards with pod drives that are controlled with a joystick. The customer owns a resort in New Jersey and wants to be able to take people out on a booze cruise at night and the next morning go out water skiing. There will be a lot of seating, several bars with a head built into the centre console. Because this is a passenger carrying vessel it will be Coast Guard certified. The plans have been submitted to the Coast Guard and they come and inspect the parts and pieces as they are built periodically. They are currently making the frames and once they are set up they will cover the bottom with several layers of plywood and the topsides will be cedar strips covered with fiberglass.

In the front of the shop there is a fiberglass Alerion 26, which was built by a company in Rhode Island. She had a problem with her balsa cored decks, which was now missing the balsa core. The deck was removed and they cleaned up the interior before putting down a wooden Alerion deck with laminated oak deck beams. This boat did not have the traditional toe rails and multi-part step so Brion built that into it. The house top had been fiberglass and not true to the original design so Brion built a true-to original Alerion mahogany cabin and house top with beaded overhead with

mahogany beams and a mahogany slider. The deck water used to drain into the bilge. They have sealed that with a legitimate deck with a teak overlay and now the water drains and is pumped overboard. She also had a new head installed. It is down to the final details and that includes some joiner work and paint. She is scheduled to be finished and back in the water later this summer.

Out in the back shed, there is a 6 meter. Brandon, Brion's son, is working on that project. They think that they need to tighten the keel bolts and then do some annual maintenance.

Sitting out front are two Herreshoff S-boats and there is another one out back. They are looking for three owners so that they can do them all at once, which would create a savings in time and money.

The 8-metre, which was finished last summer and has been racing up on the Great Lakes may want some additional work done. The owner was thinking of making a keel with a shorter wing span and a little more sweep back. Brion took the plug and sent it out and they have made some modifications, but they are now waiting on the go ahead from the owner.

Richard Stanley @Yankee Marina Yarmouth, ME

Across the street from the big Native American in South Freeport New Meadows Marine had a store and work shop for several years until they sold it last year. It is now privately owned and inside is one of the owner's boats MERGANSER, a Will Frost designed and built 34-foot lobster boat. Richard was there working on this boat much of the summer doing mostly cosmetic work. The owner wanted the deck sanded down to make it look like new. The teak was getting thin and the edge nails were beginning to show through. Richard and Sawyer Theriault got her prettied up and then went to work on the hull. Unfortunately, the hull had dried out because the boat was sitting on a cement floor with a heater blowing on her from above. Richard put plastic wrap around her waterline to hold the moisture in and brought in five humidifiers. This helped, but Richard really rectified this issue by bringing in a steamer, which swelled her right up. When they were finished with this she looked just like a fiberglass hull, she was that smooth. When she was launched she hardly leaked.

Richard and Sawyer have just moved over to work on the 60-foot motor yacht IR-OQUOIS for the same owner, which is in one of the buildings at Yankee Marina. Richard said, "I am trying to get things started. Right now I am in the process of trying to get the struts bolted up to the hull. I have realigned the shafts so they are now even with each

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Boat And Ship Yard News



At Brooklin Boat Yard in Brooklin they are putting on the layers of wood for this cold moulded hull of a 56-foot sailboat.

other. One strut I have got to send out and get a piece added, about 3/4-inch. This will get it to match up with the other one. I think that I am going to have to take the cutlasses out of the struts because they don't line up. One shaft you couldn't even turn it with a Stilson wrench. Someone tried doing it with a laser and you can't do that. You can get it close. You have got to line that up by hand and eyeball. You have got to push the shaft in all directions and if you can push it in all directions and it hits the outside of the cutlass everywhere, then you have got it right. If you can't push it anywhere then it is not lined up. Anyway, I've got portholes in the drawings and they don't coincide with the portholes on the boat. I talked to the designer and he said, "We had to move a bunch of them because they weren't in the right place." The drawing is not the same as the boat, everything is almost a frame off. So, he is coming next week to go over that."

Then Richard said they were thinking of stripping and covering the hull with a cloth so they can use a high-tech paint. Richard pointed out that if they cover the hull with a cloth they are going to have to take off all the rails and that is going to take a lot of time. He thought it best just to use Epiphanes mono-urethane, which should hold up two or three years.

The big aspect of this project is going to be putting the interior in. She is almost

all stripped out, but then they need to get the systems in, like the bow thruster, wiring, plumbing and tankage. He did say that they have some outside help that will be doing some of the interior pieces and that will save a lot of time.

They are hoping to have this project done by next spring.

Another project that Richard has been looking at is rebuilding MADDY SUE, which was built by Chester Clement for Francis Spurling in the 1930s. He said that she needs her keel replaced, as well as some frames and a number of planks. This project was going to be done with Richard and another builder in Southwest Harbor, but that person has backed out. Another person has offered to assist, but Richard said he needed to talk to the owner to see where he was at with the project.



The John's Bay built TWILIGHT getting a new coat of paint at Royal River Boat Yard.

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LOBSTER BOAT RACING RESULTS: LONG ISLAND, PORTLAND & WINTER HARBOR



The best battle of the day was between Steve Johnson’s LYNN MARIE [Sisu 26; 632 Chevrolet] and Randy Durkee’s BLACK DIAMOND [Holland 32, 672 Chevrolet].

LONG ISLAND LOBSTER BOAT RACE

17 August 2024

WORK BOATS UNDER 24 FEET

Race 1 –Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: *No Entrants*. **Race 2 –Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Screen Time*, Mason Vintinner (34.4 mph); 2) *Miss Diane*, Ron Barrett; 3) *Althea*, Annabel Kimball; 4) *Loadline*, Walter Raber; *No position given:* *April L.*, Sam Whitener; *Lorraine*, Brady Giumarro; and *Trouble*, Kelsey Anderson. **Race 3 –Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Casco Miss*, Dave Johnston (42 mph); 2) *Lost Soul*, Tyler Hodgkins; 3) *Contentious*, Matt Byer; *No position given:* *Amy Kathryn*, Nathan Newman; *Not Workin’*, Jeff Skillim; and *Twin Disc*, Jay Perrotta

GAS POWERED WORK BOATS 24 FEET AND OVER

Race 4 –Class A, Four and Six Cylinder, 24 feet and over: 1) *All Day Long*, Tim Day; **Race 5 –Class B, V8, Up to 375 cid, 24 feet and over:** *No Entrants*. **Race 6 –Class C, V8, 376 to 525 ci, 24 feet and over:** *No Entrants*. **Race 7 –Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer):** *No Entrants*. **Race 8 –Class E, V8, Over 525 ci, 28 feet and over, Turbos/superchargers:** 1) *Lynn Marie*, Steven Johnson (35.6 mph); and 2) *Black Diamond*, Randy Durkee.



Jake Dugas’ GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins] and Tom Cloutier’s BITTERSWEET [Mitchell Cove 32; 370-hp Volvo] head for the finish and they would finish second and third in Diesel Class E.

DIESEL POWERED WORK BOATS 24 FEET AND OVER

Race 9 –Class A, Up to 235 hp, 24 to 31 feet: 1) *Spittin’ Image*, Silas Jones (18 mph). **Race 10 –Class B, Up to 235 hp, 32 feet to 40 feet:** *No Entrants*. **Race 11 –Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball (26.1 mph). **Race 12 –Class D, 236 to 335 hp, 34 feet to 40 feet:** 1) *Whiskey Girl II*, Mark Davis (28.9 mph); 2) *Guillemont*, Christian LaMontagne (19 mph); and 3) *Two Keepahs*, Dan Smith. **Race 13 –Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (28.8 mph); 2) *Guilty Pleasure*, Jake Dugas (25 mph); and 3) *Bittersweet*, Tom Cloutier. **Race 14 –Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Faith Melle*, Winfred Alley (37.9 mph); 2) *Ms. Rose*, Ed Torosian (27 mph); 3) *Carl & Co.*, Craig Stewart; 4) *Donna Elaine*, Harold Stewart; and 5) *Patience*, Jim Lee. **Race 15 –Class G, 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Jeremy Beal (42.8 mph); and 2) *Semper Fi*, Ari Meehan (39 mph). **Race 16 –Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *First Team*, Travis Otis (22 mph). **Race 17 –Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (40 mph); 2) *Misty*, Chris Smith (39 mph); and 3) *Happy Hour*, Kyle Drapper (26 mph). **Race 18 –Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Mean Kathleen*, Sean Clemons (38 mph); and 2) *Delusional*, Allan Dugas (32 mph). **Race 19 –Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *Regency*, Zack Donnell (21.6 mph). **Race 20 –Class L, 901 hp and over, 28 feet to 40 feet:** *No Entrants*. **Race 21 –Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (26.4 mph); 2) *Sara Ann I*, Ann Johansen (20.6 mph); 3) *Pull n’ Pray*, Justin Papkee. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Five Stars*, Chip Johnson (29.2 mph); 2) *Temptation*, Wayne Clemons; 3) *Master Mason*, David Vintinner. **Race 23 –Class N(A), 40 feet and over, 751 to 1,000 hp:** 1) *Natalie E.*, Dana Beal (36.7 mph). **Race 24 –Class N(B), 40 feet and over, 1,001 hp and over:** 1) *4 Ladies*, Tom Clemons (28 mph). **Race 25. Class O. Non-working boats, any length, any horsepower:** *No Entrants*.

Race 26 –Wooden Boat Race, up to 35 feet 11 inches. *No Entrants*. **Race 27 –Wooden Boat Race, 36 feet and over:** 1) *Delusional*, Allan Dugas (22.5 mph); and 2) *Sari Ann I*, Jon Johansen (20.4 mph).

Race 28 – Boats Built by Johnson’s Boat Yard: 1) *Casco Miss*, Dave Johnston (42.5 mph); 2) *Lynn Marie*, Steven Johnson (50.8 mph); 3) *Alice & Eva*. *No position given:* *Pull n’ Pray*, Justin Papkee.

Race 29 – Royal River Boat Yard Race: 1) *Elassona*, Andrew Pellechia; 2) *Olympia*; 3) *Carl & Co.*, Craig Stewart; 4) *Master Mason*, David Vintinner; 5) *Kathy B.*; 6) *Guilty Pleasure*, Jake Dugas; 7) *Donna Elaine*, Harold Stewart; 8) *Delusional*, Alan Dugas; 9) *Shady Lady*; 10) *Big Dipper*, Josh Todd; and 11) *Patricia Ann*, Rusty Permenter.

Race 30 – Gasoline Free-for-All: 1) *Black Diamond*, Randy Durkee (55.4 mph); 2) *Lynn Marie*, Steven Johnson (39 mph); and 3) *All Day Long*, Tim Day.

Race 31 –Diesel Free-for-All: 1) *My Turn*, Jeremy Beal; 2) *Faith Melle*, Winfred Alley (42 mph); 3) *Mean Kathleen*, Sean Clemons (39 mph); 4) *Audrey May*, Randy Durkee; 5) *Five Stars*, Chip Johnson; 6) *4 Ladies*, Tom Clemons; 7) *Regency*, Zack Donnell.

Race 32 – Fastest Lobster Boat: 1) *Lynn Marie*, Steven Johnson; 2) *Faith Melle*, Winfred Alley; 3) *Mean Kathleen*, Sean Clemons.

PORTLAND LOBSTER BOAT RACES

18 August 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: *No Entrants*. **Race 2 – CLASS B** Inboards, outboards or outdrives, 31 to 90 hp: 1) *Screen Time*, Mason Vintinner (41.5 mph); 2) *Miss Diane*, Ron Barrett (34.4 mph); and 3) *Trouble*, Kelsey Anderson. **Race 3 – Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Zippah’*, David Noyes (46.1 mph); and 2) *Casco Miss*, Dave Johnston (43 mph).

GAS POWERED WORK BOATS 24 FEET AND OVER

Race 4 – Class A, Four and Six Cylinder, 24 feet and over: 1) *All Day Long*, Tim Day. **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 (35 mph); and (DNS) *Foolish Pleasure*, Mark Freeman. **Race 8 – Class E, V8, Over 525 ci, 28 feet and over, Turbos/superchargers:** 1) *Lynn Marie*, Steven Johnson (53.5 mph) and (DNS) *Black Diamond*, Randy Durkee.

DIESEL POWERED WORK BOATS 24 FEET AND OVER

Race 9 – Class A, Up to 235 hp, 24 to 31 feet: 1) *Relentless*, The Dyers. **Race 10 – Class B, Up to 235 hp, 32 feet to 40 feet:** 1) *Lil’ More Tail*, Curt Brown. **Race 11 – Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball. **Race 12 – Class D, 236 to 335 hp, 34 feet to 40 feet:** 1) *Whiskey Girl II*, Mark Davis (28 mph). **Race 13 – Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee; and 2) *Guilty Pleasure*, Jake Dugas. **Race 14 – Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Faith Melle*, Winfred

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LOBSTER BOAT RACING RESULTS: LONG ISLAND, PORTLAND & WINTER HARBOR



All season Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] and Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] have been battling it out in Diesel Class I.



This is the winners of the combined race of Diesel Class N(A) and N(B). Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT] and Tom Clemons’ 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar].

Alley (40.4 mph); 2) *Blue Dolphin II*, Cameron Murphy; and 3) *Ms. Rose*, Ed Torosian. **Race 15 – Class G, 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Jeremy Beal (40.6 mph); and 2) *Semper Fi*, Ari Meehan. **Race 16 – Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *First Team*, Travis Otis (21 mph). **Race 17 – Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (40.4 mph); 2) *Misty*, Chris Smith; and 3) *Happy Hours*, Kyle Drapper. **Race 18 – Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Mean Kathleen*, Sean Clemons (39.1 mph); and DNS) *Delusional*, Alan Dugas. **Race 19 – Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *Regency*, Zach Donnell. **Race 20 – Class L, 901 hp and over, 28 feet to 40 feet:** *No Entrants*. **Race 21 – Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (25.7 mph); 2) *Pull n’ Pray*, Justin Papkee; 3) *New Ledge*, Parker Pool (11.7 mph); and DNS) *Sari Ann I*, Ann Johansen. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Master Mason*, David Vintinner; DNS) *Five Stars*, Chip Johnson; and DNS) *Temptation*, Wayne Clemons. **Race 23 – Class N(A), 40 feet and over, 751 to 1,000 hp:** 1) *Natalie E.*, Dana Beal (40 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, up to 35 feet 11 inches: *No Entrants*. **Race 27 – Wooden Boat Race, over 36 feet:** DNS) *Sari Ann I*, Ann Johansen.

Race 28 – Gasoline Free for All: 1) *Lynn Marie*, Steven Johnson (42.2 mph); and 2) *Brown Eyed Girl*, Jim Koehling.

Race 29 - Diesel Free for All: 1) *Natalie E.*, Dana Beal (42.8 mph); 2) *Semper Fi*, Ari Meehan; 3) *Audrey May*, Randy Durkee; 4) *Mean Kathleen*, Sean Clemons; 5) *My Turn*, Jeremy Beal; 6) *Regency*, Zach Donnell; 7) *Whiskey Girl II*, Mark Davis; 8) *4 Ladies*, Tom

Clemons; and 9) *Happy Hours*, Kyle Drapper.

Race 30 - Fastest Lobster Boat: 1) *Lynn Marie*, Steven Johnson (43.2 mph); and 2) *Brown Eyed Girl*, Jim Koehling.

WINTER HARBOR LOBSTER BOAT RACES

25 August 2024

WORK BOATS 24 FEET AND UNDER

Race 1 – Class A, Inboard, Outboard or Outdrive, any hp, must have working hauler: 1) *Skid Mark*, Blake Feltis; 2) *Little Dinnie*, Walker Durkee. Race 2 – Work Boat Class B, Inboard, outboard or outdrive, 31 to 90 hp: 1) *Screen Time*, Mason Vintinner; 2) *Whaler*, Derek Earley; 3) *Wet Dream*, Julian Spofford. **No position given:** ---, Eric Richards; *Mini Me*, Ben and Jett Lester; *Miss Lilly*, Marina Feltis; *Nita 2*, Bruce Young; *Pitter Patter*, Brysen Chipman; *River’s Rats*, Addison Rivers; *Sheddah*, Adam Feltis; and *Trouble*, Kelsey Anderson. Race 3 – Work Boat Class C, Inboard, outboard or outdrive, 91 hp and over: 1) *White Lightning*, Caleb Norton; 2) *Daddy Didn’t Buy It*, Nathaniel Robertson; 3) *Twin Disc*, Jay Perrotta; 4) *Barbara*, Tucker Johnston; and 5) *Lil’ Miss Abbie*, Mark Piper.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: DNS) *Cindy Jen*, Jon Johansen. **Race 5 - Gasoline Class B - V-8 up to 375 ci, 24 feet and up:** 1) *Empty Pockets*, Cody Hadlock; and 2) *Dad’s Dream II*, Harrison Richardson. **Race 6 - Gasoline Class C, V8, 376 to 525cid, 28 feet and over:** *No Entrants*. **Race 7 - Gasoline Class D, 376 and over, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman. **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1)

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Version 6 up internationalmaritimelibrary.org

We now have a listing of over 150,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentiniel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

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LOBSTER BOAT RACING RESULTS: LONG ISLAND, PORTLAND & WINTER HARBOR



Ann Johansen at the helm of SARI ANN I [40’ Johns Bay Boat, 375-hp 3208 Caterpillar] just sliding past Justin Papkee’s PULL N’ PRAY [Wayne Beal 40; 500-hp Hyundai] as they finish two and three in Diesel Class M(A).

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: 1) *Bare Bottom*, Jacob Kirby; 2) *Ethan R.*, Tommy Young; 3) *Abbe & Emmie*, Gavin Hunt; 4) *Sea It Through*, T. J. McAlpine; and 5) *Top Secret*, Jordan Piper. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Mr. Lucky*, Kit Johnson; 2) *Repetitive*, Colin Piper; 3) *Gerry Ann*, John Chipman, Sr.; 4) *Theresa Anne*, John Chipman, Jr.; and 5) *Atlantic Viking*, Fred Backman. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde; 2) *Holly Lynn*, Jason Tyler; 3) *Knot Shore*, Shane Phinney; 4) *Mini Me*, Alex Beal; 5) *Brayden’s Mum*, Cassie Floyd; 6) *Crystal Sea*, Kenneth Chandler; 7) *Desperate Measha*, John Rolfe; 8) *Sea Smoke*, Ryan Rolfe; and DNS) *Miss Attitude*, Adam Kimball. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Myrtle Belle*, Chad Libby; 2) *O-Kay Tori*, Myles Bierman; 3) *Bonnie’s Brats*, Roy Whalen III; 4) *Nauti by Nature*, Andrew Mosher; 5) *Dee-dle Dee Doop*, Chris Church; 6) *Paw Paw’s Brats*. Blake Alley; and 7) *Rebounder*, Colyn Rich. **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet: Heat I:** 1) *Jeanine Marie*, Calvin Beal, Jr.; 2) *Audrey May*, Randy Durkee; 3) *High Voltage*, Daniel Sawyer; 4) *Guilty Pleasure*, Jake Dugas; 5) *Outcast*, Danny Derapps; 6) *Jessica Ann*, Conner Derapps; 7) *Navigator*, Michaela Byers Flubacher; and DNS) *Break n’ Even*, Lance Kennedy. **Heat II:** 1) *Catherine Elizabeth*, Alan Johnson; 2) *C. A. V. E.*, Courtney Sargent; 3) *Time & Tide*, Cole Faulkingham; 4) *Precious Gold*, Tanner Handy; 5) *Ellen Louise*, Conner Rossi; 6) *Rising Sun*, James Henson; 7) *A-Salt-Weapon*, Blake Zlotkowski; and DNS) *Father’s Favorite*, Harris Norton. **Finals:** 1) *Audrey May*, Randy Durkee; 2) *Jeanine Marie*, Calvin Beal, Jr.; 3) *High Voltage*, Daniel Sawyer; 4) *Catherine Elizabeth*, Alan Johnson; 5) *C. A. V. E.*, Courtney Sargent; and 6) *Time & Tide*, Cole Faulkingham. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over: Heat I:** 1) *Faith Melle*, Winfred Alley, Jr.; 2) *Miss Emersyn*, Ethan Dorr; 3) *Black Pearl*, Tyler Rice; 4) *Taylor Addie*, Simon Torrey; 5) *My Sher E*, Scott Young; 6) *Predator*, Teddy MacGregor; and 7) *Brett & Wyatt*, James Bragdon. **Heat II:** 1) *Bounty Hunter*, Mitch White; 2) *Sunshine Chalet*, Brian Strout; 3) *Aubree Rose*, Derrick Kelley; 4) *Good Deal*, Fenton Coffin; 5) *Good ‘n’ Nuff*, Kevin Crowley; and 6) *Sea Oddity*, Herman Faulkingham. **Finals:** 1) *Faith Melle*, Winfred Alley, Jr.; 2) *Bounty Hunter*, Mitch White; 3) *Sunshine Chalet*, Brian Strout; 4) *Miss Emersyn*, Ethan Dorr; 5) *Aubree Rose*, Derrick Kelley; and 6) *Black Pearl*, Tyler Rise. **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Mariena Beal; 2) *Semper Fi*, Ari Meehan; and 3) *Another Dirls*, Adrian Rittenhouse. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal; 2) *Melynda M.*, William Coombs; 3) *Madison Alexa*, Brian Kennedy; 4) *Off the Hook*, Heath Eaton; 5) *Fallen Angel*, Brodie Eaton; 6) *Never Forgotten*, Derrick Colbeth; 7) *Courtney Olivia*, Nicholas Holt; 8) *First Team*, Travis Otis; 9) *Jolico*, Jock Temple; 10) *Bryce Alexa*, Wally Coombs; DNS) *Riptide*, Jason McMullen. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Aspiration*, Jackson Lemieux; 2) *Triple X*, Colby Oakes; 3) *Julie’s Pride*, Codey Pettengill; 4) *Margaret E.*, Patrick Faulkingham; 5) *Aces & Eights*, Tom West. **Race 18 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson; 2) *Jett Set*, Jett Lindelof; 3) *Bethanie Grace*, Danny Beal; and DNS) *Lady Lexy*, Mike Faulkingham. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton; 2) *Janice Elaine*, David Myrick; 3) *Mystery Machine*, Ira Guptill; 4) *Shootin’ Star*, Steven Osgood; 5) *Catman*, Bruce Young; 6) *Double Down*, Michaela Byers Flubacher; and DNS) *Whiskey Tango Foxtrot*, Roger Kennedy. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Marie’s Nightmare II*, Jeremy Beal. **Race 21 - Diesel Class M(A), 40 feet and over, up to 500 hp: Heat I:** 1) *Old School*, Chris Pope; 2) *Max Effort*, Bryce Coombs; 3) *Lunasea*, Don Crowley; 4) *Wild Irish Rose*, Steve Johnson; 5) *No Harpin’*, Harrison Rossi; 6) *Samantha A.*, Rand Deattie; 7) *Esquire*, Brittany Dunbar; and 8) *Elaine Sue*, Dan Backman. **Heat II:** 1) *Lady Grace*, Paul Kennedy; 2) *Kimberly Lynn*, Kyle Look; 3) *Why Knott*, Lucas Cates; 4) *Provider II*, Lewis Bishop; 5) *Daddy’s Devils*, Wesley Gove; 6) *Aquaholic*, Emmett Mosher; DNS) *Pull n’ Pray*, Justin Papkee. **No position given:** *Jamma Jar*, James West, Jr.; and *Pa Pa’s Brats*, Blake Alley. **Finals:** 1) *Old School*, Chris Pope; 2) *Lady Grace*, Paul Kennedy; 3) *Kimberly Lynn*, Kyle Look; 4) *Why Knott*, Lucas Cates; 5) *Max Effort*, Bryce Coombs; and DNS) *Lunasea*, Don Crowley. **Race 22 - Diesel Class M(B), 40 feet and over, 501 to 750 hp: Heat I:** 1) *Kimberly Ann*, Eric Beal; 2) *Gramp’s Bird*, Billy Bob Faulkingham; 3) *AMP*, Roman Jordan; 4) *Shedaddiction*, Bill Thompson; 5) *Lil’ Brooks*, Frank Thompson; 6) *Outnumbered*, Jason Colby; 7) *Lord Byron*, Matt Lester; 8) *Half Dozen*, Mike Bernier; 9) *Sandy Rose*, Charlie Smith; 10) *Miss Cailin*, Clarissa West; and DNS) *Resurrection*, Phil Torrey (Committee Boat). **Heat II:** 1) *Hannah Marie*, Hannah Whalen; 2) *Sea Monster*, Suki Pinkham; 3) *Master Mason*, David Vintinner; 4) *Crustacean Hunter*, Keenan Feeney; 5) *Bailey G*, R. Todd Goodell; 6) *Mister E.*, Nick Hadlock; 7) *Two Chances*, Roy Hadlock; 8) *Brycen Elyza*, John Chipman; 9) *Mr. Malcolm & Girls*, James Perry. **No Position given:** *Maverick*, Blake Haass; *Rest Ash Oar*,



There was an incredible tribute to David Worcester, who lost his life this spring. He had made many of the windows for the fishing fleet of Downeast Maine.

Jacob Knowles; *Roxy Elizabeth*, Nathan Thompson; *Tori Kay*, Jason Knowles; and *Wet Dream*, Malcolm Perry. **Finals:** 1) *Kimberly Ann*, Eric Beal; 2) *Gramp’s Bird*, Billy Bob Faulkingham; 3) *Sea Monster*, Suki Pinkham; 4) *AMP*, Roman Jordan; 5) *Master Mason*, David Vintinner; and DNS) *Hannah Marie*, Hannah Whalen. **Race 23 - Diesel Class N(A), 40 feet and over, 751 to 1000 hp: Heat I:** 1) *Obsession*, Ryan Lemieux; 2) *Natalie E.*, Dana Beal; 3) *Captain Cole*, Mike Faulkingham; 4) *Kathlyn Joann*, Kyle Kennedy; 5) *Night Moves II*, Aaron Beal; 6) *Corea Choice*, Ryan Bridges; 7) *Hustler*, Cooper Beal. **Heat II:** 1) *44 Over*, Bill Haass; 2) *Size Matters*, Dixon Smith; 3) *Bottoms Up*, Isaiah Pinkham; 4) *She’s All Wet*, Ken Gieger; 5) *Ocean Bounty*, Wayne Gray; 6) *Grin-n-Barrett*, Dean Barrett; 7) *Paradigm*, Matthew Merchant; 8) *Juggernaut*, Chris Nelson; 9) *Autumn Gale*, Chris Nelson. **No position given:** *First Impression II*, James West. **Finals:** 1) *Obsession*, Ryan Lemieux; 2) *Natalie E.*, Dana Beal; 3) *Captain Cole*, Mike Faulkingham; 4) *Size Matters*, Dixon Smith; 5) *44 Over*, Bill Haass; and 6) *Bottoms Up*, Isaiah Pinkham. **Race 24 - Diesel Class N(B), 40 feet and over, 1,001-hp and over:** 1) *Fifth Generation*, Mack Kelley; 2) *Size Matters*, Dixon Smith; 3) *Miss Amity*, Jason Chipman; 4) *4 Ladies*, Tom Clemons; 5) *Pier Pressure*, James West; 6) *Acadian Green Waters*, Carl Guyton; 7) *Isle Grayson*, Travis Perry; 8) *Gavin & Dawson*, Michael Hunt; and 9) *Bottom Line*, Dan Rogers. **Race 25. Class O. Non-working boats, any length, any horsepower: No Entrants.** **Race 26 – Diesel Class P “Oh My God That’s a Big Boat, 44 feet and over”:** 1) *Fifth Generation*, Mack Kelley; 2) *Size Matters*, Dixon Smith; 3) *4 Ladies*, Tom Clemons; 4) *Acadian Green Waters*, Carl Guyton; and 5) *Grin-n-Barrett*, Dean Barrett.

Race 27 Wooden Boat Race A, Any hp., up to 35 feet 11 inches. DNS) *Cindy Jen*, Jon Johansen; and DNS) *Gerry Ann*, Jon Chipman, Sr. **Race 28 Wooden Boat Race B, Any hp., 36 feet and over:** 1) *Sari Ann I*, Ann Johansen.

Race 29 – Lady Skippers. Must have a lobster license: 1) *My Turn*, Mariena Beal; 2) *Gold Digger*, Heather Thompson; and 3) *Double Down*, Michaela Byers Flubacher.

Race 30 - Gasoline Free for All: 1) *Black Diamond*, Randy Durkee; and 2) *Foolish Pleasure*, Mark Freeman.

Race 31 - Diesel Free for All: 1) *Marie’s Nightmare II*, Jeremy Beal; 2) *La Bella Vita*, Jeff Eaton; 3) *Obsession*, Ryan Lemieux; 4) *Mystery Machine*, Ira Guptill; 5) *High Voltage*, Daniel Sawyer; 6) *4 Ladies*, Tom Clemons; and 7) *Jett Set*, Jett Lindelof.

Race 32 - Fastest Lobster Boat: 1) *Marie’s Nightmare II*, Jeremy Beal; 2) *La Bella Vita*, Jeff Eaton; and DNF) *Black Diamond*, Randy Durkee.

PASSED OVER THE BAR - JOHN GORHAM & DEXTER BRAY, SR.

Continued from Page 6

Stonington. He was among the first class to graduate from Deer Isle-Stonington High School in 1976. He was a lobstah fisherman most of his life and was very proud of it. He loved being on the water, hunting, socializing, aggravating family and friends, playing bingo, drinking Dunkin’ coffee, watching reality shows, and going out to eat. He also enjoyed morning coffee with his buddies at the co-op. He was a member of Odd Fellows for many years.

Dexter is survived by his wife, Joyce Wood, children Bobby Bray, Dawn Bray (Chip), Dexter Bray Jr., Tessa Bray (Keaghan), Kenny Larrabee, Amy Bolden (Carl), and Shawn Hartford (Andrea), brother James Bray (Barbara), sisters Darlene Hardy, Mary Gatchell (Steve), brother-in-law Raymond Grindle, sisters in-law Nancy Bray, Donna Bray, grandchildren Kane and CJ Proper, Charles Bolden, Gracie and Collin Hartford, Ryder (Papa’s Poopah) Bray, Jordan Bray, Torri Theriault, great-grandchild Avery, many nieces, nephews, cousins, and family friends Alan and Shirley Trundy and Kim McBreairty.

Predeceased by his parents Henry and Letha (Nevells) Bray, brothers Henry and Timothy, sisters Rachel Grindle, Charlene Carter, and Jeanne Bray.

A Celebration of Life will be held Sunday, September 15, from 1 to 3 p.m. at the Odd Fellows Lodge, 103 Oceanville Road, Stonington. In lieu of flowers, please donate to Alfred’s Christmas Fund or Special Olympics of Maine to honor his memory.



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Winter Harbor Ends Season with 183 Racers & Big Give Away



This is the battle for the top spot in the finals of Diesel Class E between Randy Durkee’s AUDREY MAY and Calvin Beal, Jr.’s JEANINE MARIE at Winter Harbor.



In Diesel Class F it was another close race between Mitch White’s BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins] and Winfred Alley’s FAITH MELLE [Libby 34; 425-hp Cummins]. The win went to FAITH MELLE by half a boat length.

Continued from Page 1

Mariena Beal’s MY TURN [Wayne Beal 32; 500-hp Cummins] and Ari Meehan’s SEMPER FI [Crowley Beal 28; 500-hp Cummins], and one in Class H (436 to 550 hp, 36 feet to 40 feet), Travis Otis’ FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] so they were run down together. It was not surprising to see MY TURN out in front leading everyone to the finish with a speed of 42.8 mph. She was closely followed over by SEMPER FI and then FIRST TEAM, the winner of class H. Class I (551 to 700 hp, 28 to 35 feet) had three boats entered and two of them (Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] and Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania]) have been battling for the top spot for more than two years. Chris thought that the changes he had recently made would get him out in front, but he fell just short with LIL’ LISA MARIE getting the win by half a boat length with a speed of 39 mph. Third went to Kyle Drapper’s HAPPY HOUR [Mitchell Cove 35; 650-hp Scania]. Two boats, Alan Dugas’ DELUSIONAL [38’ John’s Bay Boat, 600-hp Cummins] and Sean Clemon’s MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] were on the line for Class J (551 to 700 hp, 36 feet to 40 feet) and they were joined by Zack Donnell’s REGENCY [Calvin Beal 38; 800-hp Scania], which was the only entrant in Class K (701 to 900 hp, 28 feet to 40 feet). Missing this weekend was Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT], which had developed an exhaust issue and could not be repaired in time to make the races. When the flag dropped on the start boat MEAN KATHLEEN jumped right into the lead for the win. Second over the line and second in Class J was DELUSIONAL. REGENCY got the win in class K. Three boats were on the line for Class M(A) (40 feet and over, up to 500 hp) and it was not surprising to see Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins] leading the way. The real battle was for second between Justin Papkee’s PULL N’ PRAY [Wayne Beal 40; 500-hp Hyundai] and Ann Johansen’s SARI ANN I [40’ Johns Bay Boat, 375-hp 3208 Caterpillar]. As they neared the finish line SARI ANN I had gain separation and slipped over in second. The two top boats in Class M(B) (40 feet and over, 501 to 750 hp) were missing. Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] was a no show and Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] was having her engine replaced at Long Cove Marine Services on Deer Isle. The winner was Chip Johnson’s FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] with a speed of 29.2 mph followed by Wayne Clemons’ TEMPTATION [Young Brothers 40; 730-hp

MAN] and in third was David Vintinner’s MASTER MASON [South Shore 42; 700-hp Volvo]. There was just one boat in Class N(A) (40 feet and over, 751 to 1,000 hp) Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT] and one in Class N(B) (40 feet and over, 1,001 hp and over), Tom Clemons’ 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar], so they ran down together each getting the win in their respective classes.

There were no entrants in Wooden Boat Race A (up to 35 feet 11 inches), but two came to the line in Wooden Boat Race B (36 feet and over). This was easily won by DELUSIONAL followed by SARI ANN I.

The next race, Boats Built by Johnson’s Boat Yard, was won by CASCO MISS followed by LYNN MARIE and ALICE & EVA.

This was followed by another specialty race, the Royal River Boat Yard Race, and the winner was Andrew Pellechia’s ELASSONA, followed by OLYMPIA and CARL & CO. The battle for last place was a great race between Rusty Permenter’s PATRICIA ANN and Josh Todd’s BIG DIPPER and last over was PATRICIA ANN.

All three gasoline boats came to the line and it was going to be another battle between BLACK DIAMOND and LYNN MARIE. As they came up the course it was too close to call, but as they neared the line BLACK DIAMOND was out in front by half a boat length and got the win with LYNN MARIE second. Unfortunately, BLACK DIAMOND discovered after the race they had no oil pressure and opted not to continue. It was discovered later that the oil pick up had detached and was laying in the bottom of the oil pan.

In the Diesel Free-for-All nine boats went to the line and it was surprising to see MY TURN leading the way with FAITH MELLE in second MEAN LATHLEEN third and AUDREY MAY fourth in a real close battle.

LYNN MARIE was already at the starting area waiting for the competition for the final race of the day, the Fastest Lobster Boat. Just two boats showed, FAITH MELLE and MEAN KATHLEEN. When the flag dropped everyone could hear LYNN MARIE’s engine scream. As the racers neared halfway it was obvious that LYNN MARIE was in the lead, but would her engine hold up? She came flying across the line with FAITH MELLE second and MEAN KATHLEEN third.

PORTLAND

It did not look very promising the following morning when I arrived at the dock at Johnson’s Boat Yard on Long Island for the Portland Lobster Boat Races (18 August). I could see that the fog was coming and going and it looked real bad over towards Portland

Harbor. On our way out to the race committee boat, we had a little trouble locating them in the thick fog. Finally found them and instantly began signups. I had signed up 29 boats at the Long Island races and was hoping to get 12 more to at least be even with the entries of last year, but the fog was an issue. When done I had 37 boats, which was understandable with the conditions we had.

There were no entrants in Work Boat Class A so Class B was the first event of the day. Three boats were on the line and it was not surprising to see SCREEN TIME leading everyone down the course to the finish line at a speed of 41.5 mph. She was followed over by MISS DIANE III and then Kelsey Anderson’s TROUBLE [Carolina Skiff 16; 40-hp Tohatsu]. There were only two boats on the line for Work Boat Class C, CASCO MISS and ZIPPAH. It was close all the way down the course, but just before they crossed the line ZIPPAH had jumped into the lead for the win.

There were five boats entered in the Gas classes, with only Class B and D with no entrants. In Class A was ALL DAY LONG; in Class C Jim Koehling’s BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] and Mark Freeman’s FOOLISH PLEASURE [30’ Custom Riley Beal; 800-hp 550 Chevy]; and in Class E BLACK DIAMOND and LYNN MARIE. Mark Freeman’s FOOLISH PLEASURE was signed up, but they could not get her fired up at the dock. Many would have loved to see the battle between BLACK DIAMOND and LYNN MARIE continue, but it was not to be. They were working on BLACK DIAMOND when I arrived at the dock at Johnson’s Boat Yard that morning. They pulled the oil intake tube that went into the gauge, but got no oil. They did not feel comfortable and did not want to destroy the engine, so they decided to keep her tied to the dock for the day. This meant there was only one boat in Class A, C and E so they were combined into one race. When the flag dropped on the start boat everyone could hear the engines of BROWN EYED GIRL and LYNN MARIE scream all the way down the course. It was close, but obvious that LYNN MARIE was getting separation and came over the line first winning Class E. BROWN EYED GIRL crossed over next winner of Class C. Next came ALL DAY LONG, which got the win in Class A.

The only Diesel Class with no entrants was Class O, but there were several classes with just one entrant. There was just one boat in Classes A, B, C and D so they were combined into one race with each winning their respective classes. First over the line was WHISKEY GIRL II for the win in Class D followed by MISS ATTITUDE, who won Class C. The real battle was between Curt Brown’s LIL’ MORE TAIL [Calvin Beal

33; 225-hp John Deere] and Bruce Dyer’s RELENTLESS [BHM 28; 200-hp Yanmar] with LIL’ MORE TAIL just crossing ahead of RELENTLESS. LIL’ MORE TAIL got the win in Class B and RELENTLESS in Class A. Next was another combined race with Class E and F. Class E had two boats entered and Class F three. The real battle was between AUDREY MAY in Class E and FAITH MELLE in Class F. As they came ripping up the course it was close, but FAITH MELLE had the lead as they finished one-two with the winning speed of 40.4 mph. Then there was a battle for second in each class between GUILTY PLEASURE and Cameron Murphy’s BLUE DOLPHIN II [Crowley 36; 402-hp 3406 Caterpillar], but GUILTY PLEASURE worked her way in front as they came across the finish line. The next race was a combination of the two racers in Class G and the one in Class H. It was all MY TURN with SEMPER FI right on her transom as they finished one-two in Class G. Following them up the course was FIRST TEAM, who got the win in Class H. Three boats were on the line in Class I and it was a rematch between LIL’ LISA MARIE and MISTY, however the results were the same with LIL’ LISA MARIE getting the win by half a boat length over MISTY in second. Third went to HAPPY HOUR. There was just one entrant, MEAN KATHLEEN in Class J and REGENCY in Class K and they were combined and each got the win in their respective classes. Two boats were signed up for Class M(A), but Parker Pool decided he wanted to race NEW LEDGE [Stanley 44; 304-hp 871 Detroit] and the the one entrant in Class M(B) MASTER MASON joined them. The two lead boats coming up the line was MASTER MASON and OLD SCHOOL. Slowly it was OLD SCHOOL slipping ahead with MASTER MASON right on his stern, each winning their respective classes. The third boat over was PULL N’ PRAY and a little further back was NEW LEDGE running at 11.7 mph. There was just one entrant in Class N(A) and one in Class N(B) with the win in Class N(A) going to NATALIE E. and Class N(B) 4 LADIES.

There were no entrants in either of the Wooden Boat Classes.

Next up was the Gasoline Free-for-All, which was a rematch of the first gasoline race with the same results. LYNN MARIE came across first with BROWN EYED GIRL back a couple of boat lengths in second.

Nine boats were on the line for the Diesel Free-for-All and it was a slight surprise to see NATALIE E. leading them all the way to the finish line as she rarely runs in the Free-for-All. Second went to SEMPER FI who was followed over by AUDREY MAY in one of the best races of the day.

Now for the final race of the day, Fastest

Winter Harbor Ends Season with 183 Racers & Big Give Away



Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] and Jeff Lindelof’s JETT SET [Calvin Beal 36; 700-hp MAN] heading for the finish line in Diesel Class J. GOLD DIGGER got the win and JETT SET took second.

Lobster Boat Race and many were surprised to see just LYNN MARIE and BROWN EYED GIRL on the line. It was a very close race, but it was LYNN MARIE by half a boat length for the win.

One of the highlights of the Portland Lobster Boat Races is the tugboat races. There are only a few places that still have tug races and we are fortunate that Portland is one of those places. The tugs competing included: ANDREW MCALLISTER, MCALLISTER BROTHERS, NANCY MCALLISTER, RODERICK MCALLISTER and the newest tug around Portland BANCROFT 24, which will be used for marine construction projects. When they finished two runs down the course they paired up and pushed their opponent to see who had the most power.

Now it is onto the final race of the year at Winter Harbor on Sunday (25 August). This would be their 60th anniversary and to make it memorable they were giving away a Crowley Beal 33 hull and deck. The bet was they would break the record for the most boats at a race with more than 167 racers entered, which had happened back in 2019.

WINTER HARBOR

Normally the lobster boat racing season comes to an end following the Long Island/Portland race weekend on the third weekend in August. This year weather caused the cancellation of the Winter Harbor races and they decided to run on 25 August. I arrived Saturday afternoon after a nice sail on board SARI ANN I from Stonington and helped sign-in a number of boats that evening. I took all of the signed ups, including those from the Internet, and entered them into the computer thinking I only would have a handful to input in the morning. That was until I noticed that we had a problem. When the racers signed up online, if they said they had raced this year I did not have a form for them. It was a minor issue, one we will avoid next year. When all was in, they had broken the record with 183 boats entered and we were ready to race.

There were numerous close races and several times we had to go to the video, which was lined up perfectly with the marks of the finish line, to get the correct finishing order. I did get a little worried when about halfway through the races the fog closed in, but fortunately it did not stay long.

Most of the races that are sanctioned by the Maine Lobster Boat Racing Association (MLBRA) run the normal three Work Boat Classes, but in the past Winter Harbor has opted to run just one Work Boat Class, basically hope you brought enough. This year they copied the MLBRA list, which was not a major issue and seemed to be liked by those attending.

The first winner of the day was Blake

Feltis in SKID MARK [12’ Carolina Skiff; 30-hp Yamaha] all the way from Bremen, who won Work Boat Class A. Second went to Walker Durkee in Steve Johnson’s LITTLE DINNIE [Carolina Skiff 14; 20-hp]. SCREEN TIME continued his winning way as he slid over the finish line first in Work Boat Class B beating 10 others. He was followed by Derek Earley’s WHALER [Boston Whaler 17; 90-hp Johnson]. Five boats were on the line for Class C and it looked close as they neared the finish line, but Caleb Norton’s WHITE LIGHTNING [Mako 20; 200-hp Evinrude] was in front by a boat length with Nathaniel Robertson’s DADDY DIDN’T BUY IT [Passamaquoddy 24; 350-hp Yamaha] second and Jay Perrotta’s TWIN DISC [Mako 22; 250-hp Suzuki] third.

There were four boats signed up in the Gasoline Classes with no one in Classes A and C. There were two in Class B and one each in Class D and E so they were all combined into one race. When the flag dropped the sound of those big Chevy engines from BLACK DIAMOND and FOOLISH PLEASURE penetrated the entire harbor. It was a close race, but at the line it was FOOLISH PLEASURE crossing first for the win in Class D. Second over the line was BLACK DIAMOND winner of Class E. Next over was Cody Hadlock’s EMPTY POCKETS [Crowley 28; 350 Chevrolet] the winner of Class B and second in Class B went to Harrison Richardson’s DAD’S DREAM II [T. Jason 28; 200-hp].

Most races will do a memorial run up the course in remembrance of those that have passed on since the previous year’s race. There was a tribute to Dale Torrey, but race organizers decided to have any boat that wanted to run up the course in memory of Dave Worcester of Dave’s Glass, who lost his life in an automobile accident this spring. He had made many of the windows for the boats of the fishing fleet of Downeast Maine.

In the Diesel Classes there was just one (Class O), which did not have an entrant. The problem was that there were so many entrants in some classes that we had to do two heats and a final race in five of the classes (E, F, M(A), M(B) and N(A)). Winter Harbor is wide enough, but we thought about ten boats was the maximum number of racers to be on the starting line safely.

Five boats came to the line for Class A and the win went to Jacob Kirby’s BARE BOTTOM [BHM 25, 220-hp John Deere] who led the way to the finish right from the start. He was followed by Tom Young’s ETHAN R. [South Shore 30; 225-hp John Deere] and in third was Gavin Hunt’s ABBE & EMMIE [Osmond 27; 225-hp John Deere]. There were five boats on the line for Class B and the winner was Kit Johnson’s MR. LUCKY [Duffy 35; 225-hp John



The top boat of the day at Winter Harbor and all year was Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta]. She won Diesel Class L, Diesel Free-for-All and Fastest Lobster Boat.

Deere]. Kit had won this boat in a drawing at the Winter Harbor races back in 2004 and has always been one of the top boats in this class. Finishing right on his stern was Colin Piper’s REPETITIVE [Young Brothers 33; 200-hp Volvo]. Then there was a fight for third and fourth between a father and son with third going to John Chipman, Sr.’s GERRY ANN [Osmond 34; 210-hp Cummins] with his son John Chipman’s Jr.’s THERESA ANNE [Duffy 34; 210-hp Cummins] right on his starboard side. Eight boats came to the line in Diesel Class C and it was no surprise to see Roy Fagonde’s LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] leading the way up the course. Second went to Jason Tyler’s HOLLY LYNN [Holland 32; 315-hp Cummins] followed by Shane Phinney’s KNOT SHORE [Crowley Beal 33; 318-hp Volvo]. In Class D it was not surprising to see Chad Libby’s MYRTLE BELLE [Libby 34, 205-hp John Deere] streaking up the course chased by the other six competitors. Next over was Myles Bierman’s O KAY TORI [Duffy 35; 330-hp John Deere] and in third was Roy Whalen III’s BONNIE’S BRATS [Osmond 35; 315-hp Cummins]. The first heat race was Class E and the first heat was won by Calvin Beal, Jr.’s JEANINE MARIE [Calvin Beal 25; 420-hp FPT], who bested AUDREY MAY by two boat lengths. The winner of the second heat was Alan Johnson’s CATHERINE ELIZABETH [AJ-28; 350-hp Yanmar] followed by Courtney Sargent’s C.A.V.E. [Crowley-Beal 33; 420-hp Cummins]. The top three boats from each heat would race in the finals. When the flag dropped it looked like AUDREY MAY and JEANINE MARIE were side by side, but as they neared the line, we could see that AUDREY MAY was in the lead with JEANINE MARIE right on her port quarter as they finished one-two. Third went to Dan Sawyer’s HIGH VOLTAGE [AJ-28; 400-hp Yanmar]. Class F was another heat race. You hope that when you split the racers you also split up the fast boats. The winner of the first heat was FAITH MELLE followed by Ethan Dorr’s MISS EMERSYN [Jason 35; 430-hp Cummins] and in the second heat the winner was Mitch White’s BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins] with second going to Brain Strout’s SUNSHINE CHALET [Mitchell Cove 35; 425-hp John Deere]. SUNSHINE CHALET is another boat that was won as a hull and deck at the Winter Harbor races back in 2019. The real race was going to be between BOUNTY HUNTER and FAITH MELLE and it was a close one right to the finish line where FAITH MELLE slipped over just ahead of BOUNTY HUNTER. Third went to SUNSHINE CHALET. There were just three boats entered in Class G and after making it into the New York Times last week following the races off Portland, Mariena

Beal came and surprised no one when her MY TURN led the way to the finish. Second went to SEMPER FI, which came all the way from Yarmouth and third was Steve Carver’s ANOTHER DIRLS [Holland 35, 550-hp John Deere]. Ten boats were on the line for Class H and anyone willing to bet would have placed their money on Dean Beal’s MISS NORMA [Wayne Beal 36; 500-hp Cummins] and you would have been right. Second went to Willie Coombs’ MELYNDA M. [Wayne Beal 36; 500-hp FPT] with third going to Brian Kennedy’s MADISON ALEXA [Osmond 37; 500-hp Cummins]. Five boats were on the line for Class I and it was Jackson Lemieux’s ASPIRATION [Young Brothers 35; 450-hp Volvo] streaking up the right side of the course for the win. Back just a boat length was Colby Oakes’ TRIPLE X [Mitchell Cove 35, 650-hp Scania] with Codey Pettengill’s JULIE’S PRIDE [Wayne Beal 34; 530-hp FPT] right on his stern in third. It was great to see Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] back out racing in Class J. She came flying up the right side of the course for the win with Jeff Lindelof’s JETT SET [Calvin Beal 36; 700-hp MAN] sliding over in second. With his exhaust issue remedied, Jeff Eaton’s LABELLA VITA [Northern Bay 38; 815-hp FPT] led the five other competitors to the finish in Class K. The real battle was for second between David Myrick’s JANICE ELAINE [Northern Bay 38; 815-hp FPT], Ira Guptill’s MYSTERY MACHINE [Northern Bay 38; 750-hp, John Deere] and Steven Osgood’s SHOOTIN’ S.T.A.R. [Northern Bay 36; 750-hp John Deere]. It was too close to call halfway up the course, but as they neared the committee boat they had separation and finished alphabetically. In Class L there was one entrant Jeremy Beal’s MARIA’S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] and she ran with Class K and easily led the way up the course. Class M(A) was a heat race and in the first heat winner Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins] crossed first followed by Bryce Coombs’ MAX EFFORT and Don Crowley’s LUNASEA [Bruno Stillman 42; 405-hp Cummins] in third. In the second heat the winner was Paul Kennedy’s LADY GRACE [Calvin Beal 42; 500-hp Cummins] with Kyle Look’s KIMBERLY LYNN [Calvin Beal 40; 455-hp Cummins] in second and Lucas Cates’ WHY KNOT third. This set up a great race in the finals. OLD SCHOOL was the boat to beat and LADY GRACE did her best to upset the favourite, but she finished right behind her in second. Third went to KIMBERLY LYNN. Class M(B) was another heat race and no one was surprised to see Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT]

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The Isle of Shoals. – The census of these islands has been taken this week by the assistant marshals from New Hampshire and Maine:

Gosport, Star Island, New Hampshire, contains 100

White Island, New Hampshire, 2

Hog Island, Maine, 18

Smutty Nose, Maine, 11

Total, 131

LATER FROM CALIFORNIA

The steamship PHILADELPHIA, from Chagres, arrived at New York Friday afternoon, bringing news from California to the 15th of August, nearly a million of gold dust, and a large number of passengers.

The steamer’s COLUMBUS and CAROLINA, which had arrived at Panama, brought California dates to August 15th, and the PHILADELPHIA brings many of their passengers, and \$800,000 of gold on freight. The males will, on by the steamer OHIO.

Winter Harbor Ends Season...

Continued from Page 24

leading the way to the finish in the first heat. Billy Bob Faulkingham’s GRAMP’S BIRD [Osmond 40; 700-hp FPT], placed second followed by Roman Jordan’s AMP [Osmond 44, 750-FPT]. In the second heat the winner was Hannah Whalen’s HANNAH MARIE [Wayne Beal 40; 730-hp MAN] followed by Suki Pinkham’s SEA MONSTER [Repco 42; 700-hp Scania] and MASTER MASON. We could bet who the winner was going to be, KIMBERLY ANN, but the real question was who was getting second? That went to GRAMP’S BIRD with SEA MONSTER third. I should have split up the two top boats, NATALIE E. and Ryan Lemieux’s OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] in Class N(A) as they finished one-two in the first heat with OBSESSION getting the win. Third went to Mike Faulkingham’s CAPTAIN COLE [South Shore 42; 1,000-hp FPT]. In the second heat Bill Haass’ 44 OVER [Mussel Ridge 42; 1,000-hp MAN] took the win with Dixon Smith’s SIZE MATTERS [Libby 45’ 3”; 1,000-hp FPT] second and Isaiah Pinkham’s BOTTOMS UP [Duffy 42; 1000-hp] third. The question now was would NATALIE E. turn the table in the finals and get the win? As they came up the course OBSESSION had the lead with NATALIE E. back a boat length followed by CAPTAIN COLE. In Class N(B) nine boats were on the line and it was Mack Kelley’s FIFTH GENERATION [Wesmac 46; 1,000-hp FPT] getting over the finish line first. He was followed by SIZE MATTERS and Jason Chipman’s MISS AMITY [Mussel Ridge 46; 900-hp Scania].

Now, Winter Harbor runs some specialty races, one being Class P “Oh My God That’s a Big Boat, 44 feet and over.” The results were similar to Class N(B) with FIFTH GENERATION, first, followed by SIZE MATTERS and in third was 4 LADIES.

There was just one wooden boat entered in the wooden boat races, SARIANN I, and she won Wooden Boat B.

Another specialty race is the Lady Skipper’s Race and the racer must of a lobster license and work the boat they are racing. Favoured was GOLD DIGGER, but many were surprised to see MY TURN leading the way with GOLD DIGGER back a couple of boat lengths.

It was time for the battle of the gas boats in the Gasoline Free-for-All. BLACK DIAMOND would just edge out FOOLISH

The steamer NORTHERNER arrived in 16 days from Panama. This is the quickest trip that has ever been made.

The CAROLINA brings down the Oregon and California mails, \$770,124 in gold dust on freight, and 75 passengers; and the COLUMBUS brings \$500,000 in gold dust and 200 passengers.

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CONGRESS

House. - ...Mr. Ashman offered an amendment, which was agreed to, directing the Secretary of the Navy in all future contracts for the service, to give the preference, all things being equal, to articles of the growth, production and manufacture of the United States.

An amendment was made appropriating \$100,000 for a section of floating dry dock in California, to be contracted for. Other amendments of minor importance were agreed to, after which the committee rose.

The amendment for the abolition of

PLEASURE in a close race.

In the Diesel Free-for-All seven boats went to the line and no one was surprised to see MARIA’S NIGHTMARE II leading the way to the finish. Second went to LABELLA VITA and OBSESSION third.

In the final race of the day, Fastest Lobster Boat, MARIE’S NIGHTMARE II led the way with BLACK DIAMOND right on his stern. For some reason BLACK DIAMOND slowed and went off course not finishing giving second to LA BELLA VITA.

The races took more than four hours to run, which was not surprising under the circumstances. The awards for first and second were handed out, a number of prizes were drawn out of the hat, and the final drawing for the hull and deck was won by Kyle Look.

This concluded the 2024 lobster boat racing season and it was a good one. We had 745 racers participate this year compared to 567 last year. That is the best since 2019. The weather was good for most of the races and that does make a big difference. I am surprised that there are not more people that come out to compete. One of the arguments is that some of the traveling boats are turned up and they do not want to race against them. To me it is more about getting together with fishermen up and down the coast and have a good time. I am hoping that some will see just how much fun it is going to the different races and come out next year.

I am not anticipating any changes to the classes or rules, but there is one thing I would like to implement and that is offering early sign-ups. This was tried at Winter Harbor and seemed to work pretty well although there were several people who did not have the program they used. We could offer an early sign up at the Maine Fisherman’s Forum or at the first race of the season. Thar is just one thought.

Have no fear, I already have the 2025 calendar put together for next year and the computer is updated and ready. However, before that remember the Annual Meeting and Awards Banquet at Robinson’s Wharf on Southport Island on 19 October. For those planning to spend the night in Boothbay there is a special racers deal at the Tugboat Inn, just make sure you tell them you are a lobster boat racer. Also, please make sure you sign up with my office so I know how many are attending so the restaurant has a head count.

flogging in the Navy was concurred in – yeas 131, nays 29.

Nays – Alston, Andrews, Bayly, Bowden, Breck, Burt, Cabell of Florida, Elliott, Gilbert, Henry, Holliday, Houston, Hubbard, Jackson of Georgia, James G. King, John T. King, Lasere, McKissick, McQueen, Morehead, Nelson, Orr and Parker.

MARRIED

In this town, 19th last, by Rev. Mr. Ricker, Joseph McDonald and Mrs. Mary W. Powers, both of Belfast.

In Lincolnville, 22nd last, by J. D. Tasker, Esq. Mr. W. A. Heal and Miss Abby A. Thomas, all of Lincolnville.

In Thorndike, 19 instant, by Daniel Bryant, Esq., Charles Fowler, of Thorndike, to Miss Lydia A. Carpenter of South Bangor.

In Tremont, by the Rev. Dr. Blanchard, Rev. W. W. Wilten, pastor of the Baptist Church in Mount Desert and Tremont, to Miss Abigail S. Hodgdon of Tremont.

DIED

In Thorndike, 31 ultimo, Euphame Whitney, aged 17 years.

In Knox, August 24th Sally, wife of General Swett, aged 44 years and 7 months.

In Lincolnville, 18th instant, Edward Phipps, aged 3 years, 5 months, youngest child of Abel and Eliza Ann French.

In Dover, New Hampshire, 17 instant, of typhoid fever, John W. Brown, formally of this town.

In Westbrook, 21 instant, Mr. James Deering, aged 84 years, one of the wealthiest citizens of our state.

On board ship KOSSUTH on her passage from Hamburg to New York, July 23rd, in the English Channel, of cholera. Isaac P., son of Nelson Sprague, 20; Mark L. son of Capt. P. Morrison, 17 all of Phippsburg, Maine.

In San Francisco, July 15, Clara F. Barstow, wife of Capt. Benjamin P. Barstow, master of ship OSCEOLA, of Newcastle, 23.

SHIP NEWS

Port of Belfast

ARRIVED – 21st, L. BROOKS, Mayo, Lynn; CATHERINE, Ryder, do; TIPPECANOE, Brier, do; J. FREDERICK, Wheeler, Salem; F. ELLEN, Doar, do; 22nd, POTO-MAC, Salem; MELROSE, Moore, Philadelphia; ELIZABETH, Burgess, Boston; A. GALE, Pattershall, do; DIME, Gilmore, do; CAROLINE, Bradman, do; 23rd, W. STEVENS, Shute, Boston.

SAILED – 20th, D. BREED, Linnekin, Lynn; L. JANE, Holbrook, do; PEYTONA, Gilman, Boston; D. P. Bramhall, do; 24th, CITY POINT, Hart, Salem; A. Weld, Brier, do; CASPIAN, Matthews, do; SAVANNAH, Small, do; J. OTIS, Cunningham, fishing.

SEARSPORT – Sailed 20th, MAJESTIC, Smart, Neponset; LEVANT, Pace, Boston; SOUTHSORE, Towle, Scituate; 23rd, arrived L. BEAN, Boston; sailed S. A. SMITH, Havener, Bangor; 24th, CHAS. HEATH, Putnam, Bangor.

* * * * *

Arrived at Boston 20th, VERSAILLES, Havre; LUCRETIA, O’Brien, Lubec; FAME, Lord, Ellsworth, cleared J. WHITMAN, Thatcher, Wilmington, North Carolina; ALBATROSS, Cochran, Norfolk; M. D. Scull, Richmond, Virginia; arrived 21st, M. ANN, (of Jonesport,) Talbot, Newburyport; HYDRANGA, Jordan, Eastport; EDWIN, Robinson, do; FORESTER, Reed, Tremont; ACTIVE, Clark, Ellsworth; cleared CALIFORNIA, in Hichborn, Rio Janeiro; CAROLINE, Cook, San Juan, Cuba; L. COPELAND, Bartlett, Philadelphia; L. BEING, Noyes, Searsport; EAGLE,

NASHUA, SELAH, and CANTON for Philadelphia; arrived 22nd, FLORENCE (of Bath,) Woodard, Newcastle, England; M. H. KENDALL, Tollman, New Orleans; J. BIRD, Bird, do; MERRIMAC, Bangs, and GEN. JESSUP, Fisher, Philadelphia; E. DUDLEY, Hopkins, Baltimore; M. H. Crowell, do; CONDOVA, Nickerson, Philadelphia; PEARL, Harding; ERIE, Ryder; ALMIRA, Wall, and TIONESTA, Leland, do; WALDO, Burns, Rondout; I. ACHORN, New York; CORNELIA, Franklin, do; arrived 23rd, BERONDA, (of Newcastle) Morton; J. CROSBY, (of Bangor) Stowers; ALFARETTA, (of Harrington) White; AONIAN, Simmons; A. LAWRENCE, Crowell, MARIETTA, (of Eastport) Shackford; C. & MARY, Warren; J. LIND, (of Waldoboro), Comery; J. HINCKLEY, (of Blue Hill) Johnson; GLOBE, Nickerson; E. H. NASH, Small; VANDALIA, Strout; MOHAWK, Johnson; CONGRESS, Wass, and RICHMOND, Hupper, all from Philadelphia; CAMEO, Moore, New York; ZULETTE, Stanley, Blue Hill; JAMES, MANHATTAN, and EXAMPLE, from Bangor; cleared TRITON, Harriman, do; Arrived 24th, SOUTHER, Mayo, Charleston; NORTH AMERICA, (of Machias) Foster, Philadelphia; TYRONE, (of Ellsworth) Smith, Rondout; EDNA C., Kelly; SOUTHERNER, Studley, and ANN, Stevens, Philadelphia; VOLANT, Jordan, Ellsworth; HUDSON, Bangor; cleared ALPINE, Treat, Martinique; G. TURK, McClure, Searsport.

Arrived at Gloucester 18th, HENRIETTA, Calais for Providence; NORTH STAR, Boston, for Cherryfield; AMETHYST, do for Cranberry Isle; FAREWELL, do for Yarmouth, Nova Scotia – 19th, schooners SENATOR, Bangor, for Boston; H. D. LEIGHTON, Machias for New Haven; DARROL, East Machias for New York; SUPERB, Harrington for do; MILWAUKEE, Bangor for Providence; WARRINGTON, Sullivan for New York; DART, Bangor, for Weymouth; MILL CREEK, Boston for Surry; RELIANCE and RICHMOND from Mount Desert.

Arrived at Salem 21st, ST. LAWRENCE, Bangor, AMERICA, Treadwell, Philadelphia.

Arrived at Newport, 21st MARY FARROW, Warren, for Philadelphia; GEO. ENGS, Dorr for Warwick; 22nd, MOGUL, Bangor, for New York; BOSTON, from Calais for New Haven; KENDUSKEAG, do do; WARRENTON, Wooster, Sullivan for do; CATHERINE, Gandy for Calais.

Arrived at Providence 22nd, MILWAUKEE, Stowers, Bangor; WATCHMAN, Calais; sailed CATHERINE, Torrey, Deer Isle.

Arrived at New York 19th, SARDINIA, Pendleton, Liverpool; MAYFLOWER, Crabtree, London; PINTA, and S. GARDNER, Calais, S. ANN, do; MARY, from Machias, C. THOMAS, Thomas, for Virginia; cleared TONQUIN, Fickett, Matanzas and Cardenas, arrived 20th, MANSANILLA, Colcord, Dolory Island, Georgia; WOODWELL, (of Eastport) Shackford, Baltimore; arrived 21st, PRESTO, Ingalls, Machias; JENNY LIND, Coombs, North Haven; below, ship CAMDEN, from Charleston; arrived 23rd, B. CARVER, from Jacksonville and Norfolk; HAMLET, (of Rockland) Anguilla; J. B. LUNT, (of Belfast) from Florida, with captain and crew of wreck of MERIDIAN; below, KEDRON, (of Rockland) from Bordeaux; cleared 23rd, LILLIAS, Pendleton, Valparaiso.

Arrived at Philadelphia 18th, GEORGIANA, Gilchrist, Salem; CHINCHILLA, Haskell, Charleston; J. HOLT, Gott, Lubec; MARA, Cottrell, Salem; CARLANN, Flowers, Belfast; arrived 19th, ROUND

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POND, Lubec; LEBANON, Bangor; MAY-FLOWER, do; J. G. FAXON, Hall, Pictou; T. P. PERKINS, Gilkey, Salem; COM. TUCKER, Lubec; ENTERPRISE, and S. ANN, Calais; cleared J. D. PENNELL, Boston; Cleared 21st YANKEE BLADE, Heagan, do; arrived 23rd, REDDINGTON, from Calais; cleared CARLANN, for Boston.

At the Breakwater 32nd, bark S. DYER for Portland; brigs NORMAN, for St. Mary's, Georgia; TELOS, SHAKSPEARE, ISOLA, BENGUELA, KEOKA, GALENA, H. NEWELL, EDNA PRESCOTT, for Boston.

Arrived at Baltimore, 18th, ORLANDO, Richardson, Wilmington, North Carolina; MINERVA, McGilvery, Fall River; arrived 21st, DELMOT LOCKE, Ginn, Boston; MATANZAS, Stover, Portland.

Arrived at Norfolk, 17th, CEYLON, York, Camden; EUROTUS, Trifethen, Portsmouth; SARAH FRANCES, Thomas-ton.

Arrived at Savannah 14th, J. A. LANCASTER, Moore, New York; PHILURA, Thatcher, do; FLORA, Cole, Boston.

Arrived at Wilmington, North Carolina, 15th, SUSAN LUDWIG, Steele, (in distress,) for New York; arrived 18th, ROSCOE, McCrillis, Newburyport; cleared 19th, AT-TACHAPAS, Sartelle, Philadelphia; cleared DRUID, Denning, West Indies.

Arrived at Charleston, 17th, AVOLA, Kendrick, Boston, 8 days.

At Jacksonville, (no date,) COM-MERCE, Greenlaw, from and for Boston.

Arrived at Mobile 18, GOV. ANDERSON, Sawyer, Key West; arrived 19th WE-TUMPHA, Fowler, New York.

Arrived at New Orleans 13th, JONA CILLEY, Washburn, Rockland.

Arrived at San Francisco, from the 1st to the 15th of August, ship CATHARINE, from Portland; bark J. FISK, St. George; brig J. KENDALL, Boothbay; schooner MARY REED, Belfast.

Arrived at Wilmington 38th, brig MON-ROE, Deer Isle. Cleared, brig BAGANZA, Boston; CANOVA, do, NORFOLK, St. Domingo; schooners ALEXANDRIA, Port-land.

Sailed from Alexandria 29th, FOSTER, Boston.

Arrived at Dighton 16th, RIALTO, Col-son, Bangor; sailed 21st WM. STEVENS, Shute, Bangor.

Foreign Ports

At Panama 6, H. B. FISKE, for sale.

Arrived at Havana 4th instant, AN-NAWAN, Almy, Newport, Rhode Island; MACHIGONNE, Chamberlain, Sagua; arrived 6th, DILIGENCE, Portland; N. W. BRIDGE, Collins, Machias; arrived 16th, N. BLAKE, and F. ELLEN, Portland.

Sailed from Rio Janeiro July 13th, CHI-NA, Frost, for San Francisco.

At Kingston, Jamaica, 13th instant, MAINE, White, unc.; MATINIC, Kellar, from New York, do; PANAHO, Sheldon, from Eastport.

Arrived at Port Spain, Trinidad, 23rd ultimo, LELLEA, Larkin, Wilmington, Delaware.

Spoken – August 7, no latitude &c. (by whaling schooner WALTER IRVING at Provincetown,) schooner TARONTO, Brewster, from Bucksport, (July 13) for California.

Schooner FLORENCE, (of Lincoln-ville,) was seen off Beaver Tail light 31st, bound for eastern port.

Schooner ALHAMBRA, Bullock, from Rockland for New York, in the gale of 16th, sprung a leak and took fire at the east side of Nantucket. After cutting away her masts, she burnt up. The crew were taken off by the schooner HIRAM, Elliot, of Calais.

Brig GRAND TURK, Porter, at Provi-dence from Bangor, reports that on Tuesday morn touched on east end of Hedge Fence, (sandy bottom) after discharging a portion of deck load came off without any damage whatever.

Brig WORONOCO, Michener, of Lu-bec, from Aux Cayes, went ashore on the Hog Sties, 13th ultimo. The cargo of coffee and about 20 tons logwood was saved. The WORONOCO was owned by S. Horton of Lubec.

Brig OCILLA, from St. Mark's for New York, was dismasted in the late gale and put into Apalachicola.

Schooner PACIFIC, Yates, of Bristol, from Pictou for Wareham, run aground on the East Chop, Saturday night last, came off next day without damage.

Schooner OREGON, of Tremont, from Philadelphia, via Boston, put into Tremont recently, having been dismasted and re-ceived other damage at sea.

Fishing schooner SARAH & MARY, J Burgess master, owned by S. S. Lewis, of this town, was run down by a brig 15 miles south of Cape Elizabeth, on Thursday night of last week. The SARAH & MARY went down immediately after the contact, and John Darkies (colored) was lost. The others

save themselves by the boats. The SARAH & MARY was a new vessel about 24 tons, and insured for \$400 in the office in this place.

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The Journal of a Passenger of the Cali-fornia Packet

Valparaiso, June 19th, 5 o'clock PM.

We have just thrown our anchor from the bow in this harbor. The little brig REIN-DEER came in today also. She left Rio three days before we did. Her passengers and crew are all well and she has met with no disaster so far. There are about 100 sail of vessels in this port, and quite a number of American vessels here, and among them the sloop of war VANDALIA, Capt. Gardner. Her B. M. Ship ASIA, of 84 guns is here, and also some other vessels belonging to the British navy.

June 20th, – This is the English, “corona-tion day,” and the English naval vessels are making a great display of flags and ensigns and firing of cannon.

The city of Valparaiso presents but few attractions to the eye of the spectator as he enters the harbor. All the commercial or business part of the city is situated on a flat, level basement of the high hills around it, and being but little above “high water mark,” it is not much seen on approaching it from the sea. The harbor is of a semicircular form, with its wide mouth open to the sea, and is very much exposed to the northerly and northwesterly winds. The city commences upon the starboard hand as you enter the harbor, and extends something more than halfway around it, forming ¼ of a circle, and is probably from three and a half to four miles in extent. The population of the city is now about fifty thousand, having increased rapidly within a few years past. The native Chileans are but little above our North American Indians as I appreciate them, though there are very many active busi-nessmen in this place, Americans, English and French, and it is a place of much im-portance in a commercial point of view. On approaching the coast here, nothing is seen but “mountains piled on mountains to the skies.” Overlooking the mountains and hills on the coast, you see afar off, the long-range of the Andes, who summits are piercing the clouds. They run in a north and south direc-tion as far as the eye can reach, and appear as though they were nearly destitute of trees or shrubs, being white as a snowbank, with here and there a dark spot, appearing like a small growth of trees or shrubs obscuring

the snow. But their distance being about 100 miles from the coast, it is difficult to tell much with certainty concerning them. In my mind the Andes have always been associated with fire and smoke, and lava, and earthquakes, and desolation; but when brought within the reach of my vision, they appear as quiet and harmless as the snow clad hills of my native New England, not a glimmer of light nor smoke, even, to be seen issuing from them. Notwithstanding the “eternal snow,” of these “eternal hills,” the intermediate country between them and the coast is one of great fertility and salubirty of climate. I suppose that there is no climate in the world more agreeable than that of Chile. The month of June here, corresponds with that of December in Maine, that is, they have the sun farthest from them, this shortest days and their coldest weather, yet the weather is as mild and pleasant here now, as I ever saw it in September in Maine, excepting this is the “rainy season” here, and there is more rainy weather than we generally have in September in Maine. But not a particle of snow falls nor even a frost here. The graz-ing is even better than the drier parts of the season, and the peach trees in the gardens and most other ornamental trees and shrubs are now covered with thick foliage, and the birds have not forsaken their bowers. Around the city, so far as one can see, not a tree of any description is to be seen; except such as are cultivated in gardens, and they are not plenty. But the land which environ the city are composed of high precipitous and barren hills, with deep gulches between them, precluding the possibility of seeing far into the country. It is said however, that timber abounds in the interior, and that after traveling some eight or ten miles from here, you enter upon a perfect plain, one of the prettiest and best countries in the world, and extends to Santiago, the capital, a distance of thirty leagues. In company with two of my Waldo friends I strolled out upon the Santiago road a few miles, which leads from the south part of the city. This road has been constructed at considerable expense, being of a zigzag direction, or in other words like a “Virginia fence,” in order to overcome or ascend the hills before spoken of. It is so crooked that if four miles could be pulled out into a straight line, it would probably reach ten. While on the road I became convinced of the natural productiveness of this coun-try, by observing trains of mules and horses and ox teams as they came in, knowing as I did, that the interior was inhabited by a half savage, half Spanish and half civilized race. Most of the transportation from the interior is upon the back of mules and horses, though considerable is done by ox teams. During my excursion upon the Santiago road a few hours, I counted a number of trains of mules of fifty each, several ox teams of six and eight oxen, and a large number of pack horses, large droves of hogs and sheep and turkeys. The market is well supplied with meats and vegetables of various kinds. Apples, pears, oranges, lemons, figs and a number of kinds of fruit which I never saw before, all at reasonable prices. Potatoes are good and worth about seventy five cents per bushel. I will put this place against the world for onions, cabbages and radishes, and particularly the latter. I measured one in the market, which was twenty inches long, four inches through the largest part, and almost of uniform bigness from and to end. Apples are plenty, and of good quality. They sell large ones in the market for a cent apiece, better ones than I could buy in Boston when I left there, for two cents. Nuts of different kinds are plenty and cheap, particularly the English walnut. Fresh grapes are plenty and very delicious. The banana is also in the

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

market and of good quality, but not so cheap as at Rio. In fine, with a little change, one will not be at a loss to find something in the fruit line to suit his taste.

The meat market will not compare very favorably with that of Boston or many other places, but this is no fault of the country. No pains are taken to fattened animals; but they are all slaughtered for the market “just as they run.” Beef, though it looks rather lean, is certainly the sweetest and most tender of any that I ever saw and the same may be said of the beef of Rio. It is retailed in market, I think, from four to six cents per pound. Butter and cheese seem to be quite plenty and of middling quality, but I have not inquired the price. Molasses is worth at wholesale from fifty to sixty cents per gallon. Sugars are also high. Tea and coffee about the same as in the United States.

The next morning after our arrival we all, or nearly all, went on shore. The morning was cloudy and portended a storm. The wind soon sprung up, and blew directly into the harbor, and kicked up such a sea that we were not able to get on board until the latter part of next day, during which time much rain fell and the gale gave the shipping some trouble in the harbor. I, with some of my Waldo companions, took lodgings at the “Hotels de France.” Finding that we could strike the best bargain to board by the day, we agreed for a day’s board, and as we had been deprived of fresh provisions for a long time the way we tucked up our sleeves and walked into the beef steak, and the potatoes, and the eggs, and the hot coffee, *with cream and sugar*, and the other good things, was a caution to epicures. Our Frenchman was very polite and attentive and we enjoyed our situation extremely well, excepting that we could not speak the French language, and they had but little knowledge of the English. While on shore I took occasion to visit our consul at this port, Mr. Potter, of Maryland, the man what flogged the *Britisher* at Callao. Mr. Potter, appears to be a man of considerable nerve, and by the way, a smart active man. He is polite and sociable, and converses very freely, and is a real money catcher and determined to make the most of his office. The American captains and sailors are complaining about him, saying that he shares them the worst kind, and I should judge from his appearance that he was one of that sort of men. It is not so with Mr. Kent at Rio. Everybody likes him, because he uses everybody well, being very kind and obliging. Mr. Potter informed me that the consulate at Rio Janeiro was the very best office within the gift of the President and that Mr. Kent was actually making from thirty five to forty thousand dollars a year. The Consulate at this place, he says far exceeds his expectations, and gave me to understand that it was worth from eight to ten thousand dollars a year. I inquired of him what the facilities were for sending letters from here to the United States, and he informed me that they must be sent through him; that he had made arrangements by which he could transmit them directly to New York, for fifty cents for a single letter, (half ounce). This seemed to me to be wrong, for the United States ought to provide some cheaper way for its citizens to transmit letters from here to the States. Being rather dissatisfied with this arrangement, I went to the post office here, and inquired if letters could be sent there to the United States, and was informed that they could not; that they must be sent through the American Consul. I still thought there was no good reason why the Consul should monopolize the sending of all letters to the United States, and at just such rate of postage as he pleases to establish.

There are many things here quite novel

and amusing to a yankee. For the gratification of our teamsters at home, I will here describe the ox teams as they come from the country. They consist, generally of six and eight oxen upon a car. The wheels of the cart are very large and clumsy and of very great weight. The body is made of a network of withes, after the form of a crockery-crate, open in front and covered over the top with green hide. The yoke of the oxen is perfectly straight, excepting it is hollowed out a little where it lays upon their necks, and is seven feet and upwards in length. They have no bows but lash the yoke solid to the horns with straps of green hide, and also confine the end of the tongue to the yoke with a green hide strap. The chains by which the oxen draws consists of ropes also of green hide. The teamster travels upon either side of his team, as suits his convenience, with a goad stick from ten to fourteen feet in length, with a green hide string. To gratify my curiosity I measured one of their goad-sticks and found it to be fourteen feet long and about an inch and a quarter through. So much for a Chilean ox team.

4 October
Page 2.

Will be launched from the yard of George Dunham & Co., at Frankfort, October 5th, a ship called the DANIEL SHARP. Her length 133 feet, breadth 27 feet 6 inches, her depth 19 feet 6 inches, and measures 514 tons. For beauty of model, excellence of materials and workmanship, she will compare favorably with any ship of her class built east of the Rocky Mountains. She is owned by Messrs. Gregerson & Sumner of Boston, Messrs. James Arey & Son, of Frankfort, and J. W. Arey of Chelsea, who will command her. — *Bangor Whig*.

Page 3.

Collector’s Confirmed. — The U. S. Senate has confirmed the following appointments for the collectors of the customs in this state:

William C. Hammatt, Bangor District
David Bronson, Bath District
Maurice C. Blake, Belfast District
Luther Jewett, Portland District
Charles Peters, Ellsworth District
--- Smith, Machias District
Daniel Kilby, Passamaquoddy District

Naval. Orders have been received at the Navy Yard at Gosport to fit out for sea the U. S. frigate COLUMBIA, which returned to that port in 1848 from a cruise on the Brazil station.

Probably she will be ordered to the Gulf, on accou’s nt of the squall seen in that direction of Cuba.

Drowned. — On the night of the 8th ultimo, off Cutler, five men, who were driving for herring, ran their boat onto a sunken ledge, a heavy sea running at the time capsized her, and four of them were drowned. One succeeded in clinging to the gunwale of the boat until she drifted near the shore, when he there caught hold of the rock weed and saved himself, though very much exhausted.

The names of those drowned were Henry Allmore and his son, Leonard Cook, --- Almore. --- Bradford Almore saved.

The Next News from California. — We learn that the steamer NORTHERNER was not to stop long at San Francisco, but would leave for Panama some five or six days before the regular steamer. If so, we may have ten days later news, at any moment, by the

EMPIRE CITY, which vessel would leave Chagres at about the time the NORTHERNER was due.

LATEST NEWS FROM EUROPE

The steamship arrived at New York on Friday morning, from Liverpool, September 14, with 79 passengers, and three days later news. On the 15th, at 8 PM passed steamship EUROPA, off Dunganaugh Coast, Ireland.

Among the NIAGARA’s passengers were Mr. Prescott and son, and Mr. G. T. Curtis of Boston.

The new steamship AFRICA was to leave Liverpool on the 24th for New York.

Accident to Steamer PACIFIC and Loss of Life. — In backing out of her pier at New York on Saturday to start for Liverpool, she was pushed about by wind and tide, and the after part of the guard and wheelhouse caught the long shed building on the wharf, about fifty feet of the end of which was thrown down upon several hundreds of people standing on the wharf. James S Wilson, a brother of the deputy clerk of the common council, was killed; Dr. Beach had his leg broken; H. Jones, of the police, had his head cut open, and John Lasala was severely wounded. A number were pushed off into the water, and into a canal boat lying there, by which many lives were doubtlessly saved. The steamer was detained till 8 o’clock in the evening for repairs. — *Post*.

MARRIED

In New York city, William A. Wales to Miss Esther G. Howe, both of Waterville.

In Prospect, 25th ultimo, by N. G. Hichborn, Esq., Mr. Zelotes York, of Orland, to Miss Catherine R. Bowden, of Prospect.

In Lincolnville, by C. C. Shepherd, Esq., Mr. Charles H. Sylvester, to Miss Eleanor Cook, of Searsmont.

In Prospect, 25th ultimo, by Luther Mudgett, Esq., Captain Nicholas P. Berry to Miss Abigail H. Genn.

DIED

In Monticello, September 5th, Melanethon, only son of Elder Charles P. and Lydia Pitcher, aged 2 years.

In this dispensation of God’s providence, these parents have been called to experience the deepest grief that the hearts of parents can feel. The little one that has been taken from them was so lovely, so innocent, and so intelligent beyond his years, that it has left a vacancy in the family circle which naught can fill. An object of their warmest affections has been suddenly removed from their embrace, to rest in the arms of one whose love is stronger and more enduring than a mother’s love. To Him we may confide our children. For through faith, we see Jesus in glory, receiving little children to his arms, and saying, “Suffer them to come unto me, and forbid them not, for of such is the kingdom of Heaven.” But though their little Melanethon is gone, they have a solace in their woes. They feel that the hand of a Father guides all things will well, and that the blossom that here opened and cast forth its fragrance so sweetly, is only transplanted to fairer climes to bloom forever in the paradise of God.


In Galena, Illinois, August 18th, of cholera, Mr. Robert McGilvery, aged 37 years.

Mr. McGilvery was a native of Prospect, Maine, which place he left for the “Far West” some 14 years since. There, his charistic industry and frugality have earned him a competence for life. But unexpectedly he was snatched from life, leaving a wife and child to mourn his sudden death.



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