

# Maine Coastal News

Volume 38 Issue 6

June 2025

FREE

## Atlantic States Marine Fisheries Commission's Spring Meeting



This is a view of New Harbor in April.

### AMERICAN LOBSTER MANAGEMENT BOARD American Lobster Board Approves Addendum XXXII to Repeal Addendum XXVII Gauge and Escape Vent Mea- sures

The Commission's American Lobster Management Board approved Addendum XXXII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Addendum repeals all gauge and escape vent size measures from Addendum XXVII. Measures related to the v-notch possession definition and the issuance of trap tags are maintained.

In October 2023, under Addendum XXVII a series of changes to the current gauge and escape vent sizes in Lobster Conservation Management Areas (LCMAs) 1 (Gulf of Maine), 3 (federal waters), and Outer Cape Cod was triggered based on observed declines in recruit abundance indices. The Board postponed the implementation of Addendum XXVII to January 1, 2025 to allow the Gulf of Maine states the opportunity to coordinate with Canada regarding possible trade implications and give the industry and gauge makers additional time to prepare for these changes. In October 2024, the Board further delayed implementation of the gauge and vent size measures, and v-notch possession definition of Addendum XXVII to July 1, 2025.

Addendum XXXII responds to industry concerns about the potential economic impacts of an increase to the minimum gauge size in the Gulf of Maine. By repealing the gauge and vent size measures, the Gulf of Maine states will have the opportunity to engage with the lobster industry, including the Area 1 Lobster Conservation Management Area Team, to identify alternative conservation measures to protect the Gulf of Maine/Georges Bank stock. Maine and New Hampshire reported to the Board that they have already begun convening stakeholder meetings to discuss the state of the fishery and potential management approaches.

Addendum XXXII will be available on the Commission website, [asmfc.org](http://asmfc.org), on the American lobster webpage by next week. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

#### Meeting Summary

In addition to approving Addendum XXXII, the Board received updates from Maine and New Hampshire on recent meetings with the Gulf of Maine lobster industry, a report from the Lobster Conservation Management Team (LCMT) for Area 3, an update from NOAA Fisheries on the Joint New England and Mid- Atlantic Fishery Management Council Alternative Gear

Marking Amendment, and an update on the ongoing benchmark stock assessment for lobster.

As requested by the Board, Maine and New Hampshire reported out on their meetings with the lobster industry on potential management approaches for the Gulf of Maine. Maine Department of Marine Resources (DMR) has held one round of meetings with its Lobster Advisory Council and seven Zone Councils. Maine DMR is planning to hold an additional round of meetings and is considering conducting an industry survey to better understand perceptions of the fishery and the resource. New Hampshire has planned meetings with commercial industry associations in the near term to begin discussing alternative management options.

The Board received an update on the development of a Joint Framework Adjustment initiated by the New England and Mid-Atlantic Councils that would provide alternative surface-marking provisions for fixed-gear fisheries in the Greater Atlantic Region. This is being considered to allow the use of fixed gear without a persistent buoy line such as on-demand trap gear, which has been identified as a possible approach for reducing entanglement risk for large whales. The Board noted input from the states' lobster industries should be considered before the action is finalized to ensure compatible gear-marking regulations in state and federal

waters. Final action is planned for later this year.

The Stock Assessment Subcommittee (SAS) Chair updated the Board on progress on the benchmark stock assessment for lobster. The final assessment workshop was held in February and the SAS has continued to meet via webinar to finalize data and complete base model runs and preliminary projections. The Peer Review Workshop is planned for late August or early September, and the Board will consider the Assessment and Peer Review Reports in October.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

#### Motions

Postponed Main Motion from Winter Meeting: Move to add an item to option B in the addendum that says that Maine, New Hampshire, and Massachusetts will provide for the Board by the Winter 2026 Meeting consensus positions to be the basis of future addendum actions affecting the biological productivity of the GOM lobster fishery. Motion made by Mr. Hasbrouck and seconded by Mr. Kaelin. Motion fails.


Postponed Substitute Motion from Winter Meeting: Move to substitute with "Move to add an item to option B in the draft addendum that says that Maine, New

Continued on Page 12

## C o n t e n t s


|                                  |   |                                |     |                          |       |
|----------------------------------|---|--------------------------------|-----|--------------------------|-------|
| Publisher's Note                 | 4 | <u>Commercial Fishing News</u> |     | <u>Maritime History</u>  |       |
| Calendar of Events               | 4 | Who Do We Blame?               | 10  | Republican Journal -1850 | 25+   |
| Swordfishing with Russell Cleary | 5 | Maine DMR News                 | 10  | Classified Ads           | 28-29 |
| Passed Over the Bar              | 7 | Directors Report, DELA         | 11  |                          |       |
| U. S. Coast Guard News           | 8 | Commercial Fishing News        | 13+ |                          |       |
| U. S. Navy News                  | 9 | Boat Yard News                 | 14+ |                          |       |






# SCANIA

FEEL THE POWER


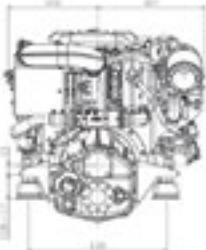



US TIER III COMPLIANT



## 6LF Series

|                           |  |
|---------------------------|--|
| HORSE POWER/RATING        | 485/530/550                                      |
| RATED SPEED               | 3000RPM  |
| DISPLACEMENT              | 6.728L   |
| NO. OF CYLINDERS          | 6  |
| CONFIGURATION             | IN LINE, 4 STROKE                                |
| CONTROLS                  | ELECTRONIC VC20                                  |
| EMMISSIONS (EPA TIER 2)   | RECREATIONAL: 485/530/550<br>COMMERCIAL: 485/530 |
| WEIGHT (DRY WITHOUT GEAR) | 1720 lbs   |



Mack Boring & Parts Co. is honored and proud to represent the Maine marine community as a Platinum Sponsor for the Maine Fishermen's Forum. Contacts are listed below for all Scania and Yanmar inquiries.

Rick Nardone  
rnardone@mackboring.com  
508 964-9579

# MACK

BORING & PARTS CO.

Zac Poland  
zpoland@mackboring.com  
207 350-5824

# PowerProducts™

“THE POWER SOURCE”

a W. W. Williams Company

Complete engine packages for new builds and repowers



## V O L V O P E N T A

Portland, ME      Wakefield, MA      Cranston, RI

Drew Weaver | (978) 821-9826 | dweaver@powerprodsys.com



# Smithwick & Mariners Insurance

## Marine Insurance



1-800-370-1883 (207) 781-5553  
www.smithwick-ins.com  
366 US Route 1, Falmouth, Maine 04105

# EXPERIENCE BILLINGS...

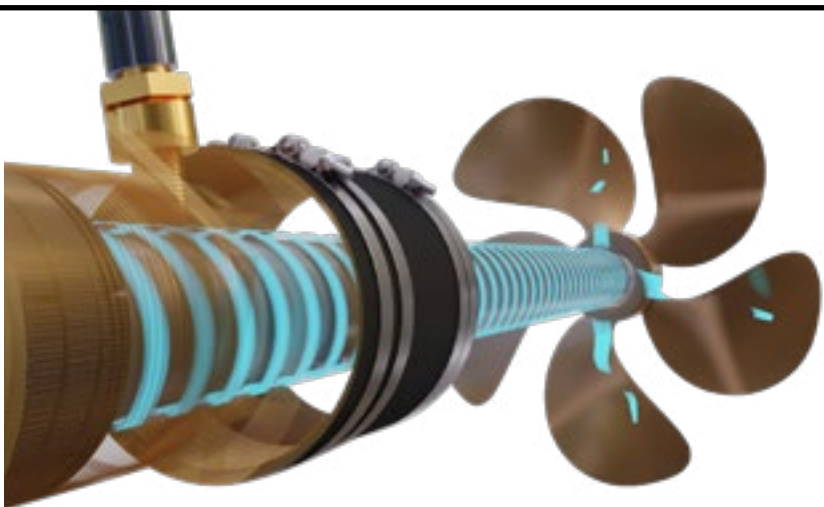
The full-service yard that does it all with expert craftsmen and technicians



- Complete machine shop facility • Authorized sales and service with factory trained technicians (Detroit Diesel, Volvo Penta, Caterpillar, Cummins, Yanmar, Ford, Westerbeke, Lister, Twin Disc, ZF, Borg Warner) • Complete Welding and fabricating shop • Expert painting, Awlgrip and varnish • Full woodworking facility • Fiberglass • Fully stocked marine store • Heated undercover railway and paint booth • 35 & 82 ton Travelifts.

## Billings Diesel & Marine Service

P.O. Box 67, Stonington, Maine 04681  
(207) 367-2328 • (207) 367-6559 nights & holidays  
office@billingsmarine.com • www.billingsmarine.com • We monitor channel 16



# HEAVY DUTY MARINE HARDWARE

## FOR DOWNEAST STYLE BOATS

- Aqualoy™ 22 Propeller Shafts
- Self-aligning Shaft Seals
- Rudder Ports (Gland Style)
- Rudder Stuffing Boxes
- Traditional Stuffing Boxes
- Stern Bearing Housings
- Intermediate Shaft Bearings
- Split and Tapered Couplings
- Custom Shaft Tubes
- Bronze Tiller Arms
- Bronze Deck Plates
- Piranha Dual Line Cutters
- Zinc Mounting Plates
- Rudder Step/Skeg Bearings



(207) 422-6532  
www.retmarine.com

# CERTIFIED MARINE TRANSPORT

CALL: 508-478-0200



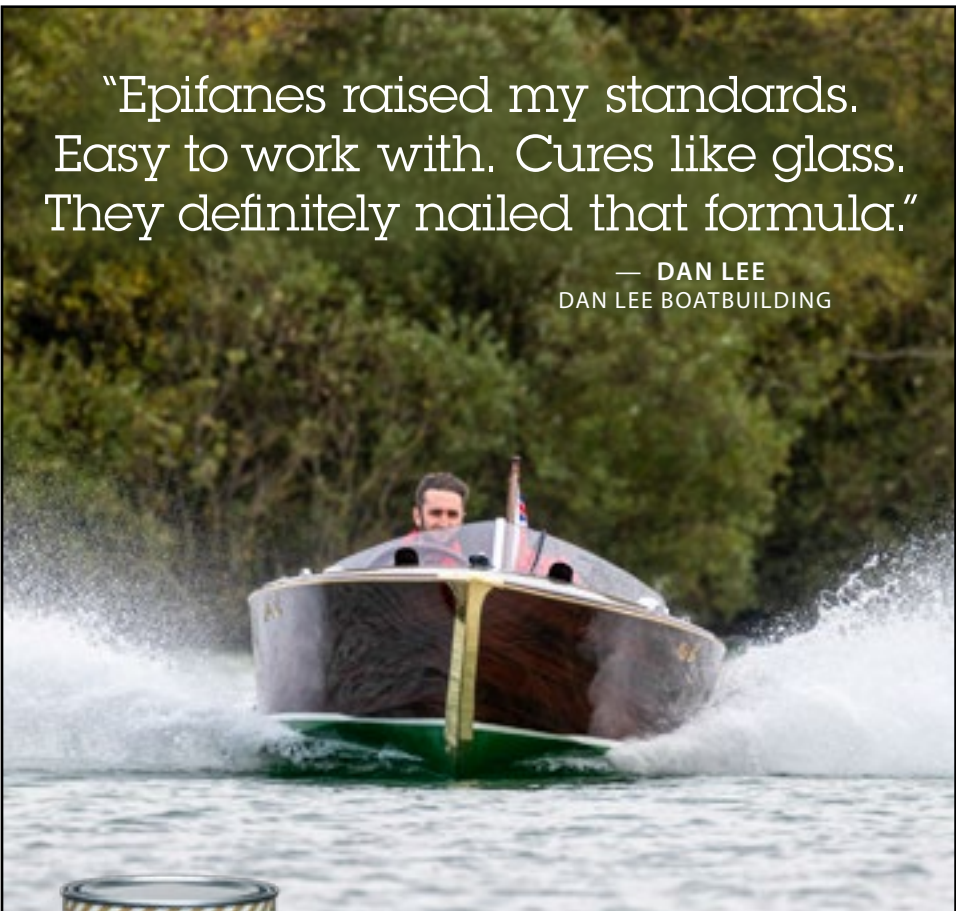
Check us out  
on Facebook!



www.certifiedmarinetransport.com

"Epifanes raised my standards.  
Easy to work with. Cures like glass.  
They definitely nailed that formula."

— DAN LEE  
DAN LEE BOATBUILDING



"Predictability. That's a big factor. I know what Epifanes is going to deliver every time I use it. It applies nicely. It flows up beautifully. You've got quite a long working time, but then it also dries quickly to a glassy finish. There's nothing else like it,

really, and that makes it easier for less experienced applicators, too. It is the user-friendly varnish."

**EPIFANES**  
Yacht Coatings

Get Dan's top three varnishing tips at [epifanes.com/newsletters](http://epifanes.com/newsletters).

1-800-269-0961 | [www.epifanes.com](http://www.epifanes.com)

FOLLOW US   

# ROYAL RIVER BOAT

A full service boatyard



**FIBERGLASS**  
Core Repairs  
Awlgrip Coatings  
Gelcoat Refinishing  
Keel Repairs  
Blister Repairs

**WOOD**  
All Major Repairs  
Cabinetry/Joinery  
Paint Stripping  
Re-Fastening  
Restoration

- 55 Ton & New 75 Ton Travel Lifts
- Marina
- Sail Loft
- Awlgrip & Fiberglass
- Engine & Electrical
- Outboard & Stern Drives
- BOAT HAUL-OUT & STORAGE
- MECHANICAL SERVICES
- ValvTect GAS & DIESEL
- AUXILIARY SYSTEMS
- FUEL-GAS-DIESEL
- DOCK SERVICES
- SUPPLIES



We are located two miles from Exit 17 off Interstate 95  
307 Bayview St., Yarmouth, Maine 04096  
www.royalriverboat.com Fax: 207-846-6571  
Email: [forinfo@royalriverboat.com](mailto:forinfo@royalriverboat.com)

Phone: 207-846-9577



This incident ended well, but it could easily have gone sour. Without the painters and their ladder, how would you get a heavy person out of the water? I remembered an

**Continued on Page 6**

|  |  |  |   |
|--|--|--|---|
| <b><u>On-going Exhibits</u></b><br><b><u>Penobscot Marine Museum</u></b><br>SARDINELAND<br>Evolution of the Maine Lobster Boat<br>Jim Steele Peapod Shop<br>Art of the Sea<br>At Hone, At Sea, Stories<br>Working the Bay<br>Gone Fishing<br>Searsport<br>Info: penobscotmarinemuseum.org/     | <b><u>Mystic Seaport Museum</u></b><br>The Art of the Boat<br>Entwined: Freedom, Sovereignty and the Sea<br>The Sea Connects Us<br>Mystic, CT<br>Info: mysticseaport.org   | 12-13<br>PYC Pilot Retta<br>Portland Yacht Club<br>Falmouth  | 8-10<br>Maine Boats Homes & Harbors’<br>Boat Show<br>Rockland<br>Info: maineboats.com/boatshow  |
| <b><u>Maine Maritime Museum</u></b><br>Re-Sounding<br>Upon That Isle in Maine<br>Upta Camp<br>Historic Watercraft Collection<br>Watercraft Restoration<br>Lobster & the Maine Coast<br>Bath<br>Info: mainemaritimemuseum.org   | <b><u>2025</u></b><br><b>JUNE</b><br>14 Boothbay Lobster Boat Races<br>Boothbay Harbor<br>Info: Ashlee Lowery (207) 808-9230<br><br>14 Centreboard Regatta<br>Centreboard Yacht Club<br>South Portland<br><br>15 Rockland Lobster Boat Races<br>Rockland Harbor @ Breakwater<br>Rockland<br>Info: Nick O’Hara (207) 542-4348<br>Mike Mayo (207) 542-1879 | 13 Round Southport Race<br>Southport Yacht Club<br>Southport Island<br><br>13 Stonington Lobster Boat Races<br>Town Dock<br>Stonington<br>Info: Jeff Eaton, (207) 598-0488<br><br>19-20 Boothbay Regatta & Classic<br>Challenge<br>Boothbay Harbor Yacht Club<br>Boothbay Harbor<br><br>20 Friendship Lobster Boat Races<br>Town Dock<br>Friendship<br>Info: Heidi Thibodeau (207) 701-9194<br><br>24-26 Camden Classic Cups<br>Camden Yacht Club<br>Camden<br><br>27 Harpswell Lobster Boat Races<br>Harpswell<br>Info: Amanda Peacock (207) 756-3104<br>Kristina York (207) 449-7571 | 9 Winter Harbor Lobster Boat Races<br>Town Dock<br>Winter Harbor<br>Info: Chris Byers, (207) 963-7139<br><br>10 Merritt Brackett Lobster Boat Races<br>Pemaquid Co-op<br>Pemaquid<br>Info: Sheila McLain (207) 677-2100<br><br>16 Long Island Lobster Boat Races<br>Ferry Dock<br>Long Island<br>Info: Lisa Kimball (207) 332-3968<br>Amy Tierney (207) 317-1576<br><br>17 Portland Lobster Boat Races<br>Portland<br>Info: Katie Werner (207) 807-1832 |
| <b><u>Cape Ann Museum</u></b><br>Breath of Life: C. B. Fisk, Pipe Organs<br>Feathered Friends & Facing Back, Facing Forward<br>Down to the Sea, Photos of Ernest L. Blatchford<br>Hammers on Stone, Cape Ann Granite Industry<br>Contemporary Art<br>Gloucester, MA<br>Info: capeannmuseum.org | <b>JULY</b><br>21 Harrasekett Regatta<br>Harraseket Yacht Club<br>South Freeport<br><br>29 Bass Harbor Lobster Boat Races<br>Bass Harbor<br>Info: Colyn Rich (207) 479-7288<br>Elean Mitchell (207) 266-6968   | <b>AUGUST</b><br>1-3 Monhegan Island Race<br>Portland Yacht Club<br>Falmouth   | <b>SEPTEMBER</b><br>6 Round Islesboro Race<br><br>11-14 Newport International Boat Show<br>Newport, RI<br>www.newportboatshow.com   |
| <b><u>New Bedford Whaling Museum</u></b><br>Up from the Depths<br>Entangled in the Lines, Figuring Moby Dick<br>New Bedford in the 1800s<br>New Bedford, MA<br>Info: (508) 997-0046  |  |  | <b>OCTOBER</b><br>18 Annual Meeting & Awards Banquet<br>Robinson’s Wharf<br>Southport Island  |

# TALKING SWORDFISHING WITH RUSSELL CLEARY

PEPPERELL, MA – For years, I had correspondence with Russell Cleary of Pepperell, Massachusetts, asking all sorts of questions about sportfishing boats. I knew from his interest that at some point it would be good to get together, but that did not happen until the end of April. After our discussion about sword and tuna fishing and the boats that they used, I left knowing that I should have got together years ago. I especially wanted to read a copy of the book he just released, “On the Fish, The Harpoon Swordfishing Vessels of the New England Fleet, 1850-1975.” Just thumbing through it, this is an impressive book.

Russell began by saying, “I was born in Boston and grew up in Concord, Massachusetts. What does a Concord guy have to do with the ocean, right? My father came from Gloucester, Massachusetts, Lanesville. Although my family was not heavily involved in fishing, I did have an uncle and a godfather whose brother-in-law was the highline halibut killer out of Gloucester. His vessel was the KATHERINE, which was a Thomas McManus designed schooner. My father’s family was more involved in the granite trade. My grandfather was a stone cutter. He eventually had his own monuments business, but he never made a lot of money. My father graduated from Gloucester High School in 1934 taking a general course of study, not a college preparatory course of study. He was tuna fishing, but as far as steady work, I know he was an ice man for a while. I think that is how he met my mother. In the midst of all of this he got a hankering to be a dentist. He took the train from Gloucester into Tufts and talked with the dean of the dental school. The dean said, ‘If you are interested in the dental school you have got to start as an undergraduate in the four-year college first. However, you are going to have to go back to high school and repeat your senior year.’ So, he went back to high school. My father, since he lived in this fishing village, Lane’s Cove, he tuna fished as a teenager. He fished with Dr. Frederick Brooks Breed. He developed the electric harpoon for tuna and swordfish, although they didn’t have it calibrated properly for swordfish at the time. It would jelly the fish, and it would ruin the flesh, sometimes all of it, sometimes just a section along the backbone. It worked great for tuna. Dr. Breed later owned the JAGUAR, which was first a 38-foot tuna boat and then a 63-foot schooner. My father was in the U. S. Army Dental Corp during the War, and he was looking to set up his own dental practice. I believe my mother, who grew up in Belmont, Massachusetts, had some friends who lived in Concord, and I guess that led them to move to Concord where he established

his dental practice. As a child, I would go to Gloucester on weekends, holidays, and summertime. My father, by 1954, had his first boat that the family could cruise and chase tuna with. We cruised in that boat in ‘54, we cruised to Chebeague Island where my mother had summered as a child. I was four years old, but I have a recollection of being at the stone wharf and also at a place called Sunnyside on the western end of the island where the family summered. I think the tuna kind of disappeared from inshore waters at one point in the late 50s, that was my father’s perception anyway. He sold our first boat, which was a 28-foot Huntform. You call Hunt Associates today and you ask them about the Huntform, they won’t acknowledge it. They want to make it sound like the Hunt design originated with the MOPIE, the deep-V carried all the way aft, but the Huntform was flat aft. There was another Huntform about 37-38 foot, and one called the EARLY TIMES used to fish for tuna out of Newburyport.”

We then got into a discussion on the bass boats of Southern New England. Russell explained, “I think he was inspired when he went to Cuttyhunk and he fished with Bob Tilton, who’s boat was named NOT ME. One of the most popular boats was the McKenzie. Eldridge McInnes is what people call a Brownell today. It was designed by Eldridge McInnes that sometimes Graves built and also Seaconnet.”

“My father then bought a Lyman Islander 18-foot, not quite a New England style bass boat,” continued Russell. “It had a skeg but not a full keel. It did not have a tiller, it had two spoke steering wheels on the side, one forward by the windshield and there was one aft. She did not have the full controls like a Ballentine bass boat. Ed Athearn became a broker, but he had an extensive background in commercial fishing. When I was working on my book about the harpoon swordfishing, he was an encyclopedia with his knowledge of wooden fishing vessels in New England. Ed summed up the Ballentine bass boat saying, ‘It was for prowling around those rocks to the westward of Cuttyhunk and designed to go into the windward on Buzzards Bay.’

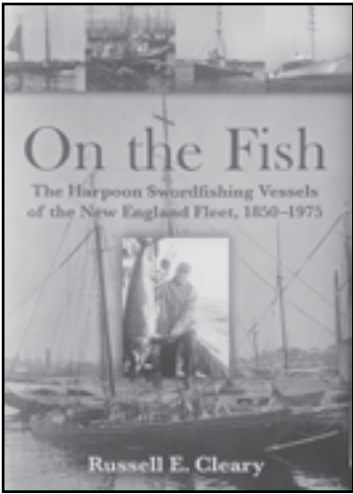
Russell’s father would later own a 33-foot Pacemaker and a 31-foot fiberglass sailboat. “He started harpooning and then we tried rod and reel in 1960,” said Russell. “Maybe it was beginners’ luck, but we won the Governor’s Cup for the largest bluefin caught in Massachusetts waters that year in tournament competition.”

Then Russell noted Ed Berndt’s 57-foot motorsailer, rigged for tuna and swordfishing, both harpoon and rod, which was built by Bobby Rich (of Bass Harbor Boat). Bobby Rich considered that the LAZY LADY

was his ultimate build.

“My first exposure to Menemsha was in 1962, when we went down there to visit Fred Breed, who was down there swordfishing,” said Russell. “Our boat was in Falmouth at Falmouth Marine Railways, and it was a soaker of a northeaster. So, we went over by ferry and Menemsha was packed with boats, many of them swordfish boats. Right away I knew that this was the place for me. I thought there was a chance we could go, but as it turned out there wasn’t enough time. We were cruising down there again in 1966, and we were going to go swordfishing on a western rigged dragger. It was a foggy morning, and they didn’t go on foggy mornings.


“My father decided to sell his 33-foot Pacemaker tuna boat in the mid-to late 60s,” continued Russell. “I didn’t have a boat to spend the summer on in 1967, but Freddy was going swordfishing with the JAGUAR. I asked Fred and he said, sure, but my father wasn’t sure he was going to subject me to the dangers of swordfishing. My father, eventually, told me, ‘I am going to let you go and the reason I am going to let you go is because I had an opportunity in the Great Depression to assist flying a plane up and down the east coast. My father explained to me he always wanted to learn to fly, and he did late in life. His parents said, ‘No, we want you to stick around.’ Back in those days, when your parents said no, it was no. So, my father explained that he was going to let me go. I went as a shacker. There were top notch young men with a lot of experience around the water that were to be aboard. That was my first year swordfishing. I came back and I swordfished with him for a few summers. I also was fired by Doc Breed, and I deserved it. I wasn’t doing my job. I was



distracted, thinking about partying ashore rather than fishing. Later, I wanted to get experience on vessels with people that were pros. Doc Breed is a brilliant man and for a while he was highline tuna fishing, probably as close to high line as anyone could get to Carl McIntire. My second vessel I swordfished on was the CHRISTINE & DAN, a 53-foot eastern rigged dragger out of Menemsha, owned by the Larson brothers. We were both harpooning and longlining. I also swordfished on the BOZO, which was a western rig out of Menemsha; the little Block Island launch ANNA L., and on the IRENE & HELEN, which was a fiberglass Repco 37. Bottom line is my experience was either in tuna fishing with my family, rod and reel, and harpoon. Then it was swordfishing during high school and college as a summer job and then I did it for two years after college. I also swordfished on the BIG DIPPER, which was a 76-foot shrimper out of Newburyport. Then I got into financial

Continued on Page 6



Your next great  
**ADVENTURE**  
at sea starts at



**FRONT STREET  
SHIPYARD**

Pen Bay, the Caribbean, the Cape: Where are you heading next? Come first to Front Street Shipyard in Belfast. Whether you're sailing your 30-foot sloop around Maine's islands or navigating your 130-foot trawler around the Caribbean islands, we'll get your vessel ready for your future adventures. We've recently expanded with a new 22,500-sq ft facility.

The Nordhavn *TRIXIE* in Eleuthera following a refit at Front Street Shipyard.



The NEW ENGLAND REFIT CAPITAL | [frontstreetshipyard.com](http://frontstreetshipyard.com)

# Marine Insurance

An employee-owned company serving Maine people and their boats since 1866.

# Allen



## Insurance | Financial

NAVIGATING LIFE'S RISKS & REWARDS

Offices in Rockland, Camden, Belfast, Southwest Harbor and Waterville.

**AllenIF.com/marine (800) 439-4311**  
OWNER, VESSEL, FLEET OR CREW



# TALKING SWORDFISHING WITH RUSSELL CLEARY

Continued from Page 5

services. I was in commodity trading and financial services with a company called Precious Metals Associates and then my own company, Cleary Trading Company. I also worked for Merrill Lynch and a small mutual funds company. In between those jobs I worked swordfishing in ‘81 and ‘82 and then one trip in ‘83 with Stanley Larson on the CAROL L. out of Menemsha.”

Russell’s brother had a 23-foot Seacraft followed by a 30-foot South Shore, Calvin Beal, Jr. design, with an 8.2 Detroit. The South Shore 30 had been built for a customer on Long Island, New York and eventually she went to Steve Johnson’s boat yard on Long Island, Maine. Russell added, “The

only time I have ever been in a lobster boat that went 40+ knots was with Steve Johnson. He took me out to look and see how things were going with my brother’s boat. He brought me out in a 33-foot Crowley Beal and he put the boots to it. Very exhilarating. We would fish my brother’s 30-foot South Shore south of Noman’s. We would also go fluking and bass fishing. That was my weekend warrior life when I was in the securities and commodity trading business.”

Russell also got involved with regulations for the swordfishery. He said, “I have indicted the long line fishery for having obliterated the harpoon swordfishery. Someone can still go out and find a few fish in the Gulf of Maine. The water in the Gulf of Maine may be more hospitable to swordfish

now than it was 40-50 years ago because it is maybe more like the water was south of Noman’s. However, it is just an occasional fish. We are not talking the traditional harpoon swordfishery predating the advent of the longlining. The problem with the longline is it is not selective either by species or size of fish. I sympathize with them, but I just see the fishery is fundamentally flawed. A lot of great longliners that started out as harpooners will admit that when they adopted the longline after 1961-62, that it was the beginning of the end. We are glad we are catching these fish, and it is making us competitive but there is going to be no future. Maybe a longliner can still make a living, but there is no room for the harpoon swordfisherman. Even before the longline, expert harpoon swordfishermen would say that you need a lot of swordfish to get any of them to come to the surface and they are not there.”

We went back talking about the boats and their builders. Russell said, “Maine boatbuilding is connected with some swordfishing vessels. They were built other places too, St. Augustine, Florida, New Bedford and even New Jersey built some nice eastern rigged draggers. “The first SCOOT II was built by Sonny Hodgdon, and she fished out of Bustin’s Island,” said Russell. “The first SCOOT II was a traditional trunk cabin deckhouse flybridge sportfishing boat. When she was sold her owner chartered a 34-footer designed by Phil Bolger and powered with a diesel engine. He then began building boats with the assistance of Phil Fessenden. His first boat was a Lowell designed 38-foot tuna boat with a two-station tower. She was powered with twin big-block Lincoln gasoline engines. These were a bass boat shaped design, no trunk cabin just a windshield. The second SCOOT II was the second of that design. The first one was Eddie Berndt’s, Bobby Rich built, 33-foot and that was named after his wife, HAZEL B. That had a traditional trunk cabin, deckhouse, flybridge and that’s one of the first boats I ever saw tuna fishing out of Annisquam. The second HAZEL B. was the first of this very interesting kind of revolutionary design type where you had a tuna boat sized boat, 30 to 40 feet long, that was bass boat designed but had upper con-

trols with a two-station tower. Jack Cadero was influenced by this style of boat. He came out later with a line of fiberglass boats, the 31-footer, which he called the Provincetown model.”

Then Russell admitted, “I spent 12 years looking for adventure. Adventure does not pay well, but it is what you want to do. It is what stays with you the rest of your life. Then the last 20 years as a merchant mariner with tugs and barges, coastwise petroleum transport. I am a hawse piper. I worked 10 years on the ADRIATIC SEA. She was built by McDermott. I worked for MariTrans and a couple of years later they sold its northeast fleet to KC, which was out of New York. KC expanded too rapidly and overextended and had to sell out to Kirby. I was on the ADRIATIC SEA and took those two photos of the Twin Towers in New York City on September 11. We rescued injured and stranded people from lower Manhattan.

Another person on that tug that morning was Ed Holland, Glenn Holland’s son. He was on his last trip with the company. Russell added that he had even met Glenn when he was interested in buying one of his 22-footers. He then pointed out that Sonny McIntire of Maine had a Holland 32, which Sonny lengthened to a 35 for tuna fishing.

When asked why the book on swordfishing and the boats, Russell simply said, “It was a hobby when I couldn’t be fishing. Originally, I had envisioned two volumes, the New England Harpoon Swordfishing Fleet, 1850-1975, this would be the U.S. version. Then I was going to do a second volume on the Nova Scotian Fleet. This was my intention, but it looks like I am not going to be the guy to do that. When I did these three ring binders, there is kind of a narrative built in with expanded captions for the photographs that occur in both. I may still have the ability, but I am not sure that I can translate those captions that are not in any computer document.”

So many people never do what they like in life. Russell not only did what he liked for the most part, but he spent the time documenting the industry and getting the information from others about how they did it. Looking through this book quickly I have already moved it to the top of the “Must Read” pile.

## Publisher's Note

Continued from Page 4

and several of the boatbuilders made an appearance. Richard Stanley even brought several models and had a great time talking to the other builders. Beals Island boatbuilder Isaac Beal was honoured at the Show by being placed into the Maine Boatbuilder’s Hall of Fame. This was originally run in conjunction with the Maine Boatbuilder’s Show, but with permission, this will now



SHIP MODELS & KITS

Call for our catalog, featuring models of historic Maine vessels, like the 1877 schooner CHARLES P. NOTMAN.

**BLUEJACKET**  
SHIP CRAFTERS

160 E. Main St., Searsport ME 04974  
1-800-448-5567  
Online at: [www.bluejacketinc.com](http://www.bluejacketinc.com)

be done in conjunction with the Penobscot Marine Museum in Searsport. Soon we will develop an exhibit at the Museum showing all that have been inducted. Another thought is that it is difficult for people to attend a show on a Friday evening. Hopefully, we could change the time to a Saturday in the spring where more people could enjoy the displays. It was also suggested to have a model show somewhere in the mid-coast.

The Penobscot Marine Museum in Searsport is hosting a two-year exhibit called “Sardineland.” The sardine industry was a major business for many people on the coast but unfortunately disappeared in 2010. Do not miss this exhibit and for those looking for something on the sardine carriers, I did a brief presentation for the Museum on 8 May. It is hard for me to keep within the time limit, especially since there were so many carriers with very interesting history. This presentation gives a general look at the industry and what role the carriers played in it. The presentation should be on the Museum’s website if you are interested.

### Become a Member of the Maine Lobster Boat Racing Association!



Remember you need to be a member to eligible for year-end awards!

Send \$50 per person/boat which includes dinner at the Annual Meeting and Banquet at Robinson’s Wharf, Southport Island at 5 PM on 16 October

Send check to:  
MLBRA  
P. O. Box 710  
Winterport, Maine 04496

### Holland 14, 32 and 38 Now Offered By



A Holland 32 finished out as a day cruiser

Looking to have a Holland 14, 32 or 38 Give us a call!

285 Main Street, Jonesport (207) 497-2701

# PASSED OVER THE BAR



**William E. Haggett**

BATH – William E. Haggett passed away peacefully at his Birch Point home in West Bath on Saturday, March 1, 2025. He had been diagnosed with interstitial lung disease the previous October.

He was born in Bath to Doris Jordan and Charles Lemont Haggett. He attended Bath schools and met his future wife, Sally True, in the 8th grade. Two years later they began a 75-year relationship including 68 years of marriage. He was a member of the class of 1952 at Morse High School where he was an active member of the baseball, basketball and football teams and chairman of the student council his senior year. Bill graduated from Colby College in 1956, majoring in history, government and economics. He excelled as a pitcher on the Mule’s baseball team and was president of his Lambda Chi fraternity. He was a lifelong supporter of Colby College.

Bill served three years in the United States Air Force as a radar controller tracking naval planes flying out of their San Diego base.

Following his service Bill and Sally returned to Bath in 1960. Bill worked for Brown Wales Steel Co. of Cambridge, MA calling on their Maine customers, including BIW. Three years later he was recruited by BIW to be an assistant buyer in their purchasing department.

This began a remarkable 28-year career with BIW where he held many titles before he was chosen to lead the company as president and chairman of the board. During his time at BIW, 75 ships were delivered to the U.S. Navy. The company became highly diversified, building and repairing both combatant and merchant ships. At one time BIW’s employment reached 12,000 workers, a peace time high. Bill was proud of the BIW motto: “Ahead of Schedule and Under Budget”. At the national level he was awarded the Fleet Admiral Chester W. Nimitz Award for exemplary leadership in the

maritime defense industry. He also served on a Presidential Commission on Merchant Marine and Defense under Presidents Reagan and George H. W. Bush.

Bill service on other boards included the Bath City Council, Colby College, Maine Maritime Academy, Associated Industries of Maine, Maine Sports Hall of Fame, Maine Maritime Museum, Reed and Reed Construction and the Shipbuilders’ Council of America. He helped establish Hyde School in Bath and was on their initial board.

In 1992 Bill continued his shipbuilding career, moving with his wife to Saint John, New Brunswick to become president of Irving Shipbuilding LTD which was building 12 frigates for the Canadian Navy in its Saint John and Halifax shipyards.

When they returned to Bath five years later, Bill spent 18 months raising funds to construct a new 55,000 square foot YMCA in Bath. This was a welcome addition to the Bath area as evidenced by the phenomenal growth in the Y’s membership. Twenty years later, Bill embarked on another project for the Y raising funds to expand child care facilities in the Bath area. As a result of this effort the Y will increase its child care openings both at the Y and at a facility on Farley Road in Brunswick (partnering with BIW on the latter), to accommodate over 200 children. Bill was very dedicated to this project, knowing its huge impact on local families.

In the early 2000s after his shipbuilding career, Bill was asked by the Libra Foundation to manage several of their Maine businesses. Until he was 85, he was chairman and CEO of Pineland Farms Natural Meats and Pineland Farms Potato Company. Both grew to be very successful Maine based operations.

Bill loved his home town of Bath, the State of Maine, his country, his family and friends.

Well done, good and faithful servant.

Bill’s survivors besides his wife, Sally, include his three children, Stephen Haggett (Dana) of Marblehead, Mass., Elisabeth White (Thomas) of Jay, and Samuel Haggett (Melissa) of Bath. His six grandchildren are Jessica Silverman and William Haggett, Moses and Samuel White, Victoria Hulbert and Tyler Haggett; two great-grandchildren also survive him, Jaxon Haggett and Sage Silverman.

Bill was predeceased by his parents; and his brother, Robert Dean Haggett.

**Dana Rice, Sr.**

Dana Rice, Sr., a life-long fisherman and town selectman of Gouldsboro, passed away 9 April at the age of 78.

Dana was dedicated to the fishing in



dust, which he had been part of since a child of about 5 years old. He spent many hours trying to curtail the over-regulations of an industry that he felt was being choked to death by government agencies. He was well-known in the sardine industry, at one time owning the sardine carrier JACOB PIKE, which he would unload at the Stinson factory in Prospect Harbor. He fought hard against the government that final regulated the sardine industry to death in 2010.

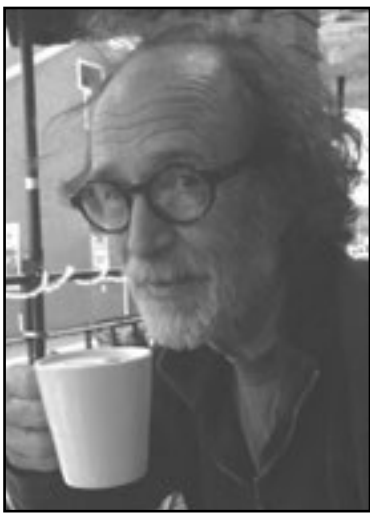
Not only was Dana a town selectman, a position he had held since 1996, he was also the harbor master for the last 40 years.

He was very dedicated and his voice mattered. He will be sorely missed by his town and the fishing industry.

**Carl Cramer**

Carl Cramer, 78, of South Portland, died at Gosnell Memorial Hospice House in Scarborough, on April 10, 2025, with his wife Melissa Wood and dog Muttley at his side.

Carl was born on July 14, 1946, in Hollywood, California, to Elizabeth (Norris) and Ambrose C. Cramer. He grew up



in Santa Barbara, moving to Maine to attend Bowdoin College in 1964. Excepting protracted adventures in Vietnam, Sweden, the Netherlands, and Nova Scotia, the rest of Carl’s life was centered in Maine around boats and publishing offices.

Early careers included yacht designer, boatyard worker, bookstore owner, and during the record-breaking blizzard of 1978, the last taxi driver taking fares in Portland. In the 1980s he worked for Downeast Magazine, and then co-founded computer publications based in the mid-coast.

In 1987, after many years of sending his resume, Carl was hired to work at Wooden-Boat magazine where he became publisher in 1989, a position he held until his retirement in 2014. During those decades, the Brooklin-based magazine and its associated school, shows, and other marine publications enterprises flourished in no small part because of Carl.

In 1989, he launched the trade jour-

**Continued on Page 23**



## NOW HIRING

**All Production Trades  
Starting At**

# \$24 / hr

**No Experience Required  
for our full time paid  
Trades Apprenticeship Program**

**Send your Resume  
to  
PTNH-jobs@navy.mil**

## SEAL COVE BOATYARD, INC.

STORAGE • MAINTENANCE • RESTORATION



*If it has to do with the care of boats,  
we do it here and we do it better than most.*

124 Horseshoe Cove Road • Harborside, ME 04642

Tel: (207) 326-4422 • Fax: (207) 326-4411

Email: sealcoveboatyard@gmail.com • www.sealcoveboatyard.com



# U. S. COAST GUARD NEWS

## Coast Guard to Begin Full Production Activities for Polar Security Cutter Hull 1 and Low-Rate Initial Production for the Waterways Commerce Cutter

May 1, 2025

WASHINGTON — The Department of Homeland Security approved full production of the first U.S. Coast Guard Polar Security Cutter (PSC), April 30, 2025. The Service also received approval for low-rate initial production of the Waterways Commerce Cutter (WCC). This is a significant milestone for the Nation, as it brings the Coast Guard closer to renewing and enhancing operational capabilities in both the American heartland and the polar regions.

Approval for full production enables the Coast Guard and U.S. Navy integrated program office to maintain production momentum, and for the shipbuilder to accelerate hiring to deliver this critical asset as quickly as possible to support national security initiatives. The PSC is the first heavy polar icebreaker to be built in the U.S. in nearly five decades. The Coast Guard is the sole federal agency responsible for icebreaking. Accordingly, the Service must replace, modernize, and grow its fleet of icebreakers to assure U.S. access and sovereignty in the polar regions. The U.S. Coast Guard is committed to working with the Administration and Congress to fulfill the President’s direction on icebreaker acquisition.

The production decision for the WCC program entails the first eight hulls of the River Buoy Tender (WLR) and Inland Construction Tender (WLIC) - WCC variants that are being acquired under a single contract, due to significant design and systems commonality. The Coast Guard plans to acquire 16 WLRs and 11 WLICs to

recapitalize the Service’s aging and increasingly obsolescent inland tender fleet, which supports the Nation’s Marine Transportation System, facilitating the safe movement of over \$5.4 trillion in annual commerce and 30 million jobs. Deliveries of both the lead WLR and WLIC are planned to occur in fiscal year 2027. A third WCC variant, the inland buoy tender, will be acquired under a separate contract.

For over 234 years, the American people have relied on the special authorities and unique capabilities of the Coast Guard to assure the safety, security and stability of America’s maritime zones and borders and to foster responsible maritime governance around the world. The PSC and WCC programs demonstrate the breadth of these commitments, and the enduring need for the Coast Guard to deliver vital services the Nation.

## U.S. Coast Guard Proposes Changes to Aids to Navigation in the Northeast

BOSTON – The U.S. Coast Guard is seeking public input on proposed aids to navigation (AtoN) changes in the northeast, April 30, 2025.

The Coast Guard is proposing to discontinue some buoys as one of several efforts to advance a modern approach to physical aids to navigation. The current buoy constellation predates global navigation satellite systems, electronic navigation charts and electronic charting systems (ECS), which are widely used by today’s mariners.

This long term effort is designed to determine the most sustainable navigational risk reduction tools to support and complement mariners, ECS and smartphone navigation apps that are more widely available and affordable. Regardless of technological

advances, a robust physical aids to navigation network will always complement electronic systems.

The proposed buoy changes are intended to: - Support the navigational needs of the 21st century; Deliver efficient and economical service to manage vessel transit at an acceptable level of risk; Better maintain the most critical risk reducing buoys; Reduce the risk of aids to navigation discrepancies and electronic system failures for those aids most critical to safe navigation.

“The proposal aims to support waterway safety by ensuring the right short-range aids work well with modern navigation technology. Public comment about specific buoy use is essential. A sustainable buoy system ensures safety and efficiency, even during disruptions or technology failures, keeping commerce flowing smoothly. In the First Coast Guard District, the 350 buoys proposed for discontinuation represent about 6% of the 5,640 federally-maintained aids to navigation,” said Matthew Stuck, the First Coast Guard District’s chief of waterways management.

“We’re actively adjusting short-range aids to work better and more sustainably given today’s navigation tools and methods,” said Stuck. “As part of this effort, the First Coast Guard District has assessed AtoN system modernization options over the last two years. Identifying buoys with the highest navigational significance and those providing less navigational value established the baseline to engage the public for feedback on this proposal.”

The Coast Guard is strongly requesting mariners to give feedback before June 13, 2025. When providing feedback, include the size and type of your vessel, how you use the buoys to navigate and the distance

at which you start looking for and using it. Responses are only accepted by email at [D01-SMB-DPWPublicComments@uscg.mil](mailto:D01-SMB-DPWPublicComments@uscg.mil).

The proposed buoy constellation summary can be found at [www.bit.ly/D1Buoy](http://www.bit.ly/D1Buoy).

## Interdisciplinary Engineering major now offered at CGA

U.S. Coast Guard Academy  
NEW LONDON, CT — The U.S. Coast Guard Academy has launched a new academic major. Interdisciplinary Engineering (IDE) prepares future officers for careers across a wide spectrum of Coast Guard missions. IDE is open to cadets beginning with the Class of 2028.


The new academic major advances an interdisciplinary approach to prepare cadets to serve in a wide variety of Coast Guard careers. Interdisciplinary Engineering students will be able to customize their plan of study to suit their interests and be well prepared to pursue a Professional Engineer license and graduate school in engineering or other disciplines.

In addition to the core curriculum for all cadets, IDE students will complete required engineering, math, and science courses to meet accreditation criteria in ABET’s Engineering Accreditation Commission. The IDE curriculum also leaves room for a series of engineering and free electives, making it much more flexible compared with CGA’s other engineering programs. This flexibility allows students to take courses in areas of interest related to Coast Guard missions and sub-disciplines. Potential areas of focus include (but are not limited to): Aviation/ Aerospace Engineering, Environmental

Continued on Page 23

**THE BRIGHT RED COLOR GETS YOUR HEART PUMPING. THE GENERATOR RUNS EVERYTHING ELSE.**

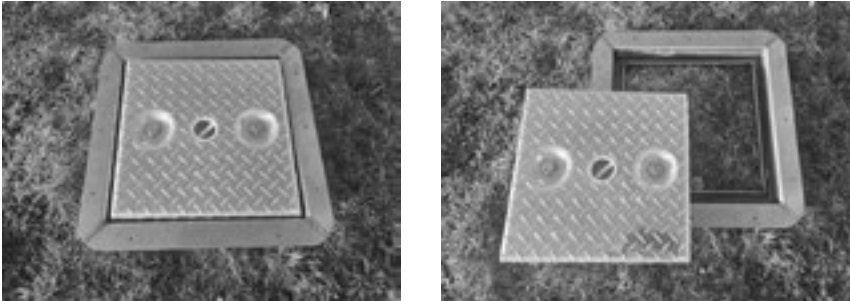
11.0 Egtd Diesel Generator



**WESTERBEKE DIESEL AND GASOLINE GENSETS.**  
COMPACT. LIGHTWEIGHT. QUIET. LOW-RPM. EXCELLENT WARRANTY & SUPPORT.

**HANSEN**  
32 Tioga Way · Marblehead, MA 01945  
(781) 631-3282 (800) 343-0480  
[www.hansenmarine.com](http://www.hansenmarine.com)

**Looking for Great Hatches?**  
**High Quality Stainless Steel Hatches that Do Not Leak!**  
**From Godin Brothers of Canada**



|          | Frame size       | Crate hole       | Cost       |
|----------|------------------|------------------|------------|
| 14 x 14" | 16 5/8 x 16 5/8" | 14 x 14"         | \$971.00   |
| 16 x 18" | 18 5/8 x 20 5/8" | 16 x 18"         | \$1,166.00 |
| 22 x 22" | 24 5/8 x 24 5/8" | 22 x 22"         | \$1,360.00 |
| 2 x 2'   | 25 7/8 x 28 1/2" | 23 x 25 1/2"     | \$1,414.00 |
| 2 x 3'   | 28 5/8 x 41"     | 26 x 38"         | \$1,554.00 |
| 2 x 4'   | 25 3/8 x 49 7/8" | 23 1/4 x 47 1/4" | \$1,651.00 |
| 3 x 3'   | 38 3/4 x 38 3/4" | 3 x 3'           | \$1,748.00 |
| 3 x 4'   | 36 3/4 x 46 3/4" | 34 x 44"         | \$1,818.00 |
| 4 x 4'   | 49 7/8 x 49 7/8" | 4 x 4'           | \$2,622.00 |
| 4 x 5'   | 46 7/8 x 54 3/8" | 44 1/4 x 51 3/8" | \$2,817.00 |
| 5 x 5'   | 55 3/4 x 55 3/4" | 5 x 5'           | \$3,011.00 |

Actual frame size is not the horizontal 2" flange.

**To order:**  
**Jonesport Shipyard**  
285 Main Street, Jonesport, Maine 04649  
(207) 497-2701  
[info@jonesportshipyard.com](mailto:info@jonesportshipyard.com)



# U. S. NAVY NEWS

## Navy Commissions USS Iowa (SSN 797)

From Joe Markowski, Submarine Readiness Squadron 32

07 April 2025  
GROTON, CT – The Navy commissioned its 24th Virginia-class fast-attack submarine, USS Iowa (SSN 797), in a traditional ceremony held April 5, at Naval Submarine Base New London in Groton, Connecticut.

Christie Vilsack, Iowa’s sponsor and former First Lady of Iowa, gave the crew the traditional order to “man our ship and bring her to life,” after which Iowa’s sailors responded “aye aye ma’am” before ceremonially running aboard the submarine.

The ceremony culminated a years-long process of commissioning SSN 797, the first submarine and third naval vessel named for the Hawkeye State. The most recent USS Iowa, the highly decorated WWII-era battleship BB 61 (1943-1990), saw action in World War II, the Korean War, and Gulf War. The first BB4 Iowa (1897-1919) saw action in the Spanish-American War and World War I.

Iowa’s commanding officer Cmdr. Gregory Coy, a Walnutport, Pennsylvania native and 2006 graduate of the U.S. Naval Academy, called the event “a historic milestone” during his speech, praising the crew, shipbuilders, and commissioning committee.

“This event is significant for both the life of a submarine and for the amazing people from the Hawkeye State,” Coy said. “To the plank owners, the shipbuilders, the commissioning committee, and our Navy and Submarine Force leaders, this is your submarine.”

Coy took command of Iowa in June 2024 and led the crew from the shipyard and through a series of sea trials, to today’s commissioning and subsequent underway operations.

“I am consistently humbled at what we have accomplished” Coy added. “Today, we become the ‘USS’ Iowa, and I intend to take her to the frontline, continuing the Navy’s overwhelming display of undersea dominance and lethality.”

Iowa’s youngest plankowner - an honor given to commissioning crewmembers - Seaman Lilly Runyon shared her excitement, saying “today’s a lot bigger than I thought it would be.”

“It’s kind of like I’m already used to this,” said Runyon of her sea trials as a PCU. “But now that we’re commissioned, it’s going to feel a little bit more official and I’m very excited for actual operations and figuring things out.”

Secretary of the Navy John Phelan praised the crew and the shipbuilders during his speech calling the ceremony an

“opportunity to show Navy lethality and our unmatched undersea superiority.”

“It is an honor to commission the Navy’s newest nuclear-powered attack submarine, here at Groton, the submarine capital of the world,” Phelan said. “USS Iowa will make our fleet stronger and more lethal. As Iowa goes to sea, she does so with one mission: to ensure that America’s adversaries never doubt our resolve.”

Adm. Daryl Caudle, U.S. Fleet Forces commander and senior naval officer at the event, called his participation in the event a homecoming to the submarine capital of the world, a place he called “the nation’s center of gravity for the steely-eyed killers of the deep.”

“In this coming year, this crew of proud American sailors will put this warship to sea and carry the name ‘Iowa’ to the far-flung corners of the globe projecting combat power for decades to come,” Caudle said. “It is the fearless warriors before me that turn this piece of metal weighing almost 8,000 tons - with hundreds of miles of fiber, cable, and piping systems - into a combat ship, a warship designed to decisively win our nation’s battles. Your preparation and execution to get this ship to commissioning day is nothing short of amazing.”

Other platform guests at the commissioning ceremony included Iowa Governor Kim Reynolds; Vice Adm. Robert Gaucher, U.S. Submarine Force commander; representatives from General Dynamics Corp.’s Electric Boat shipyard, U.S. Sen. Richard Blumenthal and U.S. Rep. Joe Courtney of Connecticut. The master of ceremonies was Lt. Cmdr. Scott Carper, executive officer of the USS Iowa.

Capt. Jason Grizzle, commodore of Iowa’s parent Submarine Squadron (SUBRON) 4, likened the success of the crew to the “hard work and dedication that directly mirror people from the Hawkeye State.”

“Iowa’s motto states that ‘our liberties we prize and our rights we will maintain,’” Grizzle explained. “This crew lives by that creed, evidenced today by this fine ship – built, manned, and prepared - in record time, ready to get out to sea where she belongs.”

Iowa, whose keel was laid in August 2019 and christened in June 2023, was designed with stealth and surveillance capabilities, as well as special warfare enhancements, to meet the Navy’s multi-mission requirements. The submarine is 377 feet long, has a 34-foot beam, can dive to depths greater than 800 feet, and operate at speeds in excess of 25 knots. Iowa has a crew of approximately 135 Navy personnel. It is designed with a reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs while in-

creasing underway time. The submarine was built by General Dynamics Electric Boat shipyard facility in Groton, Connecticut.

Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

## Keel Laid for Future USNS Solomon Atkinson

16 April 2025  
MOBILE, AL —The keel for the future USNS Solomon Atkinson (T-ATS 12), a Navajo-class towing, salvage, and rescue ship, was laid during a ceremony on April 16, at Austal USA.

The keel laying represents the start of a ship’s construction. During the ceremony, the keel is authenticated when the ship’s sponsors weld their initials into the keel plate, with the assistance of an Austal USA welder.

“The keel laying of the future Solomon Atkinson marks the beginning of the

construction journey for the ship and we are excited about the vital capabilities this vessel will bring to the fleet,” said John Lighthammer, Program Manager, Auxiliary and Special Mission Shipbuilding program office. “It’s an honor that members of the Atkinson family and the Metlakatla Indian Community were present to celebrate this significant milestone in the life of the ship.”

The ship’s sponsors are the namesake’s widow, JoAnn Atkinson, and daughters Maria Hayward and Michele Gunyah.

The ship’s namesake, Solomon Atkinson, was a member of the first SEAL Team One established in 1962. As a SEAL, he deployed to Korea and served three combat tours in Vietnam for which he received a Bronze Star, Navy Commendation Medal with Combat “V” and a Purple Heart. Following his service to the Navy, he returned to his home in Metlakatla Indian Community, Alaska, where he served on the Indian Community Council, Board of Education; was founder and president of the first veteran’s organization on Annette Island; and as Mayor of Metlakatla.

The future USNS Solomon Atkinson symbolizes the Navy’s 250-year commitment to innovation and maritime dominance. From seabed to space, the Navy delivers power for peace – always ready to

Continued on Page 24



- FPT Engines in stock year round 350 hp to 1,000 hp
- Can get parts & service Man & Cummins
- Computer talk to all computers

Josh & Virginia Gay  
921 US Rt. 1, Steuben, ME 04680  
207-546-7139  
kennedymarinedowneast@gmail.com

## RELIABILITY IS A FAMILY TRADITION. MEET THE NEXT GENERATION.

INTRODUCING THE **NEWEST** MEMBERS OF THE IN-LINE FOUR FAMILY.

Meet the all new advanced-technology In-Line Fours—the F200, F175, F150 and F115. This powerful family offers up 16-valve, DOHC in-line designs and electronic fuel injection. Yamaha’s next-generation design even gives the F200 and F115 class-leading DOHC power-to-weight ratios, for incredible acceleration, midrange punch and outstanding fuel economy. And know, each of these new models shares the same Yamaha DNA that built our time-tested reputation for reliability and satisfaction with boaters just like you.

Discover the next generation of In-Line Four performance at [YamahaOutboards.com/InLineFour](https://www.yamaha-outboards.com/InLineFour).



**BOWDEN**  
Since 1982

marine  
service

Bar Harbor, ME  
(207) 288-5247  
[www.bowdenmarine.com](https://www.bowdenmarine.com)

Your Main(e) Re-power Specialists

Follow Yamaha Outboards on Facebook®, Twitter® and Instagram®



REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG-approved personal flotation device and protective gear. Any reference to trademarks belonging to other companies and/or their products is for identification purposes only and is not intended to be an endorsement.  
© 2015 Yamaha Motor Corporation, U.S.A. All rights reserved. 1-800-88-YAMAHA

Reliability Starts Here.™



**Moose Island  
MARINE  
853-6058**

**Commercial and Recreational Boat Supplies**

**Boat Storage**

**INDOOR · OUTDOOR · POWER · SAIL  
16 to 45 ft. Haul out to 40 tons**

**Boat Winterization**

**INBOARD · OUTBOARD · STERNDRIVE**

**Boat Repair · Restoration**

**WOOD · FIBERGLASS**

**Boat Repowering**

**Save on winter jobs.**

**Shrink Wrap**

**MARITIME  
Skiff**

**VOLVO  
PENTA**

**TOHATSU  
outboards**

Hours: M-F 8:00-5:00 Online store: [www.mooseislandmarine.com](https://www.mooseislandmarine.com)



# Who Do We Blame?

By Sheila Dassatt

As we start the new lobster season for 2025, we are under a lot of change and a lot of pressure. We now have a sort of new President, or a comeback, which is going back and trying to move forward once again. We also have a new DMR Commissioner and have lost the one that we had for 13 years. Whether we like it or not, we settle in and don't always like change, well we have change now! We have various associations that may agree or agree to disagree and we all are trying to work for the same cause, our lobster industry. We must stop pointing fingers at each other and make it all work for the good.

This has been a very rough and tumultuous time in our lives, whether it is our personal or professional existence. The Blame Game is how is we end up in these situations in the long run and hopefully we can go back to what is really traditional and what is reaction. What I'm saying as one example is that for years, the price of lobster is up in the winter and early spring. Their shells are firmer, they are a much better quality product and there isn't as many to offer. This all goes back to price and demand. A few years back, I remember when Mike and I would go to meetings at O'Hara's in Rockland (bait dealers) to talk about just this subject. We were among others in the industry that were there and we tried to establish an agreement and a better understanding of the start of the

season. They were trying to work with their quota for herring at the time and we were trying to all figure out when we would be using the most bait. We all tried to reach a better understanding of our resources.

So with bait and supply and demand at mind, we agreed to not try to use quite as much bait until the end of June and mostly focus on July and August. That way, there should be more bait for what we need and that they can provide. It all worked fairly decent and was agreeable. Now, even the lobster dealers, that also supply bait are saying the same thing. If we bait up now, until the catch goes up, we are wasting a lot of bait and dumping it when we need it more in the future. This also makes our start up expenses more as well. When we do this too early, we end up getting upset about what we are paying for bait and let the fun begin.....we start blaming the bait suppliers and dealers, getting upset about the catch being down and the prices dropping and being "in the tank." Now come on, isn't this all traditional common sense? This has gone on since my grandfather and his before him were lobstering. I know that we have recently come up with the saying "fish smarter, not harder." This all makes sense if you really think about it. Who's fault is it? Nobody's fault, really. We all have a part in this scenario. Somehow, we can blame the power's to be above us in the government, and come out not accepting responsibility

for our own actions.

Another example is all of this talk about protecting our resource, so let's give out V-notch tools, which we can't make anybody do anything if they chose not to, we can't be on every boat to watch everyone. So what is another solution? Well, for years, since the late fifties, Maine has banned the landing of drag caught lobster by-catch. There was a decline then and it is why it has taken so long to bring it all back again. So with that said, twice DELA has gone to fight this when they try to bring it back in the legislature. So why do they still allow the landing of by-catch lobsters in other areas, such as Massachusetts? They have a big decline in these areas and really wonder why? These big lobsters are protected in Maine, so why doesn't it stand to reason that it might be working for us and the others if this was a universal law? We have proof from the last hearings in printed material such as National Fishermen, that these draggers target the lobsters. These lobsters are a big part of our brood stock. So again, who do we blame?

This issue has nothing really to do with gauge increases or V-notch tools, it deals with the reality of common sense. At one time, we had what they called a Thistle Box, which was electronic but an analog device that had to be downloaded after a certain amount of data was taken. How this worked was the tally from the string of lobster traps would be punched into the box. The box

collected data on counters, short lobsters, oversized, egggers and V-notch. This would give an accurate account of what was actually caught on a specific day. The positives to this system is that it gave you a complete picture of what you were catching in each string. It would also give a clear picture on the status of our resource. Currently, we have to do trip reports daily. This information gathered does not account for the discarded lobsters. How can we get an accurate reading on our biomass when we are not having this information collected? I would think that even though this might be a little more time consuming to our hauls to collect the data, I feel it would pay dividends in the end. This would give us a lot better accuracy in a percentage of lobsters kept to lobsters released. With the advances in technology, it would be much easier than it was to gather this information.

I know that our current DMR Commissioner is well aware of that project in the late 90's and early 2000's. Maybe this could be an option to gather more precise and accurate data on our lobster resource. Rather than feeling like these regulations are being "crammed down our throats" the fishermen need to get pro-active in helping to establish a better way of collecting information on the lobster resource. We all keep screaming that the information is flawed, so let's all get involved and make it so that we provide more accurate information.

## Maine Dept. of Marine Resources

Maine Department of Marine Resources  
Launches Program to Improve Research and  
Support Species Recovery of Atlantic and  
Shortnose Sturgeon

April 17, 2025

Atlantic sturgeon and shortnose sturgeon are two of Maine's twelve species of sea-run fish that divide their time between fresh and salt water. Atlantic sturgeon, which can grow to more than 13-feet long and live up to 60 years old, can be seen leaping in Maine's large rivers and coastline in the summer months.

But these charismatic fish are listed as threatened (Gulf of Maine Atlantic sturgeon) and endangered (Shortnose sturgeon) under the U.S. Endangered Species Act.

While research suggests that conditions for recovery for both Atlantic and Shortnose sturgeon are improving because of dam removals in historic habitat and legislation such as the Clean Water Act, many threats still exist. They include

vessel strikes, habitat degradation, and unintentional harvest of sturgeon by fishermen targeting other species, known as bycatch.

Researchers at the Maine Department of Marine Resources (DMR) and the National Oceanic and Atmospheric Administration (NOAA) need more information to better understand how sturgeon populations are doing, so a path toward recovery can be charted.

To accomplish this, Maine DMR and partners at the University of Maine (UMaine) School of Marine Science and the United States Geologic Survey's Maine Cooperative Fish and Wildlife Research Unit (CRU) are undertaking a multi-faceted research initiative.

Funded by a \$444,248 grant from the National Oceanic and Atmospheric Administration's Species Recovery Grant Program, the initiative will identify research gaps, enhance data on nearshore threats such as vessel strikes, improve population abundance estimates, and engage the public in data gathering.

Currently biological and behavioral data on sturgeons are housed in separate databases managed by DMR, UMaine and CRU. Included are 15-years of data on over 200 sturgeons tagged by UMaine researchers and millions of detections of tagged sturgeons by acoustic receivers in the Penobscot River and Kennebec River watersheds.

The initiative will combine these datasets to enable a robust single platform for use by researchers and managers. "Integrating the data from acoustic monitors in our coastal rivers will support a better understanding of sturgeon populations, habitat use, and near shore movement," said DMR Scientist Danielle Frechette, PhD, who is leading the project.

Future plans also call for collaboration among acoustic telemetry receiver operators in the Gulf of Maine (GOM) to coordinate data sharing among receiver operators including DMR, the US Geological Survey, the Navy, and other researchers.

In addition, researchers will capture and tag at least 20 individuals of each species per year for two years in the Kennebec and Penobscot Rivers. The tagged sturgeons will be detected by the existing array of receivers in Maine rivers and along the coast, building on the understanding of sturgeon movement in the GOM and coastal rivers.

The project will also include engagement of the public in conservation that includes cit-

Continued on Page 25

Who's *ENDANGERED* Now?



**Join DELA Today!**  
**Contact us at 207 322-1924 or [dassatt711@yahoo.com](mailto:dassatt711@yahoo.com)**  
**Mail: P. O. Box 702 Stonington, ME 04681**  
**Or stop by:**  
**129 North Main Street Stonington**  
**Website: [downeastlobstermen.org](http://downeastlobstermen.org)**

### NEED A ROWBOAT OR KAYAK?



Eric has a great collection of rowboats and kayaks for sale at reasonable prices!

**ERIC DOW BOAT SHOP**  
**Builder of Traditional Small Craft. Repair and Restoration.**  
**P.O. Box 7, Brooklin, Maine (207) 359-2277**



**A FULL SERVICE YARD**  
**Gasoline • Diesel • Marine Store**  
**Laundry • Showers**  
**Telephone • Ice**

**OUTBOARD SALES & SERVICE**  
**ELECTRONICS INSTALLATIONS**  
**FLOAT & MOORING SERVICE**

**LOCATED IN CRADLE COVE WITH**  
**GREAT ANCHORAGE**

**INSIDE STORAGE SPACE**  
**AVAILABLE**  
**CALL FOR DETAILS**

**700 Acre Island, P.O. Box 25**  
**Lincolnville, ME 04849**  
**207-734-2246 • VHF 09**



Commercial Fishing News

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

From the Director -

Where do I begin with this report this month? When you think that things are about to simmer down, it all ramps up again! We are wishing our Commissioner that has been in office since 2012, the longest time serving as a Commissioner a farewell and welcoming in a new Commissioner. The times are also uncertain about the implication of tariffs, the removal by the Coast Guard of more than 100 navigational aids and the act and participation of repealing the gauge increase for the second time. Let’s not forget the time is ticking away for the whale rules which includes the testing of ropeless gear.

Going back to the beginning, we would like to wish Patrick Keliher the best with his retirement. We have worked with Pat since he was Deputy Commissioner under Norman Olsen. With our experience as D.E.L.A., he was always responsive when we needed to work together on critical issues that we have faced over the years. We have had many meetings as an entire group, meaning all of the associations, especially during Covid concerning whales, wind and rope issues. For our general public, who really need to be informed, we had more participation as a whole than is realized. Times seem to be tense and tough these days and skepticism is overpowering our reactions more than anything. We need to be more involved, read and listen to what is going on and not be so quick to criticize. Please take a look at the accomplishments that have been made over the years and the fact that we are still surviving all of it. We are all working hard to maintain our industry for the now and for the future.

With this being said, we now have a new Commissioner, Carl Wilson. Personally, I have worked with Carl since 2004. Yes, we know him well. He was the first

one to offer me kind words of advice when I first came into D.E.L.A. We have been on the R.E.D. Board together (license plates), among various Boards as well. Yes, Carl has been the major biologist of the D.M.R., but please relax and give him a chance. We all need to work together and help each of us to understand the issues that we are facing. Let’s move forward and weather this storm that we are all facing.

At this point in time, the gauge increase has been repealed once again. I must say that the participation was overwhelming and handled in a unified manner. We, D.E.L.A. participated in testifying at the ASMFC hearing that was held on April 10<sup>th</sup>. I heard testimony from each and every group and association, which was a unified effort. A lot of fishermen also testified, which is a big help with making a difference. We also grouped together with the Lobster Institute and signed a unified comment letter stating how we all felt about Addendum XXXII. It was approved and signed by all, as well as each individual association sent in comments of our own. This shows the results of what we, as a unified industry can accomplish.

When it comes to the tariffs and executive orders, I can’t claim to know all about the changes because they come and they go. There is a lot going on these days and it is hard to keep up with it all. We will definitely pay close attention to the changes and stay informed to the best of our ability.

The proposed big change that we are all concerned about now is the removal by the Coast Guard of more than 100 navigational aids. This is big and we have already been asked to get involved with comments to the Coast Guard about this. Keep an eye on the Working Waterfront as Steve Rappaport interviewed our President, Hilton Turner about our concerns. The Coast Guard announces that it is “modernizing and right-

sizing the buoy constellation, whose designs mostly predate Global Navigation Satellite Systems, Electronic Navigations Chars and Electronic Charging Systems, for long-term reliability and serviceability.”

I have been asking opinions about this change and it is all unified. The reactions are that not everyone depends on electronics for their navigation and it could prove catastrophic in some areas of the coast. In the fog, we depend on the bells to help us with our location in case our electronics fail. Our chart plotter states right on it that it is *not for navigational purposes*. There is also talk that they are planning to do away with paper charts. This timing is all part of a lot of challenges, especially Downeast, as we know a lot of folks that do not depend on electronics to operate. A lot of boaters, especially recreational vessels are already “flying in the dark” and are operating vessels such as sailboats with deep keels. We have seen more than one in a season being pulled off of a ledge or waiting for the tide to turn to float off of a ledge. Please, get involved once again. We will be sending our comments in and get involved with this issue as well. The Coast Guard is accepting public comments on the removal proposal until June 13th at DPWPublicComments@uscg.mil.

We would also like to express our deep condolences for the passing of Winter Harbor’s Keith Young and Dana Rice. Their participation with their community over the years will be greatly missed. They were part of a generation that was what we call

the Era of Heyday, especially with the Boat Races, the Lobster Festival and fishing for herring. Dana owned and fished the Jacob Pike, which is now a big part of our maritime history. Dana was a selectman for 36 years and an unpaid harbormaster for more than 40 years. He was involved with fisheries regulations and lobster science, as a member of the Lobster Institute, as well as MLA and DELA over the years.

Keith was Winter Harbor’s lobster boat race committee chair for 40 years of work that made these races popular. Keith was always accommodating for all of us when we came to Winter Harbor to participate in the boat races. He also played a big part of organizing the Winter Harbor Lobster Festival. They will all be greatly missed.

With all of these changes and issues that we are still facing, I wish each and every one a safe and successful season this year. Never give up! Sheila

SHIP MODELS & KITS



Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

**BLUEJACKET**  
SHIP CRAFTERS  
160 E. Main St., Searsport ME 04974  
1-800-448-5567

**JOHANSON BOATWORKS**  
Full Service Yacht Yard



**Rockland, Maine • 207-596-7060**  
**info@jboatworks.com • jboatworks.com**

They protect us. Every day. Every night.  
And they need your support.

INSPIRE leadership, learning and a legacy of service by supporting the brave men and women of the United States Coast Guard through the Coast Guard Foundation.

To learn how you can help, call (850) 635-0795 or visit our website at [www.coastguardfoundation.org](http://www.coastguardfoundation.org). Ask about our Boat Donation Program.



**Downeast Lobstermen's Association**

P. O. Box 702  
Stonington, Maine 04681 — [dassatt711@yahoo.com](mailto:dassatt711@yahoo.com)

**2025 - “Working together”**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TOWN/CITY: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

Type of membership:

( ) Lobsterman/stern man (\$100) yearly License no. \_\_\_\_\_

( ) Lobsterman – age 70 & over (\$50)

( ) Student (\$56) yearly

( ) Business associate (\$113) yearly

( ) Avid supporter (\$132) yearly

( ) Friend of DELA (\$100)

( ) I wish to support DELA’s legal fund \_\_\_\_\_

( ) I wish to support DELA’s Scholarship Fund \_\_\_\_\_

We also take Master Card and Visa

Card \_\_\_\_\_ Expiration date \_\_\_\_/\_\_\_\_ Security code \_\_\_\_

Card holder’s name (print) \_\_\_\_\_

Card Holder’s signature \_\_\_\_\_

\*Downeast Lobstermen’s Association is a qualified tax exempt organization under section 501 ( c ) (6) of the Internal Revenue Code

Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

Continued from Page 1

Hampshire, and Massachusetts will provide for the Board by the Winter 2026 meeting state consensus positions.” Motion made by Mr. Borden and seconded by Mr. Abbott. Motion fails.

Move to adopt Option B “Repeal Addendum XXVII Gauge and Vent Size Measures” and approve Addendum XXXII, effective June 30, 2025. Motion made by Mr. Wilson and seconded by Mr. Abbott. Motion carries (Roll Call: In favor – ME, NH, MA, RI, CT, NJ, DE, MD, VA; Abstentions – NY, NOAA Fisheries; 9 in favor and 2 abstentions).

SPINY DOGFISH MANAGEMENT BOARD

Meeting Summary

The Spiny Dogfish Management Board met to consider Technical Addendum I to Addendum VII for approval. Addendum VII prohibits overnight soaks for state spiny dogfish permit holders using gillnets of certain mesh sizes in specific times and areas off Maryland and Virginia. The Board approved Technical Addendum I to Addendum VII, which corrects a typo in the longitude of one point in the Delaware and Maryland Bycatch Reduction Area and clarifies the mesh range is “equal to or greater than 5.25 inches (13.3 cm) and less than 10 inches (25.4 cm)” rather than “between 5.25 and 10 inches (13.34 to 25.4 cm).” This change is consistent with the federal action in Spiny Dogfish Framework Adjustment 6 and the intent of Addendum VII as approved by the Board. The Technical Addendum will become effective immediately.

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

Motions

Move to approve Technical Addendum I to Addendum VII, effective immediately. Motion made by Mr. Clark and seconded by Mr. Reid. Motion approved by unanimous consent.

ATLANTIC HERRING MANAGEMENT BOARD

Meeting Summary

The Atlantic Herring Management Board met to consider revising specifications for the 2025-2027 fishing years.

In October 2024, the Board adopted

the 2025-2027 specifications package for Atlantic herring as recommended by the New England Fishery Management Council (NEFMC) based on the 2024 Atlantic herring stock assessment and the biomass-based control rule. NOAA Fisheries implemented the 2025 specifications via in-season adjustment in December 2024. In January 2025, NEFMC requested its Scientific and Statistical Committee (SSC) provide updated specification recommendations based on available 2024 catch information. Updated projections were compiled to account for 2024 preliminary catch data indicating 51% of the annual catch limit (ACL) was caught (instead of the 100% assumed in the assessment projections), and account for the 1,000 metric ton transfer to the Area 1A sub-ACL in late 2024. In April 2025, the SSC recommended revising the specifications based on the updated projections since they use the most recent available catch information and remain consistent with the control rule and stock rebuilding timeline. The updated specifications recommended by NEFMC increased the 2025 ACL by 1,846 metric tons. NEFMC voted to increase the 2025-2026 specifications per the SSC recommendation but held 2027 constant at 2026 levels as a precautionary measure given the poor stock status and the upcoming 2026 stock assessment to inform 2027-2029 specifications.

The Board voted to adopt the updated specifications as recommended by NEFMC. NEFMC will submit the recommended 2025-2027 specifications to NOAA Fisheries, and implementation by NOAA Fisheries is anticipated during Summer 2025.

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

Motions

Move to adopt the following revised specifications for the 2025-2027 fishing years for Atlantic herring as recommended by the New England Fishery Management Council, contingent on the final rule being published by NOAA Fisheries:

For 2025: Annual Catch Limit (ACL) / Domestic Annual Harvest = 4,556 mt; Area 1A Sub-ACL = 1,317 mt; Area 1B Sub-ACL = 196 mt; Area 2 Sub-ACL = 1,267 mt; Area 3 Sub-ACL = 1,777 mt.

For 2026 and 2027: Annual Catch Limit (ACL) / Domestic Annual Harvest = 9,134 mt; Area 1A Sub-ACL = 2,640 mt; Area 1B Sub-ACL = 393 mt; Area 2 Sub-ACL = 2,539

mt; Area 3 Sub-ACL = 3,562 mt.

For all three years: Border Transfer = 0 mt each year; Fixed Gear Set-Aside = 30 mt each year; Research Set-Aside as a Percentage of Sub-ACLs = 0% each year. Motion made by Ms. Ware and seconded by Mr. Abbott. Motion passes by unanimous consent.

INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD Meeting Summary

The ISFMP Policy Board met to review the Conservation Equivalency Policy: Technical and Guidance Document; receive a progress report on the weakfish stock assessment; and receive reports from the Executive Committee (see Executive Committee Summary) and Law Enforcement Committee (see LEC meeting summary).

In October 2023, the Policy Board approved revisions to the Conservation Equivalency: Policy and Technical Guidance Document to reflect the current application of conservation equivalency in Commission interstate fishery management plans and provide new guidance on the use of conservation equivalency, including stock status. Staff requested clarification and guidance on some of the new directives in the document in order to carry out the guidance consistently across FMPs. The Policy Board discussed and agreed to include a process to review conservation equivalency after each stock assessment though it does not require species management boards to consider allowing conservation equivalency following a stock assessment. The Board will determine how to treat existing conservation equivalency programs when conservation equivalency is no longer allowed in the FMP. Staff will incorporate these changes and additional suggestions and bring the document back to the Policy Board for further review in August.

Staff provided the Policy Board an update on the progress of the Weakfish Stock Assessment Update. The assessment was delayed further due to the need to update the model code to work with a newer version of the software. The assessment will be presented to the Weakfish Board at the August meeting with data through 2023. Under other business, the Board was made aware of a motion from the IUCN that would recommend CITES parties consider the transfer of the scalloped hammerhead shark (Sphyrna lewini) and its look-a-like species, the smooth hammerhead shark (S. zygaena) and the great hammerhead shark (S. mokarran) from Appendix II to Appendix I recommended listing. An Appendix I listing would make exports of these sharks extremely restricted. States will provide staff with information on hammerhead landings and exports if available in order to provide comments to the Association of Fish and Wildlife Agencies, who is reviewing the IUCN’s motion.

Also under other business, the Commonwealth of Massachusetts reported it has enacted regulations for the Atlantic bonito and false albacore recreational fisheries in response to the growing popularity of fishing for these species and the potential for them to be overfished. The Commonwealth had reports of increased catch of both species over the past few years, with a dramatic increase in 2024. The regulations include a minimum size limit of 16 inches (fork length) and a combined bag limit of five fish per person for both species. These rules apply to both recreational and commercial fishing, with some exceptions for commercial weir operators and mechanized mackerel jig fishers.

Lastly, a Board member raised concern that Recreational Fishing and Boating Foun-

dation funds remain in jeopardy. Funding for the current fiscal year has not been released by the Department of the Interior. While these funds are available to the Commission, they are critical to state budgets for recreational fishing and boating activities. It was suggested states may want to reach out to their Congressional delegations to raise the importance of these funds to the states’ work.

For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org

Motions

Move to change “will” to “may” in the last paragraph of page 2, and for stock status conditions on page 3 (first “will”). Motion made by Mr. Nowalsky and seconded by Mr. Sikorski. Motion passes (8 in favor, 7 opposed).

SCIAENIDS MANAGEMENT BOARD Sciaenids Board Initiates Draft Addendum II to Address Red Drum Stock and Management Concerns

The Commission’s Sciaenids Management Board initiated Draft Addendum II to Amendment 2 to the Interstate Fishery Management Plan for Red Drum. The Draft Addendum will consider a number of changes to the management programs for the southern (South Carolina to Florida) and northern (New Jersey to North Carolina) stocks of red drum in response to the findings of the 2024 Red Drum Benchmark Stock Assessment and Peer Review Report.

The Draft Addendum will consider modifying Amendment 2 reference points for the southern stock as well as the process to set management measures to achieve the reference points. The recent assessment found the red drum southern stock to be overfished and experiencing overfishing. These proposed modifications to Amendment 2 will allow the southern stock states to propose changes to their current red drum management measures to achieve the new reference points. Although the northern stock is not overfished, nor experiencing overfishing, the Board expressed concern with an increasing trend in fishing mortality observed in the northern stock. As a result, the Draft Addendum will propose changes to the states’ recreational bag limits and slot limits for the northern stock, as well as provide the northern stock states the opportunity to align their differing regulations, particularly in the Chesapeake Bay.

The Board will consider approval of Draft Addendum II for public comment in August, with public hearings held in the late summer/early fall.

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

Meeting Summary

In addition to initiating a Draft Addendum to consider changes to the management programs for the northern and southern stocks of red drum (see above press release), the Sciaenids Management Board reviewed a report from the Red Drum Technical Committee (TC) on action items tasked by the Board at its October 2024 and February 2025 meetings and received a progress update on the Atlantic croaker and spot stock assessments.

The Board received a report from the TC which described its methodology to estimate catch reductions from regulation changes for both the southern and northern stocks, the catch reductions needed for the southern stock (Florida – South Carolina) to fish at lower levels of fishing mortality, and the TC’s interpretation of the traffic light analysis result of “Moderate Action,” especially as it relates to the northern stock




# Luke's Boatyard

Storage/Repair \* Feathering Propellers \* Storm Anchors

## Full Service Boat Yard

15 Luke's Gulch, East Boothbay, Maine 04544  
(207) 633-4971      www.PELuke.com



# Otis Enterprises Marine

## World-Class Finish - DownEast Dependability

www.otisenterprisesmarine.com



Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

(North Carolina – New Jersey). Results and recommendations from the TC in this report can be found in the May 2025 Meeting Materials for the Sciaenids Management Board.

The Board also received a progress update on the Atlantic croaker and spot benchmark stock assessments, including updated timelines for both assessments. The Atlantic Croaker and Spot Stock Assessment Subcommittee (SAS) met in October 2024 to discuss different regional trends observed along the Atlantic coast and made a recommendation to change the structure of the assessment from one coastwide model to two regional models. The border between regions will be Cape

Lookout, North Carolina. The SAS will continue development of the Atlantic croaker assessment, with an assessment workshop planned for October 2025 and peer review workshop planned for April 2026. Work on the spot benchmark stock assessment is not planned to resume until May 2026.

For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at [tbauer@asmfc.org](mailto:tbauer@asmfc.org).

Motions

For the southern stock of red drum, initiate an addendum to modify the FMP to set the management threshold at F30 and the management goal at F40. Require all states to set regulations that would be expected to not exceed F30 for fishing mortality in their state. Direct staff to conduct a new stock assessment for red drum with a terminal year of 2031. When evaluating state regulations' ability to not exceed F30, the Technical Committee shall not consider non-compliance. In the case where states have changed their regulations after the terminal year for F in the 2024 stock assessment, the Technical Committee shall use actual recreational har-

vest estimates to evaluate F. Motion made by Dr. Belcher and seconded by Ms. Burgess. Motion passes (8 in favor, 2 opposed, 1 abstention).

Initiate an addendum to consider changes to the recreational bag limits and slot limits for the northern stock of red drum to address increasing fishing mortality and to update de minimis provisions of the FMP. Motion made by Mr. Batsavage and seconded by Mr. Geer. Motion carries (7 in favor, 3 abstentions).

ATLANTIC STRIPED BASS MANAGEMENT BOARD

Meeting Summary

The Atlantic Striped Bass Management Board met to consider the terms of reference and Stock Assessment Subcommittee (SAS) nominations for the 2027 Benchmark Stock Assessment; receive a Technical Committee Report on stock projections to inform Draft Addendum III; and review the management options developed for Draft Addendum III and consider approving the draft addendum for public comment.

Work on the 2027 Benchmark Stock Assessment has begun and is scheduled to be peer-reviewed in March 2027 and presented to the Board in May or August 2027, depending on when the peer review report becomes available. The Technical Committee (TC) developed draft terms of reference for the Board's consideration largely based on the terms of reference from the 2019 benchmark stock assessment with some modifications and new additions. The Board approved the terms of reference as recommended by the TC.

The SAS is populated prior to each benchmark assessment. Several state and federal scientists along with Commission

staff were presented to the Board as SAS nominees. The Board approved the SAS nominations as presented.

The Board received a TC-SAS report on stock projections and associated reductions for 2026 to inform Draft Addendum III. Draft Addendum III was initiated in December 2024 to consider changing management measures in 2026 to support stock rebuilding. Stock projections were updated to include the preliminary 2024 estimate of fishery removals. The projections carried forward the TC- SAS assumptions of an increase in fishing mortality in 2025 followed by a decrease in fishing mortality in 2026 and onward as the above-average 2018 year-class moves through the ocean slot limit. The base projection scenario

(i.e., status quo management) indicates a 49% probability of rebuilding the stock by 2029 with a 1% reduction in 2026 needed to achieve a 50% probability of rebuilding. To achieve a 60% probability of rebuilding the stock by 2029, a 7% reduction in 2026 is needed. The TC-SAS emphasized that the outcome of management changes designed to achieve reductions of less than 10% would be difficult to measure given the uncertainty in the MRIP estimates. Total removals are not known within 10%, so a reduction of less than 10% would not be statistically distinguishable from no reduction at all (i.e., status quo measures), and there is a high degree of uncertainty in whether measures

Continued on Page 20



FARM CREDIT EAST



Our mission is to grow your success.

FARMCREDITEAST.COM  
800.831.4230

- Loans and Leases
- Tax Services
- Payroll Services
- Business Consulting
- Record-keeping
- Country Home Loans
- FarmStart for New Businesses
- Real Estate and Equipment Appraisals



Chase, Leavitt & Co.  
Serving Mariners Since 1854

The Chart Room

Chart Kits · Maps · Rugged Seas · ARTIPLAQ  
Goodr Sunglasses · EPIRBS · Life Jackets · Safety Equipment

EPIRB Battery Replacement Center

Life Raft Service Station

Marine Safety Consultants · Life Raft Inspections  
Survival Equipment · Navigational Tools

Inflatable Boats ~ Sales and Repair

AB Inflatables ~ Achilles

Ask about our Consignment Department

Used Boats and Motors



84 Cove St., Portland (207) 772-6383  
218 Bucksport Rd., Ellsworth (207) 667-9390  
[www.chaseleavitt.com](http://www.chaseleavitt.com)



[www.bamforthmarine.com](http://www.bamforthmarine.com)

email: [salesandservice@bamforthmarine.com](mailto:salesandservice@bamforthmarine.com)

Gary Favreau - Scott Favreau

EVINRUDE  
E-TEC

MARITIME

SUZUKI  
MARINE

LOADRITE

DYSART'S  
GREAT HARBOR MARINA



NOW HIRING: ASSISTANT MANAGER

Pay based on experience

Walk in interviews every Wednesday 10:30am-1:30pm

Benefits (full time):

- 401(k) matching
- Dental insurance
- Vision insurance
- Health insurance
- Paid time off
- Life insurance
- Flexible spending account (FSA)



# Boat And Ship Yard News



Isaac Beal was honoured at this year’s Model Boat Show, which took place at Jonesport High School on 2 May, when he was placed in the Maine Boatbuilder’s Hall of Fame. Behind Isaac, left to right, are his five children: Wyatt, Kelley, Chris, Heidi and Tim.

**A. R. Kennedy Boats  
Steuben, ME**

Roger Kennedy and the crew have had a busy schedule this winter and spring and it does not look like it is going to slow down anytime soon.

In the first bay they have a Mussel Ridge 42, which they are finishing out as a split wheelhouse lobster boat. Down for-

ward is simple with a couple of V-berths, some shelves and a hydraulic locker with a head. The owner wanted the wheelhouse to be just five feet in width. Roger said, “We did a port side captain’s chair with a center companionway. With the captain’s chair, it was not going to leave a lot of room for the crew. So, I cantilevered the whole thing out over 14 inches. If you look, the bulkhead



This Mussel Ridge 42 is being finished out as a lobster boat by A. R. Kennedy of Steuben. They figured that she should be finished the end of spring.

is pushed forward, just to make more room for his chair and we can have more room in there for the crew.”

This boat is powered with a C16 medium continuous duty 815-hp FPT and he should see about 25 knots. Under the platform they have a 13-crate sprinkler set-up and a transverse 400-gallon fuel tank as they wanted to keep the weight as far aft as possible. Roger added, “They say these Mussel Ridges like that weight back, back, back. He’s having a four-foot duck tail stern extension built. I figured let’s get that fuel as far back and I cheated the engine back a little further than I think most of them are. We are only on a 13-foot shaft.”

This boat was started the third week of January. The good news is that the windows are scheduled to arrive the first week of May and they are thinking that they will be done and in the water the middle of June.

In the next bay they have a Northern Bay 36, which apparently had been ashore with water running in and out of her. They have really rebuilt the entire boat starting with the house, which they just cut a little and pushed it over the side. “He wanted a West Coast house,” explained Roger, “I had never built a West Coast house. We’ve custom-built seven or eight houses in the last couple of years, but they were all traditional Downeast-style. We ended up building a whole new bulkhead, but I built it off his existing bulkhead. I really wish that we’d moved the bulkhead backwards because of course with the West Coast windshield as

you go up in the round of the trunk house now you have got to tip that in so much to make it look right. It is almost tipped a little more than I wanted.”

With everything on the exterior done, they faired and painted the hull with Dresden blue and a red bottom. They are almost done with this project and are just waiting on windows and she will be going overboard.

In the third bay they have a Young Brothers 35, which was just bought by Jamie Robertson from a fisherman from Boothbay Harbor. Jamie does boat tours out of Milbridge and wanted a few upgrades before his season begins. He was looking for a lot of changes, but time is not there and there are going to fix the more drastic issues and do cosmetics to make her look more presentable.

Previous to these boats, they have just refinished a South Shore 34. Just before that they redid a Holland 32 lobster boat during January and February. The shelter was removed, and they laid up a new top and gave it an overhang.

Next up they have a South Shore 42, which will be a complicated custom build and will take them from July to next spring to finish. This boat came out of the 38 mould and is now over across the street at H & H Marine having the extension added. Joe Sargent will also assist on this project building a custom house top. Roger added, “It is going to be an interesting build. Then we are talking to a couple of people about hopefully a 36 build. There is interest out there, but it is not like it was five or ten years ago.

**Bailey Stillman  
Bass Harbor, ME**

In the main bay they have a 1952 36-foot wooden Bobby Rich lobster yacht, which was originally built for the Peter Grace family and then it was owned by Rick Savage over in Northeast Harbor. She has been owned by the current owners since 1979. Bailey said, “The owner’s goal is to give it a thorough restoration. She wants it inheritable and maintainable again. A lot of things had gotten away like some of the deck leaks and all of the varnish was dead. We are salvaging as much as possible. When we got her in the shop, the first thing Ed Davis and Richard Stanley did was sight the keel and walk around the boat. They said her hull’s in really good shape and said they’ve restored boats from the 80s that were in half as good a shape. We have done 77 new deck beams from the breast hook to the transom header, every single deck beam is new. It is going to be Coosa decked, glassed over which is going to help her stay strong and not leak for a long time, mixing traditional with modern.”

They have also replaced all the aft steam frames and floor timbers right up to the bulkhead. The motor, 315-hp Yanmar



## NORTH ATLANTIC INFLATABLES

**Boats • Fenders • Motors • Package Deals**

29 Bath Rd, Brunswick, Maine

NORTHATLANTICINFLATABLES.COM | 207-844-1742



**ALSO AVAILABLE AT HAMILTON MARINE**



## HEWES & COMPANY

PO Box 599 • 419 Ellsworth Road • Blue Hill Maine

www.hewesandcompanyinc.com/marine/      gardner@hewesco.com

CNC machined bulkheads and moulds  
Cabinetry, varnish, & Corian  
for the marine industry



## C&C Machine

- Complete Engine Rebuilding, Engine Balance, Crank Welding/Grinding, Pressure Testing, Cast Iron/Alum Crack Repair
- Custom Machining Fabrication of Steel, Aluminum, Stainless
- Steel, Aluminum, and Stainless Inventory & Gas Welding Depot

**667-6910**

Over 20 years in Business  
328 Bucksport Rd., Suite 1, Ellsworth  
Monday - Friday



# Boat Yard News



This wooden boat was built at Bass Harbor Boat by Robert Rich and is now being rebuilt by Bailey Stillman in Bass Harbor.

Diesel, has been removed and is now at Spofford's, being gone over. The engine beds have been beefed up because in 1952 she did not have an engine that had this much power and weight. R. E. Thomas in Hancock is engineering a new stuffing box, potentially bronze tube through the shaft log and cutlass.

Bailey said that they were definitely going to launch this boat the spring of 2026, but they are hoping to have her done before that.

Bailey started his shop a year and a half ago. A year ago, he was working with Jim Elk just getting the shop up and running. During that time, he worked on several projects, one was restoring a Bob Lincoln rowboat for the owner of the Bob Rich boat. She was so happy with the end result she asked him to do the current project. Surprisingly, he said no at first worried that he could not do the project. He added,

“It is a big project and even though I have some experience, I just can’t say that I am a wooden boat builder. I still don’t quite feel like that. To me, you just take a piece off, you look at it, what is behind it, remake it on the bench and put it back in and try to make it a little better than the previous piece. She is a sweet boat and if we did not have owners like this, then eventually this boat’s life ends with a chainsaw. By the time she is done restoring it, you know market value is kind of tough to gauge, it is not the boat that she has been cruising on since 1979. She is passionate about her wooden boats and keeping them going and that is what we need to kind of keep this trade going. Not a lot of people are commissioning new boats like this. It is all man hours, and it is a lot of money. We tore the whole deck off in four hours, but sometimes it takes all day

Continued on Page 18

## Prep for Perfection.®





### FROGTAPE® PERFORMANCE MASKING TAPES

Engineered for challenging marine, automotive, transportation and other applications where industrial coatings are applied.

The only thing they won't mask is your craftsmanship.



DOES NOT contain PaintBlock® Technology

Visit **FrogTape.com/Performance**

©Shurtape Technologies, LLC 2024/ASW00733 **Shurtape TECHNOLOGIES**

## It is time to think about Spring!



### Full Service Yard

Storage - Repair - Restoration  
Wood - Fiberglass - Welding - Electronics - Hydraulic Hoses  
Mooring all season - Showers and Laundry  
**Ship's Store**  
Good assortment of especially  
Fasteners, Hydraulic parts for hauler and steering  
*Coming First of Year: Joe Lowell & Downeast Custom Boats*



Drop off point for Chase, Leavitt & Co liferaft services and Nautilus Marine Hardware for propellers.

285 Main Street, P.O. Box 513, Jonesport, Maine 04649

(207) 497-2701

email: [info@jonesportshipyard.com](mailto:info@jonesportshipyard.com)

[www.jonesportshipyard.com](http://www.jonesportshipyard.com)



# Maine's Boatbuilders & Repairers

*Boat Hauling Design*

*Custom Building Repair*

**JOHN'S BAY BOAT COMPANY**

[www.johnsbayboat.com](http://www.johnsbayboat.com)  
[jbbco1@gmail.com](mailto:jbbco1@gmail.com)

Peter Kass, Prop.  
207-644-8261


Box 58  
South Bristol, ME 04568



- 24'x24'x85' Professional Spray Booth
- 50 & 75 Ton Travelift
- Mobile Crane Service
- Complete Fabrication/Fiberglass Repair Facility
- Slips - Mooring - Fuel
- Certified Diesel/Outboard Sales & Service
- Local and Long Distance Boat Transport


120 Tillson Ave Rockland, Maine  
(207) 594-0400 [www.journeysendmarina.com](http://www.journeysendmarina.com)  
[info@journeysendmarina.com](mailto:info@journeysendmarina.com)

**Home of the Calvin Beal  
and Young Brothers Boats**



**CALVIN BEAL**  
30 - 34 - 36 - 38 -  
42 - 44 - 46

**YOUNG BROTHERS**  
30 - 33 - 35 - 38 -  
40 - 42 - 45 - 46

**SW Boatworks™**  
**MADE IN MAINE**  
**207-667-7427**  
[www.swboatworks.com](http://www.swboatworks.com)  
[swboatworks@gmail.com](mailto:swboatworks@gmail.com)

**CUSTOM WOODEN BOATBUILDING & REPAIR**  
**SINCE 1973**



**Richard Stanley**  
CUSTOM BOATS

PO Box 275  
13 Little Island Way  
Bass Harbor, ME 04653

207.244.3795  
[www.RichardStanleyBoats.com](http://www.RichardStanleyBoats.com)  
[richard@richardstanleyboats.com](mailto:richard@richardstanleyboats.com)



The Stanley 38

**John Williams**  
Boat Company  
Boat Building • Service • Brokerage

No corporate culture. No dealer incentives. No focus groups. Just Boats.  
207.244.7854 / [info@jwboatco.com](mailto:info@jwboatco.com) / [www.jwboatco.com](http://www.jwboatco.com)  
PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, Maine 04660



*Custom tuna, Lobster and Pleasure Boats*

**General Marine Inc.**  
Airport Industrial Park, Biddeford, Maine 04005  
**(207) 284-7517**

**FINESTKIND**  
BOATYARD  
11 Bristol Way, Harpswell, Maine

★ Full Service Boatyard ★ Indoor/Outdoor Storage  
★ Custom Finish Work ★ Carpentry & Machine Shop


**MEMBER**  
**ABYC**  
Setting Standards for Safer Boating

[www.fkby.com](http://www.fkby.com)  
**(207) 833-6885**





# Maine's Boatbuilders & Repairers




## Samoset Boatworks


*Building boats in the Maine tradition*


Matt Sledge

Custom Finisher


(207) 633-8350 106 Industrial Park Rd., Boothbay, Maine matt@samosetboatworks.com

**FARRIN'S BOATSHOP**  
Bruce A. Farrin & Sons





Atlantic Boatworks 37



Wayne Beal 40

At Farrin's, pride in our workmanship has been continuously applied in over 50 years of building boats.

Our craftsmanship in construction will give your custom project the quality that has made Maine famous in the boat building industry.

Walpole, Maine 04573 • 207-563-5510  
FarrinsBoatshop.com

## The only boatyard you'll ever need



- Emergency Haulout Services
- Full Service Rig Shop
- Repowering power & sail
- Service All IB & OB Engines
- 300-ton Travelift • 150-ton Travelift
- Fiberglass & Paint Shop
- Woodworking • Systems & Design
- Storage-Inside & Out (power & sail)
- Producer of Maine Boatbuilders Show and Maine Small Craft Celebration
- NEW online parts shopping shopportlandyacht.com

ENJOY your sailing, we'll do the rest

PORTLAND  
SHIP  
YARD



PORTLAND  
YACHT  
SERVICES

100 West Commercial St. • Portland, ME 04102 • 207-774-1067 • www.portlandyacht.com

## H & H MARINE INC.



*H&H Marine Inc. builds quality working craft from 25 to 47 feet. Custom layouts are available. Come visit us at our shop, and see first hand the quality we build with "Downeast Pride"!*

P.O. Box 932, Steuben, Maine 04680 (207) 546-7477 www.hhmarineinc.com

Zero Emission  
Quiet  
Odor free  
Efficient  
Reliable  
Economical  
and now,...fast



## Electric Propulsion has arrived

Serving New England's All-Electric Market from Rumery's Boat Yard on the Saco River

MAINE ELECTRIC BOAT Co. partners with Vision Marine Technologies, expertly building electric boats for 25 years. Three of their models are available to test drive at Rumery's Boat Yard. Boats start at \$25k. Some models reach 40 mph.


PURCHASE | RENTALS | CONVERSIONS & INSTALLATIONS




Modern Classics • Electric Conversions • Restoration & Storage  
Rumery's Boat Yard • Biddeford, ME • 207-283-0607 • www.MaineElectricBoat.com


## MAINE YACHT CENTER

*A Perfect Place to Refuel, Refit, and Relax*





Located in Casco Bay, minutes from downtown Portland.



Dockage, Service & Storage

100 Kensington Street • Portland, Maine  
207.842.9000 • www.maine yacht.com



# MARINE FINANCING

New Boat Construction • Used Boat Loans  
Traps & Gear Loans • Refinancing & Repowering



MAINE  
FINANCIAL GROUP

A Katahdin Trust Company Affiliate

**CONTACT:** Jim Amabile  
1.800.974.9995  
144 US Route One  
Scarborough, Maine 04074

MEMBER FDIC  EQUAL HOUSING LENDER



## 4-STROKE OUTBOARDS

### 2.5 HP - 250 HP

BACKED BY A  
5-YEAR WARRANTY







**CONTACT US:**  
(207) 664-0500  
[www.piriemarine.com](http://www.piriemarine.com)  
53 Sunset Park Road  
Ellsworth, Maine

**Maine's Propeller & Fabrication Experts are  
Now Your Source for Marine Hardware!**

## Nautilus Marine Hardware

**2317 US HWY 1, SULLIVAN, ME**  
14 miles east of Ellsworth opposite Chester's Pike

### Commercial Fishing & Boatbuilding Supplies Including:

- STAINLESS FASTENERS • USED PROPELLERS
- MARINE HARDWARE FROM OUR FAB SHOP
  - OIL GEAR • GLOVES
  - ROPE & BUOYS • BILGE PUMPS

**State Certified Station for:**  
**Propane Filling**  
**Dive Tank Filling**  
**Game Tagging**



# NAUTILUS

## MARINE HARDWARE

(207) 422-0119



At Henry Abel Yacht Yard on Some Sound we found the classic ARIEL. Unfortunately, no one really knew much about her.

to pull 10 fasteners. That is the reality of it. It is hard to zoom out a little bit and figure out where we are in the project. All I know is we are moving forward.”

Bailey said that he does not have anything lined up after this project. “I definitely want to continue to stay in this line of work of keeping wooden boats going with repairs and restorations,” he continued. “I don’t have preference from working on a little boat to a big boat.”

During the summers Bailey worked for a summer family as mate on their boat for seven years and before that worked at the Northeast Harbor Fleet. Now, he has been running a boat for a lady that charts it from Ellis Boat Co., a 36-foot Ellis. He added, “I like to switch it up a little bit. I just like

## Newman Marine Brokerage

254 Main Street, Southwest Harbor, ME  
Kathe Newman Walton, Broker  
207-266-5574 [www.jarvisnewman.us](http://www.jarvisnewman.us) [info@jarvisnewman.us](mailto:info@jarvisnewman.us)



31' Eastern Casco Bay F/B Cruiser \$85,000



19' RIB, 2024, \$33,000



24' NorthCoast, 1989, \$24,500



19' Sportman, 2017, \$21,500



25' Newman Friendship \$23,000



## SOUTH PORT

### M • A • R • I • N • E

South Portland, Maine  
43° 38' 33.882" N, 70° 15' 8.4348" W

**Contact us at (207) 799-8191**



**New 55 Ton Travel Lift**  
*All Your Servicing and Boat Sales Needs*





# Boat And Ship Yard News



At Hylan & Brown in Brooklin they are making this Navy whaleboat into an electric powered cruiser.



PALAWAN was at Portland Yacht Service in Portland for some welding work and her annual maintenance this winter.

boats, and I don't really care if I'm on the water or under a boat on the hard. That's how some these boats got built. There were guys that were captaining during the summer or lobster fishing and then in the winter they were like what are we going to do? So, they were building these in a winter."

## Farrin's Boat Shop Walpole, ME

Just launched was a 36 Wayne Beal that they put an extension on, making her 39 feet 7 inches. This was a big job taking a little over two and a half months to complete. They tore out the cockpit, replaced about a third of the framing, put back a Coosa deck and fiberglassed it in. After the extension was complete, they painted the hull.

They also removed the engine, a Volvo Diesel, and sent it to Billings Diesel & Marine in Stonington. When it was torn down, they found nothing really wrong, just some normal wear and tear and she was rebuilt for the second time.

The owner has already taken her out and has gained a knot while cruising and is very happy with the changes. Bruce Farrin added, "The boat handles very well. By not moving the propeller back she still handles well, turns on a dime you might say. One thing that we noticed by having the propeller still forward, it flattened out the stern wake."

Now in the back bay they have a 36 Stanley from Boothbay. In the past her owner would have done the work, but he has developed an issue working with fiberglass. This was the owner's father's boat, and it needed a lot done. They have put a house on her, installed all the hauling gear, which included the wiring and hydraulics. They are finishing the wiring, hydraulics, plumbing, gel coating and windows. They think she will be finished in another month or so.

Several years ago, they finished a Calvin Beal 42 for a fisherman from Cape Porpoise. She is returning for a once over and to add a Northern Lights 6kW genset.

In the forward bay they have a Young Brothers hull they are finishing out for a customer from the Caribbean. They are working on the accommodations down forward. She

will have a small ice box, an LP cook top and a head. They have the bulkheads in as well as the major parts of the cabinetry. This will then be sanded before the top and pilothouse goes on. Out in the cockpit they have a fish box with four-inch insulation all around it. This will be to carry ice and provisions when they run from island to island. They are figuring this project will be done this fall.

If you are looking to have a hull finished or need your existing boat upgraded, they have a slot. They just had a cancellation, but I am sure that they will not have the slot open long so be quick!

## Hylan & Brown Brooklin, ME

In the main shop they have the boat GATSBY II, which they finished last year in for some minor upgrades. This was a big job, which took over a year to complete and both they and the owner are thrilled how she came out. Some of the minor issues were the sliding doors on the pilothouse, which were not sliding quite right, they re-engineered the drawer slides and added some minor items like cup holders. This boat is fitted with 250-hp twin Yamaha outboards with electric steering, throttle all controlled by a joystick, which worked extremely well. The owner was a little worried that it would take him some time to learn how to work it all, but Ellery Brown, owner of the yard said it took him about 10 minutes to figure it all out. For speed she topped out at 38 mph. She also sported a gyro stabilizer and Zipwake trim tabs. Ellery added, "We had never done the Zipwake before. Those were beautiful. When you turn them off is when

you realize how much they are doing when you are underway."

They are hoping to take the boat to the Maine Boats and Harbors Boat Show in early August to show her off. They were also thinking of other boat shows, but they are a huge cost and time commitment.

Just behind GATSBY II is an old fiberglass Navy whaleboat being finished out as an electric cruiser for a customer from Sorrento. They basically gutted her out, leaving just the seating area aft. The engine, a Westerbeke Diesel, was also removed and this will be replaced with an electric motor and two battery banks, one on each side containing twelve 24-volt 200-amp hour

lithium-ion batteries. She will be fitted with Rim drive technology from Holland. Ellery said, "A Rim drive has got no center shaft, and the motor is in the housing of the pod. It is pretty cool. I went over to Amsterdam last fall to the huge boat show over there, METS and talked to them. I even got to play around with their pod drives, so, when we needed to find a pod drive for this, we decided to ditch the shaft drive and go with a pod drive. That is on its way, about 15 kW pod drive."

There will be a solar top, which will cover most of the boat and that should supply enough energy for long cruising. They

Continued on Page 24

**OUTBOARDS & AB INFLATABLES**  
**FOR SALE**

CERTIFIED  
SERVICE &  
REPOWER  
DEALERSHIP

MOTORS IN STOCK RANGING FROM  
6 HP TO 250 HP

AB INFLATABLE  
PACKAGE DEALS AVAILABLE

**YAMAHA**

**SUZUKI  
MARINE**

**MERCURY**

**AB  
INFLATABLES**

**SAFE HARBOR**  
KITTY POINT

**CALL TODAY! 207.439.9582**

## NEED TO MOVE YOUR BOAT? CALL YORK'S BOAT TRANSPORTATION



YORK'S MARINE

11 Gordon Drive  
Rockland, Maine 04841

(207) 596-7400  
www.yorkmarineinc.com



*Fishing access  
along the  
Kennebunk River*

We supply the bait, tackle & boat  
you supply the time to relax!

Saco Bay Tackle supplies on site.  
For Rent: Power boats, canoes, and kayaks

Call 207-967-3411  
or stop by 67 Ocean Avenue



# ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

**Continued from Page 13**

that accomplish that small of a reduction on paper would be effective in practice.

The TC-SAS report also included sensitivity runs extending the projections beyond 2029 and considering a very low recruitment assumption for future years based on the recent six years of very low recruitment. Under the very low recruitment assumption, spawning stock biomass will start to decline after 2029 as compared to increasing under the base recruitment scenario, even under the low fishing mortality rate projected for 2024. The Board requested that a summary of the very low recruitment sensitivity runs be added to the draft addendum.

The Board reviewed and discussed the proposed management options in Draft Addendum III covering three issues: reduction in fishery removals to support rebuilding; commercial tagging at point of harvest vs. point of sale (added by the Board in February 2025); measuring total length of striped bass (added by the Board in February 2025). After lengthy discussion on whether to move forward with considering a reduction in fishery removals for 2026, the Board voted to keep options for a 2026 reduction in the draft addendum. The Board shortened the list of possible recreational options to achieve the reduction by removing some recreational mode split options and removing the ocean size limit options. The Board also removed the option for a 0.8% commercial quota reduction since it was similar to the 0% commercial quota reduction option. The Board requested an additional option be added for New England seasonal closures considering a dual closure in Wave 3 and Wave 5. The Board also agreed that seasonal closure op-

tions must be a minimum of 14-days in duration with the exception of closures added to existing closures. The Board also requested adding text to explain the complexities with potential closures in North Carolina (due to limited fish availability) and potential closures in New York during Wave 2 or Wave 6 (due to existing New York season closures).

The Board also considered adding a fourth issue to the Draft Addendum considering Maryland’s recreational season baseline. The Board agreed to add Maryland’s proposed option for a new season baseline to the Draft Addendum contingent on upon a review by the TC-SAS. The Board requested the TC-SAS discuss the modifications to Maryland’s methodology, the assumption of constant effort when opening a current closure, and any biological impacts that should be considered from the proposed season changes (e.g., impacts on fish staging for spawning in the spring).

The Plan Development Team will revise the Draft Addendum based on the above changes, and the Board will consider approving the revised draft addendum for public comment in August 2025.

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

**Motions**

Move to approve the Stock Assessment Subcommittee nominations for striped bass as modified today. Motion made by Dr. McNamee and seconded by Mr. Geer. Motion passes by unanimous consent.

Move to approve the Terms of Reference for the 2027 Benchmark Stock Assessment for Atlantic Striped Bass. Motion made by Ms. Meserve and seconded by Dr. McNamee. Motion passes by unanimous

consent

Move to remove the entire section 3.3 Reduction in Fishery Removals to Support Stock Rebuilding from the document. Motion made by Mr. Clark and seconded by Mr. Cimino. Motion fails for lack of majority (7 in favor, 7 opposed, 2 abstentions).

Move to remove Option 4 from Section 3.3 (0.8% commercial reductions) Motion made by Mr. Batsavage and seconded by Mr. Clark. Motion passes by unanimous consent.

Move to remove all the split separate equal mode reduction options. Motion made by Ms. Meserve and seconded by Mr. Sikorski. Motion passes by unanimous consent.

Move to remove the ocean size limit options of 37”-40” and 38”-41”. Motion made by Dr. McNamee and seconded by Mr. Gary. Motion passes by unanimous consent.

**Main Motion**

Move to add the Maryland baseline season option to Draft Addendum III. Motion made by Mr. Sikorski and seconded by Mr. Clark. Motion amended.

Motion to Amend: Motion to amend to add contingent upon final review by the TC and SAS of the modifications that were made. Motion made by Mr. Grout and seconded by Mr. Kane. Motion passes (15 in favor, 1 abstention).

Main Motion as Amended: Move to add the Maryland baseline season option to Draft Addendum III contingent upon final review by the TC and SAS of the modifications that were made. Motion passes (13 in favor, 2 abstentions, 1 null).

Move to task the PDT with developing a sub-option for the MD season option that would add an uncertainty buffer. Motion made by Ms. Meserve and seconded by Ms. Patterson. Motion passes (9 in favor, 5 opposed, 2 abstentions).

Move to remove the entire section 3.2 Commercial Tagging Requirements: Point of Sale vs. Point of Harvest from the doc-

ument. Motion made by Dr. McNamee and seconded by Ms. Meserve. Motion fails (3 in favor, 10 opposed, 3 abstentions).

**LAW ENFORCEMENT COMMITTEE Meeting Summary**

The Law Enforcement Committee (LEC) welcomed Captain David Bailey from Maryland Natural Resource Police and Captain Jack Chapin from the Massachusetts Environmental Police as new state representatives. Additionally, the committee recognized the retirement and offered gratitude to NOAA General Counsel Attorney Robert Hogan, for his years of support and participation in the LEC. Mr. Joseph Heckwolf succeeds Mr. Hogan as the new committee member from NOAA General Counsel.

**Species Discussion**


Atlantic Striped Bass – The LEC held a virtual meeting on March 27, 2025, to address the Striped Bass Plan Development Team questions regarding Draft Addendum III of the Atlantic Striped Bass Fishery Management Plan. A comprehensive meeting summary was provided to the Striped Bass Management Board during the Spring meeting week.


Bluefish – Staff briefed the committee on the Technical Committee’s (TC) application of the Risk and Uncertainty Tool. The TC is considering using this tool to quantify management uncertainty within the commercial and recreational bluefish fisheries. Two of the seven elements of this tool, Compliance and Enforcement, have enforcement implications and may require the LEC input beyond state compliance reports. The goal of this presentation was to open a dialogue with the LEC and to familiarize the committee with this tool for its future application in fishery management.

**Other Business**

Case Study - New Hampshire Fish and Game: Lieutenant Delayne Brown

See the new exhibit of the Jim Steele Peapod Shop!





**PENOBSCOT**  
Marine Museum

Voyage through hundreds of **YEARS**, thousands of **MILES**, and millions of **STORIES** from Maine’s coast.

See photos, tools, jigs, and plans from Maine’s boatbuilders — online and in person.

**Open May to October — Online Year-round**  
40 E. Main Street, Searsport, ME | [penobscotmarinemuseum.org](http://penobscotmarinemuseum.org)

**Want to finish a new boat or have your current boat renovated?**

**Farrin's Boat Shop**  
*"Where Old Maine Craftsmanship is Still Done with Pride"*  
**just had a cancellation and has an opening this summer**  
**CALL BEFORE ITS GONE!**

**Farrin's Boat Shop**  
19 Sproul Road, Walpole, ME 04573  
(207) 563-5510 or [farrinsboatshop@tidewater.net](mailto:farrinsboatshop@tidewater.net)



# ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

presented a case study concerning striped bass enforcement efforts by the New Hampshire Fish and Game department during the Summer of 2024. Two specific cases were highlighted: Case #1 – Castles, Diburro, and Cotone; and Case #2 – Travis.

Lieutenant Brown provided an in-depth study of the origin, procedures, and penalties associated with these cases. Both incidents involved Massachusetts commercial fishers crossing into New Hampshire state waters and exceeding the permitted limit for taking possession of oversized striped bass. Lieutenant Brown shared details of the initial reports of illegal activity, a comprehensive operational plan, and the surveillance techniques employed to apprehend the poachers. The investigations’ strengths and weaknesses were discussed as learning tools for other agencies. Lieutenant Brown acknowledged the cooperation and effort of the Massachusetts Environmental Police, Maine Marine Patrol, and several local police agencies in successfully resolving these cases.

The penalty phase resulted in a total of thirty-four warnings issued and forty-six violations cited, amounting to fines totaling \$5,478.00. Additionally, the Commonwealth of Massachusetts is taking action to suspend the commercial permits of these fishers under the Interstate Wildlife Violators Compact.

Website – The LEC was presented with the new ASMFC website. Staff provided a tutorial on accessing relevant information, including the LEC page, meetings page, and specific ASMFC guiding documents. LEC offered positive comments regarding the design of the new site.

A closed session of the meeting was afforded to openly discuss new and emerging law enforcement issues.

Respective agencies were provided with time to highlight their agencies and

offer current enforcement efforts. For more information, please contact Kurt Blanchard, LEC Coordinator, kurt.blanchard@verizon.net.

## EXECUTIVE COMMITTEE Meeting Summary

The Executive Committee met to discuss several issues, including reviewing the proposed FY26 budget, the Discussion Paper on Declared Interests and Voting Privileges, a Legislative Committee update, CARES update, and a future annual meeting locations update. The following action items resulted from the Committee’s discussions:

A lengthy discussion was held on the Discussion Paper on Declared Interests and Voting Privileges. The Paper focuses on three issues: 1) declared interests, 2) voting privileges, and 3) virtual and hybrid meeting participation. The discussion focused on issues 1 and 2. Staff was asked to draft options for modifying the criteria for qualifying for an interest in a fishery. Staff will also develop further options related to voting privileges for consideration at the Summer Meeting.

Staff presented an update on the Sportfish Restoration reauthorization effort, the status of the FY25 federal budget and NOAA’s development of that budget, the status of the FY26 budget and submission of appropriations requests, and a summary of the recent fisheries Executive Order.

Staff provided an update on the status of the remaining issues with New Jersey and Florida CARES payments due to be repaid after audits found funds made some more than whole or they were ineligible to receive any funds at all.

Staff Leach provided an update on future Annual Meeting locations. October 26-30, 2025 the Annual Meeting will be in Dewey Beach, Delaware; in 2026 Rhode Island; 2027 South Carolina; 2028 Massachu-

setts; 2029 Pennsylvania and 2030 Georgia. For more information, please contact Laura Leach, Director of Finance & Administration, at lleach@asmfc.org.

## Motions

Move to approve the FY26 proposed budget as presented at this meeting. Motion made by Mr. Haymans and seconded by Mr. Clark. Motion passes by unanimous consent.

## ATLANTIC COASTAL COOPERATIVE STATISTICS PROGRAM COORDINATING COUNCIL Meeting Summary

The Atlantic Coastal Cooperative Statistics Program (ACCSP) Coordinating Council met to review and approve the FY2026 Request for Proposals (RFP) and review project and program updates.

The Council approved the FY2026 RFP as presented by the Operations Committee and Advisory Panel. The documents included adjusting the primary program priorities to elevate the socioeconomic module and decrease the catch-effort module to reflect past accomplishments and future direction of the ACCSP, adjusting the secondary program priorities to align the socioeconomic module with the three other modules, and adding an Impact on Management score similar to the existing Impact on Stock Assessment. The RFP also includes updated priority matrices from the Biological Review Panel and Bycatch Committees.

Staff presented an update of ACCSP program activities, including software development timelines and projects, major cross-team projects, recreational initiatives and the status of ACCSP regional partner coordination. Stephanie Iverson (VMRC) was recognized for her 25+ years of service to ACCSP.

For more information, please contact

Geoff White, ACCSP Director, at geoff.white@accsp.org.

## Motions

Move to approve the ACCSP FY2026 RFP including updated priorities as presented in the funding decision document, biological and bycatch matrices. Motion made by Ms. Zobel and seconded by Dr. McNamee. Motion passes by unanimous consent.

## ATLANTIC MENHADEN MANAGEMENT BOARD Meeting Summary

The Atlantic Menhaden Management Board met to consider the final report from the Work Group on Precautionary Management in Chesapeake Bay, review a progress update on the ecological reference point (ERP) benchmark stock assessment, and provide direction to the Technical Committee (TC) on stock projections for 2026-2028.

In August 2024, the Board established a Work Group to gain additional information and evaluate options for further precautionary management in Chesapeake Bay, including time/area closures. The Work Group met nine times from September 2024 to April 2025, and develop a report based on Chesapeake Bay predator and fishery data. The Work Group addressed its task without determining if there is or is not an adequate supply of menhaden to support predatory demand in the Bay; instead, it is the responsibility of the Board to determine if or when it is necessary to implement them. Based on the life history of the predators examined, the nature of Chesapeake Bay menhaden fisheries, and recent changes in menhaden availability, the Work Group discussed a number of precautionary management options that the Board could consider for further action (see Work Group Report).

Continued on Page 22

International Maritime Library

Version 7 Coming - >165,000 vessels listed  
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.

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

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

I want to join

☐ Admiral of the Fleet\$1,000.00

☐ Admiral\$500.00

☐ Commodore\$250.00

☐ Captain\$100.00

☐ Lieutenant\$50.00

☐ Midshipman\$25.00

Name:

Address:

City:

State:

Zip:

Send to:

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

Dedicated to the Preservation of Maritime Writings

# ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

## Continued from Page 21

The Board discussed tasking the Technical Committee (TC) with evaluating options in the report, but in consideration of the priority for the TC and Ecological Reference Point (ERP) Work Group to complete the single-species assessment update and ERP benchmark assessment for presentation to the Board at the Annual Meeting, the Board decided to continue the discussion of the report at the Summer Meeting.

The Board received a progress report on the ERP benchmark stock assessment. The Board reviewed the conclusions of the Natural Mortality Work Group established by the Stock Assessment Subcommittee (SAS) to consider concerns raised about the estimate of natural mortality. After identifying the discrepancies between two proposed estimates, the SAS developed a new base estimate of natural mortality for the single-species model, which will be reviewed through the ERP benchmark assessment peer-review. The ERP benchmark assessment will be peer-reviewed through the SouthEast Data, Assessment and Review (SEDAR) process in August 2025.

Stock projections are conducted after the stock assessment is complete to aid the Board in setting the Total Allowable Catch (TAC). Staff reviewed the previous projections requested prior to setting the TAC for 2023-2025 and requested the Board provide the TC with direction for conducting the projections for the next 3 years. The Board requested the projections include the TACs associated with a 40-60% probability of exceeding the ERP target for 2026-2028 combined and as separate years, and the percent risk of exceeding the ERP target and threshold for nine different TACs ranging from -20% to +20% of the current TAC in 5% increments when it considers specifications for the next one to three years at the Annual Meeting.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, at [jboyle@asmfc.org](mailto:jboyle@asmfc.org).

## Motions

No motions made.

## TAUTOG MANAGEMENT BOARD

### Meeting Summary

The Tautog Management Board met to consider a Technical Committee (TC) report on the New York study of potential alternative commercial tags, receive a progress update on the 2025 stock assessment update, and elect a Board Chair.

In response to a Board task at the August 2023 meeting, the TC identified alternative tag types to evaluate for the commercial tagging program. The tags considered were T-Bar, strap, and Petersen disc tags. The

strap tag is a smaller version of the current commercial tag that was previously studied in 2016 prior to the implementation of the tagging program. New York conducted a 30-day feasibility study of the T-Bar and strap tags and examined tagged fish for damage and signs of infection around the tag. After initial consideration, the Petersen disc was eliminated from contention due to the difficulty of application. There was no conclusive evidence of any infections forming for either tag type, although some fish showed redness around the insertion point for both types. Challenges with the T-Bar tag were the inability to determine if the tag was inserted properly and a lower tag retention rate, as well as a significantly higher cost for both the tags and applicator when compared to the current tag. The strap tag created similar, albeit smaller, wounds to the current tag, but it is unclear that it would prevent the reported issues. Although, the smaller strap tag and its applicator are considerably cheaper than the current versions. Given the results and the costs, New York did not recommend any of the tags as a viable alternative to the current tag. The TC discussed the possibility of further testing but did not identify any new tag types to evaluate, and New York noted the funding and staffing challenges to continue to pursue additional studies. Given the lack of a viable alternative, the Board decided to maintain the commercial tagging program unchanged but would consider further testing of alternative tags if new information became available.

The Board received an update on the stock assessment update, which is scheduled to be presented to the Board at the Annual Meeting. The TC discussed the impact of upcoming changes to MRIP effort estimates in 2026 on the assessment. The TC recommended continuing the assessment on the current timeline given the length of time since the last assessment and the uncertainty of potential delays in the availability of the MRIP updates. The Board also elected Matt Gates as Chair.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, at [jboyle@asmfc.org](mailto:jboyle@asmfc.org).

## Motions

Move to elect Matt Gates as Chair of the Tautog Management Board. Motion made by Dr. McNamee and seconded by Mr. Luisi.

**HORSESHOE CRAB  
MANAGEMENT BOARD  
Horseshoe Crab Board Approves  
Addendum IX Addendum Allows  
Multi-Year Specifications for Male-Only  
Harvest**

The Commission's Horseshoe Crab Management Board approved Addendum IX to the Interstate Fishery Management Plan for Horseshoe Crabs. The Addendum allows the Board to set specifications for male-only harvest. It also establishes a method for managing male-only harvest limits during multi-year specifications periods, reestablishes seasonal harvest restrictions, and clarifies policy related to harvest caps for Maryland and Virginia.

Addendum IX responds to recommendations from the July 2024 Horseshoe Crab Management Objectives Workshop, which convened a group of stakeholders to explore management objectives for the Delaware Bay-origin horseshoe crab fishery. Workshop participants recommended the Board establish an interim solution to maintain male-only harvest while changes to the Adaptive Resource Management (ARM) Framework are explored to better align the model with stakeholder values.

The Addendum allows the Board to set multi-year specifications for up to three

years until 2031 based on the ARM Framework. In interim years when the ARM is not used, the Board will manage maximum male harvest limits based on Delaware Bay region spawning survey data. Addendum IX also reestablishes a harvest closure for the Delaware Bay region states from January 1 through June 7. Lastly, the Addendum clarifies the policy included in Addenda VII and VIII for applying Maryland and Virginia harvest caps; these caps further restrict harvest for Maryland and Virginia when female harvest is implemented in the Delaware Bay region.

Addendum IX will be available on the Commission website at <https://asmfc.org/species/horseshoe-crab/> by next week. For more information, please contact Caitlin Starks, Senior Fishery Management Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

## Meeting Summary

In addition to approving Addendum IX, the Horseshoe Crab Management Board reviewed recommendations from the Adaptive Resource Management (ARM) Subcommittee and discussed the composition of the Advisory Panel (AP).

In February, the Board tasked the ARM Subcommittee with reviewing the reward and utility functions of the ARM Framework and discussing what input from stakeholder groups would be needed to provide directions on potential changes. This task responded to a recommendation from the July 2024 stakeholder workshop on horseshoe crab management in the Delaware Bay region. The ARM Subcommittee recommended initiating a process to seek stakeholder input on various value-based aspects of the reward, utility, and harvest policy functions of the ARM Framework. The Board supported pursuing such a process, which could include educational meetings and a stakeholder workshop to identify changes to these functions that would better reflect current stakeholder values. Funding would need to be identified to conduct a workshop.

Responding to another recommendation from the July 2024 workshop, the Board also discussed possible changes to the AP. The current composition of the AP includes state-specific seats and two seats for non-traditional stakeholders. The Board expressed interest in reshaping the panel so that there is a more even distribution of advisors from each region (northeast, New York, Delaware Bay, and Southeast). It also determined that an open solicitation process should be used to seek additional nominations for non-traditional stakeholders (e.g., conservation interests). The Board agreed to form a Work Group to develop recommendations on an appropriate distribution of advisors and review new nominations.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

## Motions

## Main Motion

Move to adopt Options 1B and 1B-1 under Issue 1, Option 2B under Issue 2, and Option 3B under Issue 3. Motion made by Mr. Clark and seconded by Ms. Kennedy. Motion amended.

Motion to Amend: Move to amend to replace 1B-1 with 1B-2. Motion made by Ms. Lengyel Costa and seconded by Mr. Hyatt. Motion passes (9 in favor, 3 opposed, 3 abstentions).

Main Motion as Amended: Move to adopt Options 1B and 1B-2 under Issue 1, Option 2B under Issue 2, and Option 3B under Issue 3. Motion passes (11 in favor, 4 abstentions).

Move to approve Addendum IX with

the management options selected today. The Addendum is effective immediately, and measures pertaining to the season closure in the Delaware Bay must be implemented by January 1, 2026. Motion made by Mr. Clark and seconded by Ms. Lengyel Costa. Motion passes by unanimous consent.

Main Motion: Move to approve the nominations of Edwin Chiofalo and Arthur (Pete) Bender to the Advisory Panel. Motion made by Mr. Hornstein and seconded by Mr. Geer. Postponed.

Motion to Postpone: Move to postpone until the Board has made a decision on how to compose the Advisory Panel. Motion made by Mr. Clark and seconded by Mr. Dyar. Motion passes by unanimous consent.

# COMMISSION BUSINESS SESSION

## ASMFC Approves Amendment 4 to the Interstate Fishery Management Plan for Northern Shrimp

The Atlantic States Marine Fisheries Commission approved Amendment 4 to the Interstate Fishery Management Plan (FMP) for Northern Shrimp. In response to the continued poor condition of the northern shrimp stock, Amendment 4 modifies the first objective of the FMP to recognize the influence of environmental conditions on stock productivity and lengthens the amount of time the Northern Shrimp Section can set a moratorium from one year to up to five years. The Section can call a meeting at any time to review information relative to the fishery and the resource and initiate management action if necessary.

Amendment 4 also adds management triggers to the FMP as part of the annual stock monitoring process. Management triggers include recruitment and temperature triggers that signal potential improvement in stock conditions. The recruitment trigger will be achieved when the stock experiences non-failed recruitment for three consecutive years. If achieved, a stock assessment update will be conducted. If the recruitment trigger is not achieved, but non-failed recruitment occurs in two out of three years, the Section will consider conducting a winter sampling program without the use of size-sorting grates. This program will allow the Northern Shrimp Technical Committee to evaluate stage and length frequencies, and year class persistence before initiating a full assessment update. The temperature trigger will be considered reached when two out of three consecutive years of winter surface temperature and spring bottom temperature in the Gulf of Maine fall below the 80th percentile of the reference period. If achieved, the Section will consider a winter sampling program. These triggers are intended to help the Section identify if the stock is viable enough to support a fishery.

Finally, Amendment 4 adds the specifications setting timeline and management triggers to measures subject to change through adaptive management, allowing these management measures to be changed in the future via an addendum rather than an amendment.

All provisions of Amendment 4 are considered effective immediately. Amendment 4 will be available on the Commission's website, <https://asmfc.org/species/northern-shrimp/>, by the end of May. For more information, please contact Chelsea Tuohy, Fishery Management Plan Coordinator, at <mailto:ctuohy@asmfc.org> 703.842.0740.

## Motions

On behalf of the Northern Shrimp Section, move the Commission approve Amendment 4 to the Interstate Fishery Management Plan for Northern Shrimp as amended by the Section. Motion by Mr. Grout. Motion passes with one objection.

**WANTED**

**MARITIME BOOKS,  
MAGAZINES,  
DOCUMENTS  
POSTCARDS  
and  
PHOTOGRAPHS**

**Maine Coastal News  
P.O. Box 710  
Winterport, Maine 04496  
(207) 223-8846**



# PASSED OVER THE BAR

nal Professional BoatBuilder magazine followed by the immensely successful International Boatbuilder’s Exhibition and Conference. More piper than field marshal in command style, he was often in the background of his own achievements, lavishing credit on the people who brought his ideas to fruition. His work family returned the effort and the affection.

An enthusiastic sailor, Carl was passionate about boats. He delighted in a cockpit full of friends, talk, and sunshine. But Carl’s true expertise was people. He relished talking to strangers and made fast friends despite language and cultural barriers. Carl was also a pathological reader, who consumed multiple books every week, then passed them on to friends with pithy praise or condemnation.

In person, he was a fearless iconoclast and a gentleman. Carl loved to argue morality, literature, and naval architecture, but with a twinkle in his eye and a Heineken in hand. His formal attire was a suit paired with crocs. His manners were gracious. He always stood when a woman entered or retired from the room, and he eschewed trash talk. Carl remained gallant in an age when chivalry was long dead.

Carl often explained to waiters as he ordered an appetizer for dinner, “I’m just a little guy.” And he was. Indifferent to food, he appeared to derive all the nourishment to maintain his modest frame and fast pace from the company he kept. He was light and moved lightly through the world like a feather or a laugh lofted on the wind and gone.

He is survived by his wife; daughters, Chloe (Doug Gurley) and Morgan (Eric Babcock); and grandchildren, Quincy, Max, Sebastian and Isaac. Carl was predeceased by his siblings, Kevin and Jill.

**Jaxson Daniel McGwire Marston**  
**December 3, 1998 – April 25, 2025**  
25 April, on the ocean off Gloucester, Massachusetts, Jaxson Daniel McGwire Marston lost his life, suddenly and unexpect-

edly aboard the “25 To Life,” while doing what he loved—scallop fishing.

Jaxson was born, one of two sons, to Brian Marston and Jody (Colewell) King, on December 3, 1998. He had a way of lighting up any room he entered with that memorable “sh\*t-eating grin,” his quick wit and unfiltered mouth, the cowlick that just wouldn’t stay down, no matter what he did to it, and his immense love for his family and friends.

Jaxson was the most loving, caring and patient father, along with too many other positive attributes to name. He loved being a father more than anything, even hunting. If you asked him what his best day ever was, he would say the day his daughter was born. He was looking forward to being a father to two beautiful daughters. He was equally as good as a partner to Kameron. Providing for her and the girls was so important to him, even though he missed them when he was working. Kameron remembers Jaxson as the greatest love of her life, both emotionally and physically, and hopes everyone gets to experience that sort of love.

Jaxson, was more than a son, he was his dad’s best friend--hunting and fishing, dinner together, Hollywood slots—so many cherished memories, yet they will never be enough.

JD Mac, as his mom called him, loved his mother to the moon and back, as she did him. She fondly remembers the years of sitting on bleachers and baseball fields. Cheering him on, always and forever his #1 fan. He enjoyed trips to Mexico, golfing and fishing. Jackman camp with his mom and Jeff was a very special place in his heart as well.

As a brother to Dylan, there are far too many memories to list. It was an amazing childhood, growing up on West Street—the places they went, the things they did and the friends they shared.

Hunting and fishing kept Jaxson busy when he wasn’t working on the ocean. His Maine bear skull received the Boone and Crockett Achievement award. Habachi and Black Stone grilling were among his favorite

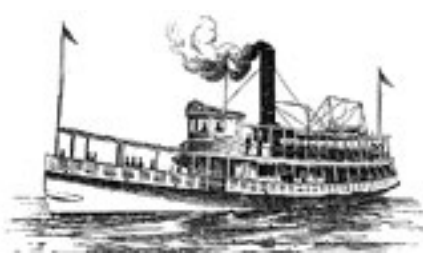
ways to cook. He was always known as a “hard ass worker” around the fishing community. Many other interests included youth hunting, always offering a helping hand, golfing with buddies, Nattie Lights, Xbox, Barren rides, Candy, Dirt Biking, Burnouts, and simply “shooting the sh\*t.” And let’s not forget Lainey Wilson and the Judds.

Surviving Jaxson is his significant other, Kameron Cluff and their daughters, Kingsley Marie (Nuggy) and expected daughter #2; mother, Jody (Colewell) King and step-father, Jeff King; father, Brian Marston and significant other, Julie Oakes; brother, Dylan Marston and significant other, Jocelyn Scoville; step-siblings, Dakota, Landen and Sarah; grandparents, Ernest Marston Jr., Rise McKenney, and grandfather, David Ingersoll; nieces and nephews, Brody, Penelope, Kemper and Kamdyn Marston; Godparents, Christina Willey and Chad Fenton and their children, River, Ryder and Ramsey, who were Jaxson’s little brothers. Kameron’s family—Parents, Mike and Holly Cluff; siblings, Kalob, Shane and Hope; grandparents, Ron and Therma Young and Mary Cluff; The Point Street Plotts; and too many cherished friends to name, but

whom he loved so much, you all know who you are. Finally, he will be sadly missed by Sailor (Beags), whom is beloved Benelli’s offspring, and more than just a dog, and was so loved by Jaxson, along with River (River Rose).

Jaxson is predeceased by his maternal grandparents, Byron Colewell, one of the many who instilled the love of the ocean in him, and Josie Colewell.

One of Jaxson’s highest priorities was funding a Next Gen account, to which he contributed often, so his daughters will be able to go to college. In that spirit, in lieu of flowers, please make Memorial Contributions to the Jody King account for the benefit of Jaxson Marston, Bar Harbor Bank and Trust, 135 High Street, Ellsworth, Maine 04605.



## DONATE YOUR BOAT

Good quality boats are wanted to raise funds for the  
**International Maritime Library**  
IML is computerizing maritime information for easy online access, but we need to hire help.

For More Information contact: The library at:  
PO Box 710, Winterport, ME 04496  
207-223-8846  
igmatats@aol.com

## U. S. COAST GUARD NEWS

### Continued from Page 8

Engineering, Marine Safety Engineering, Cybersecurity, Engineering Management, Industrial Engineering, Ocean Engineering, Power Systems & Control Engineering, and Systems Engineering.

“The Interdisciplinary Engineering major equips cadets with the ability to tackle complex, real-world challenges that don’t fit neatly into a single discipline. By blending foundational engineering principles with systems thinking and innovation, our graduates will be uniquely prepared to support the Coast Guard’s evolving missions and lead in dynamic, mission-critical environments.”

Housed in the School of Engineering and Cyber Systems, the IDE program will give cadets a hands-on educational experience. IDE students will have access to the Academy’s power lab, circulating water channel, wind tunnel, towing tank, 3-D printers, and other engineering lab facilities.

The announcement of the new major comes after recent recognition from the Carnegie Foundation on the Academy’s second Carnegie Classification for continued leadership in providing high-impact, STEM-focused academic programs to prepare cadets for future service.

**DHS Secretary Noem will deliver keynote address at Coast Guard Academy Commencement**  
U.S. Coast Guard Academy

NEW LONDON, CT – U.S. Secretary of Homeland Security Kristi Noem will deliver the keynote address during graduation ceremonies at the U.S. Coast Guard Academy on Wednesday, May 21. The Secretary will congratulate the cadets, the newest generation of Coast Guard leaders, on their hard work and dedication.

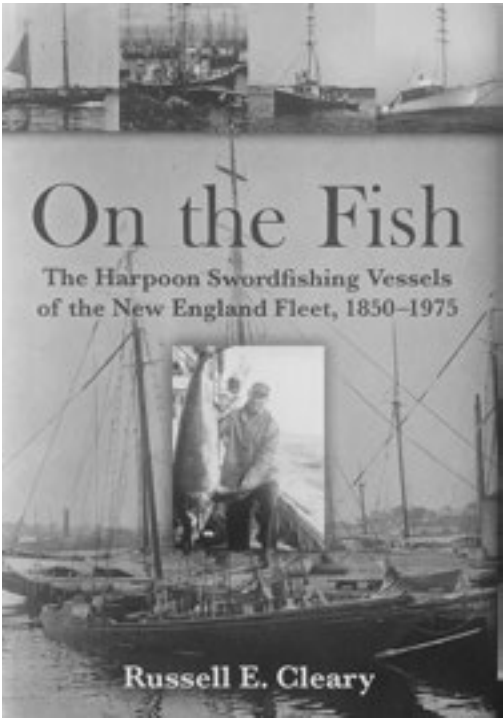
The 144th Commencement Exercises are scheduled to begin at 11:00 a.m. on Cadet Memorial Field. This event is not open to the public. Inclement weather plans call for the ceremony to be held in Leamy Hall Auditorium, where seating will be limited.

“It will be an honor to speak at the United States Coast Guard Academy’s graduation ceremony and celebrate the class of 2025,” said Secretary Noem. “We will be welcoming these new officers at a critical moment in the history of the branch and our country. The Coast Guard plays a distinctive and irreplaceable role in securing our homeland, and that’s why President Trump and I are committed to revitalizing and modernizing this service branch for the 21st Century. I look forward to the ceremony.”

The Department of Homeland Security (DHS) operational components interact more frequently on a daily basis with the American public than any other federal department, from travelers moving through air, land, and seaports of entry, to businesses importing goods into the country, to immigrants applying for services.

## Looking for a Great Fishing Book?

### How about one on Swordfishing and the boats they used?



**Just \$34.95 plus \$4.00 for postage**

Call and if no answer leave a message.  
Maine Coastal News  
P.O. Box 710, Winterport, Maine 04496  
(207) 223-8846 or email at: [igmatats@aol.com](mailto:igmatats@aol.com)

# U. S. NAVY NEWS

## Continued from Page 9

fight and win. This marks not only a major milestone for the Navy’s newest vessel, but also the Navy’s enduring legacy and commitment to shaping the future of maritime power as USNS Solomon Atkinson begins its journey to serve the fleet.

The Navajo-class ship is a multi-mission, common hull platform that will deploy to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance. Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems.

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, and auxiliary ships, including special mission ships, sealift ships and support ships.

**Secretary of the Navy John Phelan Visits PCU John F. Kennedy (CVN 79)**  
From PCU John F. Kennedy Public Affairs  
17 April 2025  
NEWPORT NEWS, Va. (April 16, 2025) – The Secretary of the Navy John Phelan visited Pre-Commissioning Unit (PCU) John F. Kennedy (CVN 79) at Newport News Shipbuilding (NNS), a division of Huntington Ingalls Industries (HII), April 16, 2025.

During the tour, the Secretary met with shipbuilders and Sailors assigned to PCU John F. Kennedy, observing first-hand the technological advancements and craftsmanship contributing to the construction of

the second ship of the Gerald R. Ford-class aircraft carriers.

“PCU John F. Kennedy is more than an aircraft carrier; it’s a symbol of American power,” said Phelan. “I have seen today that this power isn’t given but rather built by the sweat and skill of American workers.”

The visit, coordinated by HII-NNS in partnership with the U.S. Navy, included an overview of the construction of the aircraft carrier and an engagement with the ship’s crew.

“We are honored to welcome our Secretary of the Navy and showcase the tremendous efforts of our Sailors and our shipbuilding partners,” said Captain Doug Langenberg, commanding officer of PCU John F. Kennedy. “We are working hard every day to deliver a combat-ready aircraft carrier with a trained and certified crew, ready to meet every challenge, ready to fight and win.”

PCU John F. Kennedy (CVN 79) is the second aircraft carrier in the Ford Class, the first new class in more than 40 years.

At 1,092 feet in length and 100,000 tons, CVN 79 represents dramatic advances in propulsion, power generation, ordnance handling, and aircraft launch systems. These innovations will support a higher sortie generation rate at significant cost savings when compared to Nimitz-class carriers. The Gerald R. Ford class also offers a considerable reduction—approximately \$4 billion per ship—in life cycle operations and support costs compared to the earlier Nimitz class.

The new technology and warfighting capabilities that John F. Kennedy brings to the fleet will transform naval warfare, supporting a more capable and lethal for-

ward-deployed U.S. naval presence. In an emerging era of great power competition, CVN 79 will serve as the most agile and lethal combat platform globally, with improved systems that enhance interoperability among other platforms in the carrier strike group and with the naval forces of regional allies and partners.

**Naval Special Warfare Honors Fallen Operator Gage Ingram With Posthumous Medal**  
From Petty Officer 1st Class Chelsea D. Daily  
24 April 2025  
IMPERIAL BEACH, Calif.- On a serene spring day, as a gentle breeze danced across the terrace and the sun broke through the clouds, a collective silence enveloped the Silver Strand Training Complex in Imperial Beach, Calif. Naval Special Warfare (NSW) Gold Star families, distinguished guests, NSW members, their families, and friends gathered to honor the unparalleled bravery and selflessness of Naval Special Warfare Operator 1st Class Nathan Gage Ingram.

On a serene spring day, as a gentle breeze danced across the terrace and the sun broke through the clouds, a collective silence enveloped the Silver Strand Training Complex in Imperial Beach, Calif. Naval Special Warfare (NSW) Gold Star families, distinguished guests, NSW members, their families, and friends gathered to honor the unparalleled bravery and selflessness of Naval Special Warfare Operator 1st Class Nathan Gage Ingram.

Ingram was posthumously awarded the Navy and Marine Corps Medal for heroism during a Naval Special Warfare operational

mission on January 11, 2024, in the U.S. Central Command area of operations.

In the dark of night, Ingram and his teammates were part of a mission that interdicted a vessel with an illegal shipment of Iranian-supplied ballistic-missile and cruise-missile components, preventing them from reaching Yemen. During the operation, Special Warfare Operator Chief Petty Officer Christopher J. Chambers lost his grip and fell into the water while attempting to board a dhow in heavy seas. Without hesitation, Ingram jumped into the sea to try and save his teammate.

“The Navy and Marine Corps Medal is reserved for those who undertake extraordinary acts of selflessness, often at great peril to themselves, even more so than those they seek to save,” said a Naval Special Warfare Operator during the award ceremony. “Today, Gage will join the ranks of distinguished recipients of this esteemed medal, and we will etch his name into the hallowed halls of Naval Special Warfare, our Navy, and our country for all time.”

The Navy and Marine Corps Medal is the highest non-combat decoration awarded for heroism by the United States Department of the Navy to members of the United States Navy and United States Marine Corps.

“One thing that stood out was Gage’s clear understanding of the fallen heroes who came before him and the profound legacies they left within the teams of Naval Special Warfare. In Gage’s words, ‘We have to lose one of us to learn and do better. It’s the only way we improve,’” said Mrs. Jewel Ingram, Special Warfare Operator 1st Class Ingram’s wife as she accepted the award during the ceremony.

The loss of Chambers and Ingram triggered training and readiness reviews NSW-wide. Safety training, gear checks, and procedural reviews and implementation have been conducted and executed at every level to ensure the safety and readiness of each operator and combat support personnel, and honoring the memories of our lost teammates.

Ingram enlisted in the Navy on September 25, 2019, and graduated from boot camp at Recruit Training Command Great Lakes, Illinois, in November 2019. He graduated from Basic Underwater Demolition/SEAL Training Class 346 in December 2021. His awards and decorations include the Navy and Marine Corps Medal, Defense Meritorious Service Medal, Good Conduct Medal, the National Defense Service Medal, the Global War on Terrorism Expeditionary Medal, the Global War on Terrorism Service Medal, and other personal and unit awards.

NSW provides maritime special operations force capabilities to enable Joint Force survivability inside denied and contested areas, and remains committed to ensuring the highest levels of safety and training for all of its members.

# Boat & Shipyard News

## Continued from Page 19

had built this owner another electric boat, VAGA, but she was just a day boat. This one the owner wanted to have more range and that meant how many solar panels can they put on the top? They have done some calculations and at four or five knots she will go over 100 miles. Ellery explained, “If he is cruising with the sun shining you can basically pick a speed at which you are not putting a dent in your battery bank. It won’t be fast, probably three and half to four knots. For a power boater that will feel real slow, but for somebody that’s used to sailing it might seem okay. If you want to go faster or go further, you can deplete your battery bank. With lithium you can deplete it almost down to 20 percent, that is one of the beauties of lithium. I think if you are interested in electric boating you have to like that kind of thing. You are paying attention to the charging and the solar coming in and your speed and how many watts you are using. You have to sort of think that this is fun. There is a guy talking about solid state battery. That is sort of the next leap in battery efficiency. In cars the weight of the battery is somewhat less important, but in boats, it is all about kilowatts to pounds. In boats you want the lightest, highest energy density, highest energy per pound because the weight is slowing you down. More kilowattage in less space and less weight and from our perspective that is the whole ballgame with batteries. It is expensive, but the battery costs have been coming down a lot. We stick with established companies like Victron for the batteries. Victron is sort of flawless as far as their safety. They are using the safest chemistries, and their technical support is outstanding. With propulsion, it is about efficiency and that is why we are

trying this rim drive motor from Holland.

Down forward is just a head and some storage spaces. The living quarters are up in the shelter for either a couple or an individual. There is a small galley and berths port and starboard. Under the berths are the battery banks. The berths are also made so they can pull out more for sleeping. There will be sliding windows in the cabin.

In the side shop they have another electric repower on a double-ended boat from the early 1900s, which has been covered in fiberglass. At some point she had an Elco electric shaft drive installed with some AGM batteries. They are going to change out the batteries to Victron lithium-ion batteries and keep the running gear, shaft drive with an Electric Yacht motor, a 5-kW inboard motor. This boat is used to go back and forth between Bass Harbor and Swan’s Island. Charging seemed to be an issue, so they are having solar panels from Ocean Planet Energy stitched into the canvas bimini. Another issue became evident when the fiberglass on the skeg split and needed to be repaired, but that was an easy repair. Ellery said that the sea trials are really important with an electric boat just to make sure everything is working the way it should.

Next to this boat is a Castine Class day-sailer, which they store ten of. Most are in for just their annual maintenance and maybe a small repair job. One had broken their rudder, and the centreboard pendant had detached. Nothing that took a vast amount of time to repair.

### Portland Yacht Services Portland, ME

There is always a lot going on here. In the main shop they have the classic aluminum sailboat PALAWAN, once owned by Thomas Watson of IBM. She was taken

down to aluminum and they did some welding of spots that needed attention. Her current owner has owned her for about ten years and keeps her in Bristol condition.

There are a number of sportfishing boats from the Portland area all the way down to Cape Cod. They had a Flowers cruiser that they were adding hydraulics, turning her from a yacht to a sportfisherman. They have also added live wells in her stern. A 60-foot sportfisherman had her decks painted. A Calvin Beal 36 was in to be repaired and add Zipwake trimtabs. She was also having more done to make her a sportfisherman.

In the side bay there was a Hinckley Sou’wester 42 in for just her normal spring maintenance. The owner also had the standing and running rigging completely redone and ordered a new suit of sails. This owner likes sailing into the fall when there are some better winds.

Across the way in the big shop, they have a Gunboat 55, which was getting ready to be shot with Awlgrip. She comes back every other year from the Caribbean and is gone completely over. They also painted her carbon mast.

Just before the Gunboat was in the shop, the Casco Bay ferry MACHIGONNE II was in for her annual maintenance, which was pretty standard. They did some welding work on her hull, lots of paint, both interior and exterior, and some drive line work. Brackett Machine does the shaft work, and the propellers go to Rose’s Marine in Gloucester. They actually keep spare propellers just in case they are needed in an emergency.

The cruise boat BAY LADY of Boothbay Harbor came in to have a new generator installed.

### USNS Sojourner Truth Christened as MSC’s Newest Fleet Replenishment Oiler

From Sarah Cannon

28 April 2025  
SAN DIEGO — Military Sealift Command’s (MSC) newest fleet replenishment oiler USNS Sojourner Truth (T-AO 210), was christened during a ceremony at the General Dynamics NASSCO shipyard in San Diego, Calif., last night.

The ship honors Sojourner Truth, and escaped slave who became an American abolitionist and activist for African-American civil rights, women’s rights, and alcohol temperance.



MARITIME NEWS FROM THE PAST - Republican Journal - 1850

15 November  
Page 3.

**Steamboat Explosion.** – The steamer TELEGRAPH, while on her passage from Philadelphia to Baltimore, burst her boilers off Newcastle, Delaware, November 7. The dispatch says: –

So far about twenty-four have been brought from the wreck wounded and killed; some five or six have drifted ashore and have been picked up.

It is supposed that a great many were blown overboard. The captain and crew are supposed to have been all killed. The boat had drifted two miles below here; she had too much steam on.

About forty passengers have been landed, among whom are a great many burnt and scalded. There are about twenty men onboard yet who are suffering greatly.

The Arsenal has been thrown open here for the comfort of the wounded, who are attended by our own physicians in addition to six from Washington. Among the wounded are five ladies.

P. S. The steamer has just been towed to the wharf – the cabin floor is strewn with the scalded. Capt. Claypool has been found, but is very badly burned.

There are seven persons dead on board as near as can be ascertained.

**Abolition of “Tonnage and Impost” Duties on Chile Vessels.** – In compliance with our general reciprocity law, the President of the United States has issued a proclamation, suspending all discriminating duties and imposts, “so far as respects the vessels of Chile, and the produce, manufactures, and merchandise imported into the United States in the same, from Chile and from any other foreign country whatever; the said suspension to take effect from the day above mentioned, and to continue thenceforward so long as the reciprocal exemption of the vessels of the United States, and the produce, manufactures, and merchandise imported into Chile in the same, as aforesaid, shall be continued on the part of the government of Chile.”

**Shipbuilding at the Eastward.** – At Calais, Maine, Messrs. J. & G. Porter, of St. Stephens, have nearly finished one of the finest ships ever built in the State of Maine. She is built entirely of hackmatack and hard pine. Four smaller vessels are up on the shipyards of the same place. At Robbinston

nine or ten vessels are on the stocks or just launched. They are of all sizes, from 150 tons to 1000 tons. At Eastport a propeller of 100 tons, to ply on Passamaquoddy Bay, has just been launched. The new ship GRAY FEATHER is nearly ready to sail for New York. A large number of fine vessels are on the stocks or have just been launched at Thomaston, Belfast, Searsport, Frankfort, and other places at the eastward. – *Courier.*

**Fire.** – The fire at about ten o’clock last night, came from schooner MARQUES, of Orland, Maine, lying at Vinal’s Wharf. The vessel had just arrived from Bangor with a cargo of lumber. The fire was put out with about \$100 damage. – *Boston Journal Tuesday.*

MARRIED

In Bangor, Mr. Giles Harrington and Miss Lucy Temple, both of this town.

In Bangor, 4<sup>th</sup> instant, by Rev. C. D. Pillsbury, Mr. James W. Holt of Belfast to Miss Mary E. Wiley, of Bangor.

In South Prospect by N. G. Hichborn, Esq. Mr. John Littlefield and Miss Elizabeth Hichborn, both of Prospect.

In Hope, by Josiah Hobbs, Esq. Mr. John B. Dunton, of Hope, to Miss Caroline M. Robbins of Union; Mr. Benjamin Matthews of Lincolnville, to Miss Emily L. Crane, of Hope.

In Waldoboro, Mr. Richard H. Havener, to Miss Harriet Kaler.

In Bangor, 30<sup>th</sup> ultimo, Mr. A. S. Campbell of Ellsworth, to Miss Ann Maria True, of Bangor.

In Centreville, 20<sup>th</sup> ultimo, Capt. Merithew Coffin of Centreville, to Miss Sarah Chandler of Addison. Their united ages on the day of their marriage was 104.

In Salem, 10<sup>th</sup>, Mr. George A. McDonald to Miss Hannah J. Ryder, of Belfast, Maine.

DIED

In Havana, Cuba, October 19<sup>th</sup>, of yellow fever Captain Cyrus Durham, of this town, aged about 28 years.

In Montville, 5<sup>th</sup> instant of consumption, Belinda G. Tobie aged 30. (Kennebec papers please copy)

In Lincolnville 29<sup>th</sup> ultimo, Mrs. Eliza Ann, wife of Abel French, aged 35.

In Frankfort 24<sup>th</sup> ultimo, Mrs. Joanna P., wife of William Holmes Esq., aged 53 years formally of Boston, Massachusetts. Boston papers please copy.

Drowned at Labrador, September 26 by the upsetting of a boat William Quinn of Camden, son of John Quinn, aged 18.

In Montville, 29<sup>th</sup> ultimo, Mary E. daughter of Henry and Eliza Bagley, aged 18.

In Bangor October 22, Mr. William Hinkham, 27 years; Mrs. Thankful, wife of John Hoyt 54 years; Mr. Daniel Longley, 22 years; November 2 drowned Charles W. son of the late Jeremiah Dain 9 years; November 4, Mrs. P. J. Carpenter, wife of D. W. Carpenter, Esq., aged 39 years, 9

months.

In Hampden October 27<sup>th</sup>, Thompson Young, aged 24 years 4 months.

In New Orleans, 28<sup>th</sup> ultimo, Mr. Samuel E. Whitney, firm of Whitney & Coffin, aged 30, a native of Castine.

At Stockton, September 13<sup>th</sup> of consumption, Charles E. Adams, aged 23, formally of Kittery, Maine.

In San Francisco, City Hospital, August 13, Philip Stoker of Maine, 22; August 18, N. Grant, Maine, 44.

SHIP NEWS

Port of Belfast

ARRIVED – November 8<sup>th</sup> schooners PEYTONA, Gilman, Boston; ELIZABETH, Clark, Salem; LYDIA BROOKS, Mayo, do; D. P., Bramhall, Boston; MALABAR, Cottrell, Bangor for New York; F. ELLEN, Doar, Salem; 10<sup>th</sup>, CATHARINE, Ryder, Townsend; ABBY WELD, Bryer, Boston; J. FREDERICK, Wheeler, Salem; CASPIAN, Mathews, do; PENSACOLA, Coombs, Boston; ELIZABETH, Smalley, Salem; MAJ. RINGGOLD, Staples, New York; 11<sup>th</sup>, CASTELLANE, Hanson, fishing; 13<sup>th</sup>, A. GALE, Pattershall, Boston; OCEANA, Amazeen, Portsmouth.

SAILED – November 8<sup>th</sup>, S. A. SMITH, Havner, New York; 9<sup>th</sup>, brig ROCKINGHAM, Smalley, Bangor; schooner ELIZABETH, Burgess, Danvers; 14<sup>th</sup>, DANIEL BREED, Linnekin, Lynn.

\* \* \* \* \*

FRANKFORT – sailed 7<sup>th</sup>, ANN C. PRATT, Pratt, Fayal; ELIZABETH, Pomroy, Cárdenas.

SEARSPORT – Arrived 7<sup>th</sup>, KEOKA, Carver, Boston, (and sailed 9<sup>th</sup> for Ellsworth); CATHARINE NICKELS, Nickels, do; 12<sup>th</sup>, LEVANT, Pace, do; sailed 6<sup>th</sup>, CALCUTTA, Clark, Cuba; 11<sup>th</sup>, bark I. B. JOHNSON, (new) Staples, Neuvitas.

GOOSE RIVER – Arrived 30<sup>th</sup>, ZELPH, Robinson, Boston; 1<sup>st</sup>, BEAUCHAMP, McIntire, do; AURORA, Reed, do; 5<sup>th</sup>, DOLPHIN, Piper, Labrador, with 92,000 codfish; DUSKEY SALLY, Crane, do, 92,000 do; 9<sup>th</sup>, LADY OF THE LAKE, McGreenr, Calais; sailed, 7<sup>th</sup>, MARY, Dailley, Boston; 8<sup>th</sup>, BEAUCHAMP, McIntire, Norfolk; ZELPH, Robinson, Boston.

\* \* \* \* \*

Launches. – At Kennebunk, 4<sup>th</sup> instant, a ship of 963 tons, called the HORIZON, to be commanded by Capt. Charles Thompson.

At Ellsworth, by Mr. John Sumnisby, a bark of about 360 tons, call the JOHN WINTHROP, to be commanded by Capt. Shepard Blanchard, of Searsport.

\* \* \* \* \*

Maine Dept. of Marine Resources

Continued from Page 10

izen science and outreach to commercial and recreational fishermen to encourage reporting of sturgeon carcasses and bycatch.

The effort involved the 2024 launch by DMR of the Maine Sturgeon Sighting Reporter, a tool for community members to report sightings of both live and dead sturgeon. Outreach will also include a campaign to teach recreational anglers safe catch and release techniques.

DMR will also collaborate with the Penobscot Nation to develop an educational program aimed at tribal youth with the goal of reconnecting them with a species of historic importance to the tribe, and to encourage Penobscot youth to pursue a career in natural resources.

“This work will develop the research necessary to support recovery of Atlantic and Shortnose sturgeons and will provide an opportunity for community members to be part of that exciting process,” said Frechette.

Marine Patrol Investigating the Death of Baileyville Man

April 18, 2025

The Maine Marine Patrol is investigating the death of 67-year old Gerald A. Rhodes of Baileyville, whose body was recovered yesterday on the beach at Mill Cove in Robbinston. Maine Marine Patrol responded yesterday afternoon to a report that a body had been discovered on the beach by a US Border Patrol agent. The Border Patrol agent located the body at approximately 5:30 pm after being notified earlier in the day that an unoccupied vehicle had been located in a parking area near Mill Cove since yesterday morning. Washington County Sheriff’s Office also responded along with local EMS providers who pronounced Mr. Rhodes deceased at 6:15 pm yesterday. Family members have been notified and his body has been transported to the Chief Office of Medical Examiner in Augusta for examination.

DMR Solicitation of Public Comment Regarding the Dredge Project at the International Marine Terminal, Portland Harbor

April 29, 2025

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with an assessment of the impacts on the fishing industry of proposed dredging operations. The Maine Port Authority, in cooperation with the City of Portland and the Maine Department of Transportation, is proposing to dredge around the International Marine Terminal pier face and bulkhead in order to remove sedimentation to improve berthing. The proposed dredging will remove approximately

7,722 cubic yards of sand/silt, marine clay, and scattered debris. The proposed dredge depth is to -35 feet Mean Lower Low Water with a 1 foot overdredge. The dredge area is about 42,945 square feet or .99 acres. This material is proposed to be mechanically dredged using barge mounted equipment and transported by barge to the Portland Harbor Confined Aquatic Disposal (CAD) cell. The dredging operation is expected to occur between November 2025 and March 2026.

DMR will accept verbal and written comments about the potential impacts on fishing in the area to be dredged and impacts to the fishing industry of the proposed route to transport the dredge spoils. If 5 or more persons request a public hearing prior to May 31, 2025, DMR will hold a hearing. Comments should be sent to DMR at the email or mailing address listed below by 5:00 pm, May 31, 2025.

Department of Marine Resources, Attn: Environmental Permit Review, 21 State House Station, Augusta, Maine 04333 or email: EnvironmentalReview.DMR@maine.gov

Statement from Commissioner Wilson Regarding Lobster Industry Survey

May 6, 2025

Yesterday, the Atlantic States Marine Fisheries Commission (ASMFC) voted to repeal the gauge and vent size changes originally adopted in Addendum XXVII.

This was driven in large part by the Maine lobster industry’s strong objection to the gauge increase. With the gauge increase repealed, it is now critical that Maine develop a path forward that is informed by industry insight, observation, and vision for the future.

To accomplish this, the Department of Marine Resources (DMR) is developing a survey in collaboration with the Lobster Advisory Council to capture current perceptions of the Maine lobster industry about the resource, the fishery, and industry economics. The goal is to encourage broad participation from the lobster industry. Results of this survey will be used to inform future conversations, including discussions at Zone Council meetings and future ASMFC meetings.

DMR’s objective is to work with industry, including the associations that represent fishermen, to ensure the strong participation necessary to provide results that reflect the views of the entire Maine lobster industry.

The plan is to engage a representative subcommittee of Lobster Advisory Council members to develop the survey in the next few weeks, and to distribute it to all license holders, with results available to share with industry for feedback which will be presented to ASMFC during the Fall meeting.

Carl Wilson, Commissioner, Maine Department of Marine Resources



NEW MEADOWS  
MARINA

**Used Boats**

1986 22’ Boston Whaler Revenge for \$9,900

~1970 13’ Boston Whaler for \$10,500

Boston Whaler Ventura 1998 for \$11,900

20’ Sea Pro 206 WA 2004 for \$15,900

1987 Pursuit 2600 for \$24,900

1988 26’ Black Watch Sportfish for \$24,900

207-443-4254

www.newmeadowsmarina.com

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Collision at Sea. – Schooner CASTEL-LANE, Hanson, which arrived at this port on Monday, from Boston, on the morning of the 7<sup>th</sup> instant, officer Seguin, fell in with schooner CHAMPION, Poland, of and from Salem for Hampden, in a sinking condition, having been run into on the evening previous by steamer COMMODORE, bound from Portland to St. John. Capt. Hanson took off the captain and crew, and sent some of his own hands with the vessel into Salem, where she arrived and is now undergoing repairs. – *Signal*.

Schooner PERSEVERANCE, of Deer Isle, from Bangor for New Haven, with lumber, went ashore morning of the 9<sup>th</sup> instant, outside of Provincetown. The Screw and Lever Co. has agreed to get her off and deliver her in that harbor for \$400. Insured in the Union office in Provincetown for \$1,500. If the weather continues favorable she will be got off.

Brig MAZEPPA, Colson, at New York from Doboy Island, while at anchor below New York, was run into by a schooner and lost jibboom.

Schooner Z. TAYLOR, Bateman, from Philadelphia, with a cargo of coal, for Allentown, New Hampshire, on the 8<sup>th</sup> instant, sunk in three fathoms water, off the Delaware Breakwater, while riding at anchor during a northeast gale. When the weather moderated, it was thought she might be raised.

\* \* \* \* \*

Arrived at Boston 8<sup>th</sup>, OAK, Dunbar, Malaga, October 1<sup>st</sup>; GEO. PRESCOTT, Gilkey, Mariel; J. SNOW, (of Blue Hill,) Gordon, St. Johns, New Brunswick, cleared SAONE, Sargent, Havana; HOWLAND, Mayo, Savannah; DENCEY, Mudgett,

Frankfort; CHINCHILLA, Haskell, New Orleans; M. ANN, Talbot, and HOULTON, Parker, Mobile; CHAPALL, Noonan, Cherryfield; arrived 9<sup>th</sup>, J. J. COBB, (new) Pike of and from Cherryfield; COMMERCE, Tibbits, Jacksonville, 20<sup>th</sup> ultimo; GEN. TAYLOR, Shute, Philadelphia; C. EDWARD, Doak, Bangor; EQUATOR, (new) Candage, of and from Blue Hill; H. P. CUSHING, of and from Prospect; MARTHA, Kelton, and DONWORTH, Spencer, Machias; ISIPHENE, Morgan, Philadelphia, Holden; FAME, Lord; SAILOR BOY, Allen; STAR, Clark, and ALBERT, Hodgdon, Ellsworth; CAROLINE, Bradman, Bangor; COMET, and H. MCLEOD, Belfast; cleared AMAZON, Thompson, Bath, to load for Cuba; LOGAN, Treat, and ALBANO, Pitcher, Philadelphia; HYDRANGEA, Bucksport; COM. HULL, Cherryfield; C. V. LANSIL, Bangor; arrived 10<sup>th</sup>, DELAXO, Higgins, Eden; A. HAMLIN, Lansil, Bangor; COMET, York, do; WHITE OAK, Deering, Frankfort; arrived 11<sup>th</sup>, E. A. PARSONS, (new, of Boston,) Worster, Eastport, LADY SUFFOLK, (new, of Boston,) Walker, Jonesboro; EMELINE, Ellis, Calais; WILMINGTON, Ramsdell, Perry, Maine; SHIPWRIGHT, McBean, Machias; SARAH, Hall, and ILLUMINATOR, Fossett, Bangor; F. A. HEATH, Carver, Searsport; CAMPEER, Mahew, Ellsworth; cleared N. W. BRIDGE, Merrithew, Havana; ISOLA, Park, Wilmington; arrived 12<sup>th</sup>, CHAMPION, Bartlett, Ellsworth.

Arrived at New York, 7<sup>th</sup>, W. R. JONES, Colley, Stockholm; STELLA, Littlefield, Malaga; MONTE CHRISTO, Johnson, Doboy Island; cleared, CAMDEN, Sherwood, Charleston, South Carolina; E. WILSON, Colson, Cadiz; INDIAN QUEEN,

Drummond, Chagres; also arrived 7<sup>th</sup>, CITIZEN, Brown, Machias; JULIAANN, TEXAN, and POCASSETT, Eastport; TINONESTA, Leland, Franklin; GEO. EVANS, Machias; WARRENTON, Sullivan; sailed MELAZZO, Sagua; arrived 8<sup>th</sup>, MEDORA, Ames, Hull, England; TORNIO, Berry, Palermo, September 1<sup>st</sup>; J. BERENICE, Wass, Columbia, Maine; arrived 9<sup>th</sup>, DELNORTE, Stinson, New Bedford; PROTECTION, Hill, Calais; cleared 8<sup>th</sup>, HUALCO, Richards, Pensacola; SUSAN LUDWIG, Steele, Baltimore; cleared 9<sup>th</sup>, JOHN HANCOCK, Levenseller, New Orleans; arrived 10<sup>th</sup>, WALTER HOXIE, Hoxie, New Bedford; FRIENDSHIP, Allen, Harrington; ALEXINE, Burlingame, Malaga; BENICA, Winn, Bangor for Chagres; MARTHA, Hull, Bangor; SEA MARK, Heagan, Bucksport.

Arrived at Philadelphia, 6<sup>th</sup> ZENOBIA, Parker, Newcastle, England; E. ELIZABETH, Shackford, Calais; DELAWARE, Harding, Charleston; arrived 7<sup>th</sup>, MONTPELIER, Colley, Pictou; NITHEROY, Perkins, Newburyport, (and cleared for Boston), M. DUTCH, McGilvery, Boston, (and cleared for do); arrived 7<sup>th</sup>, PERU, Johnson, Calais; arrived 8<sup>th</sup>, ALFARATTA, White, Boston; cleared 8<sup>th</sup>, OTTOMAN, do; EOLUS, Moore, Marseilles; arrived 9<sup>th</sup>, TREMONT, Sears, Boston; WALLACE, Small, Pictou; sailed AMERICA, New Orleans; A. ROGERS, Boston.

Arrived at Holmes' Hole, November 8, brigs MECHANIC, Bryant, New York for Pembroke, Maine; THOMAS AND EDWARD, Greenlaw, Norwalk for Bangor; OPHIR, Beal, New York for Orland; LIGHTFOOT, Packard, do for Portsmouth; EUGENE, Staples, New Bedford for Bangor; ANN FLOWER, Chapin, Hartford

for Boston. Arrived November 9, schooners MICHIGAN, Shute, Belfast for East Greenwich (with loss of foresail;) LANSON DEAN, Ulmer, Rockland for Nantucket, was run into on Nantucket Shoal by a vessel name unknown, last night, had boat stove, main boom broke, and mainsail split; also arrived, schooners MARY, Rowley, Bangor for Bridgeport; DUROC, Rollins, do for New York; arrived 10<sup>th</sup>, brigs PORTO RICO, Burk, from Saltila River, Georgia for Bath; PAVILLION, Langley, New York for Calais; HAMPTON, Long, New York for Bangor; ERIE, Churchill, New York for Newburyport; arrived 11, and sailed, brigs WATSON, Allen, from Machias, for New York; BOUNDARY, Haskell, Eastport for New York; FREDERIC PEARL, Greenlaw, from Fall River for Calais; schooners HARBINGER, Heath, Orland for New York; REBECCA FOGG, Cort, Philadelphia for Boston; T. R. JONES, Holmes, Machias for New York; BRILLIANT, Littlebrook, Bangor for Mystic; CLARISSA, Griffin, Bangor for Stonington; CHALLENGE, Gilkey, Bangor for Providence; sailed, ships KENTUCKY, NORTH BEND; brigs TOLEDO, SEA BEAU MECHANIC, THOMAS & EDWARD, PORTO RICO, DUROC, MERIDIAN, PAVILLION, PROSPECT, ALBATROSS, Harding, do do.

Arrived at Portland 9<sup>th</sup>, WATSON, Brooklin for New York; L. ANN, Jameson, New York; E. WRIGHT, Wright, Addison for New York; FLORA, Machiasport for Hempstead; CANDACE, from Bangor for Boston; MAGNOLIA, Stover, Blue Hill for Neponset.

Arrived at Salem 9<sup>th</sup>, C. THOMAS, Pinkham, Milbridge, for New York, sailed next day; EMERALD, Haskell, Bangor; FULCRUM, Morgan, Philadelphia for Saco; SOMERVILLE, Dodge, Bangor for Greenwich; arrived 10<sup>th</sup>, RELIEF, Brown, Cherryfield; HERO, Eaton, St. John, New Brunswick.

Arrived at Gloucester, 7<sup>th</sup>, M. JANE, Pendleton, for Northport; arrived 8<sup>th</sup>, DAISY, from Vinalhaven; CAPT. JOHN, Boston, for Eden; BRAINARD, Mount Desert, for Boston.

Arrived at Providence 8<sup>th</sup>, G. W. PICKERING, for a southern port; sailed 9<sup>th</sup>, ALPINE, Clough, Bangor; 10<sup>th</sup>, FALMOUTH, Sherman, Frankfort, to load for West Indies; M. TRIBOU, Sweetser, for Bangor for Philadelphia.

Arrived at Baltimore, 6<sup>th</sup>, MINERVA, McGivern, Fall River; NANCY PATTERSON, New Orleans; Arrived 7<sup>th</sup>, M. ELEANOR, Parker, Malaga; E. DOANE, Loring, and LADY OF THE LAKE, Hinds, Boston; arrived 8<sup>th</sup>, CALAIS, Hoyt, Calais; arrived

INFLATABLE BOATS~SALES AND REPAIR~NEW AND USED

Achilles, AB, Zodiac, West Marine, Avon,  
OUTBOARD MOTORS~NEW AND USED  
TORQUEEDO Electric Motor Dealer  
Ask About our **Consignments:**  
Mercury, Tohatsu, Suzuki, Yamaha  
INFLATABLE BOAT REPAIR SERVICE  
Many years of experience, quality workmanship  
Call today 207-772-6383 or 207-667-9390  
Chase, Leavitt & Co. Portland and Ellsworth  
info@chaseleavitt.com  
www.chaseleavitt.com

Nautical & General Books For Sale



Wiscasset Antiques Mall  
536 Bath Road, Route 1, Wiscasset

Not just a great collection of nautical books, but also nautical prints by Maine Coastal News and the Penobscot Marine Museum. Also, books on various subjects on first floor to right. The Wiscasset Antiques Mall has a wide variety of dealers offering books on all subjects, antique furniture, art work, tools and music.  
Open seven days a week - Hours 9 AM to 5 PM

ZERO EMISSION | QUIET | ODOR FREE

MAINE ELECTRIC BOAT CO.

Serving New England's All-Electric market at Rumery's Boat Yard on the Saco River

Purchase & Rentals  
Conversions & Installations  
Rumery's Boat Yard  
(207) 283-0607  
www.MaineElectricBoat.com

EFFICIENT | RELIABLE | ECONOMICAL | FAST | ZERO EMISSION



MARITIME NEWS FROM THE PAST - Republican Journal - 1850

9<sup>th</sup>, AUGUSTUS, Lord, Liverpool; HYPE-  
RION, Benjamin, Turks Island.

Arrived at Wilmington, North Carolina,  
3<sup>rd</sup>, TUSCAN, Cousins, Boston; cleared 5<sup>th</sup>,  
J. FORD, Drinkwater, Boston; arrived 5<sup>th</sup>,  
A. G. HILL, Curtis, do; TANGIER, Park,  
Searsport; arrived 8<sup>th</sup>, GEN. TAYLOR,  
Thomaston; WAITSTILL, Port-au-Prince.

Arrived in Jacksonville, 28 ultimo,  
ALABAMA, Yates, Savannah; I. B. LUNT,  
Hardy, New York; cleared ALBION, Lufkin,  
New York.

Arrived at Charleston, 5<sup>th</sup>, ship FOR-  
EST STATE, (new) from Maine; VOLANT,  
Sears, Liverpool.

At Savannah, 5<sup>th</sup>, PRENTISS, Wood-  
bury, for Trieste; BENJ. ADAMS, for New  
York; GRAND TURK, for New Bedford;  
OBERON, and LIVE OAK, for New York;  
GULNARE, for New Orleans; ZENOBIA,  
for Boston.

Arrived at Pensacola, 7<sup>th</sup>, AMANDA,  
Parsons, from Port Isabel.

Arrived at Mobile, 21<sup>st</sup> ultimo, SCIO-  
TO, Scolfield, Baltimore; cleared PATRICK  
HENRY, Ingraham, Havana; arrived 1<sup>st</sup>,  
GRAMPUS, Dyer, Boston.

Arrived at New Orleans, 29<sup>th</sup> ultimo,  
M. JANE, Yates, Thomaston; cleared W.  
A. COOPER, Lincoln, Boston; arrived 31<sup>st</sup>,  
ORLANDO, White, Havana; CLARISSA,  
Robinson, Thomaston; W. R. PETTES,  
Thompson, St. Marks; cleared TREMONT,  
Snow, Cadiz; arrived 1<sup>st</sup>, MINNESOTA,  
Allen, New York; arrived 2<sup>nd</sup>, TORONTO,  
Parker, do; below GENEVA, from Mobile.

Cleared from San Francisco Septem-  
ber 14, brigs FRANKLIN, Adams, Felker,  
South Sea Islands; 28<sup>th</sup>, bark SULIOTE,  
Moody, do and Panama.

Arrived at Sacramento City, September

4<sup>th</sup>, brig REINDEER, San Francisco; 6<sup>th</sup>,  
bark S. PIPER, Searsport.

Arrived St. John, New Brunswick, 30<sup>th</sup>  
ultimo, brigs LAFAYETTE, Clifford, Sear-  
sport.

Arrived at Edgartown, November 8,  
brigs BENJ. FRANKLIN, Cobb, from Phil-  
adelphia for Hallowell; OLIVE, Sumner,  
from New York for Eastport; schooners  
MARY E. BALCH, Yates; JANE & ELIZA,  
Morton, and TORTOLA, Ludwig, Philadel-  
phia for Boston; SPLENDID, Kelley, do for  
Machias; SEAGULL, Sleeper, Rockland for  
New York; MARGARET, Snow, Thomas-  
ton for do.

By Steamboat this Morning

Arrived at Boston, 13<sup>th</sup>, TOLEDO,  
Hemmingway, Camden; MAIL, Baker,  
PAULINA, Flinn, Philadelphia; MON-  
TAGUE, Robbins, Bangor.

Arrived at Newport, 10<sup>th</sup>, FALMOUTH,  
Sherman, for Frankfort; ALPINE, Clough,  
for Bangor.

Arrived at Portland, 11<sup>th</sup>, CARAVAN,  
Roberts, Sullivan for Boston; BRANDY-  
WINE, Small, and HARVEY BIRCH, Cole,  
Deer Isle, for do; cleared MARY LOWELL,  
Gooding, Havana; C. B. HAMILTON,  
Means, Cardenas; NAPOLEON, Winslow,  
Havana.

22 November

Page 2.

The New Barque P. R. HAZELTINE.

– This beautiful vessel had a happy intro-  
duction to her destined element on Monday  
last. Believing that less attention is usually  
bestowed upon deserving specimens of  
naval architecture by ourselves, than is  
customary in other places, by which neglect  
our shipbuilders do not enjoy the reputation

they actually merit, we wish to notice some  
of the points of this fine vessel. The P. R. H.  
is modeled in that desired medium which  
will make her not only a good carrier, but a  
fine sailer. Her bow is gracefully turned, and  
her broadside presents a finely graduated  
sheer. Her stern has an easy and symmetri-  
cal sweep, and she sets upon the water like  
a duck. She is 118 feet long on deck, 12  
feet in lower hold, 6 feet 3 inches between  
decks, has 27 feet breadth of beam, and  
registers 400 tons. The material and style  
of construction are credible to her builders.  
Her frame above the lower floor is for the  
most part of white oak, and the best southern  
pine. The knees, hooks in stanchions are of  
extra strength and solidity, and clear of all  
imperfections. The fastenings are pleasant to  
look upon; and there is a strength manifest  
in all her putting together which belies old  
Shylock, who says “ships are but boards,  
and sailors are but men.” We were pleased  
with an improvement in the lower hold for-  
ward, by which to ensure an extra degree  
of solidity. The vessel is thoroughly salted,  
and a perfect ventilation from the deck to the  
lower hold is secured by tubes with caps. She  
has a full poop, and a commodious house  
for the sailors and for storage forward. An  
extra arrangement provides for the working

of the ship forward. The rearrangements  
of the house aft are upon a convenient and  
commodious scale, to which is joined a high  
finish. The accommodations for passengers  
made us itch for a sea voyage. The panelings  
are painted in imitation of curly maple,  
between rose wood imitation and the pillars  
white grained marble. The state rooms,  
clothes-lockers, and all are nice as a parlor.  
On the whole we think an inspection of the  
P. R. H. cannot fail to delight connoisseurs  
in matters nautical.

The spars are finely set and her whole  
top does great credit to Messrs. Holt & Pend-  
leton, riggers, and Messrs. Wight & Swift,  
blacksmiths.

The barque will cost some \$23,000. She  
was constructed by the Messrs. C. P. Carter  
& Co., The joinering being done under the  
superintendence of Mr. T. Dority. She is  
owned by Messrs. P. R. Hazeltine, G. W.  
Cottrell, and C. H. G. Chapin, the latter of  
Boston. She is constructed for the European  
trade, and will be commanded by Capt. G.  
W. Cottrell, (one of the owners,) who as an  
enterprising navigator and a gentleman we  
are glad to see in charge of so fine specimen  
of Belfast shipbuilding.

LOBSTER BOATS FOR SALE  
Lobster Boats / Federal Permits  
Downeast Tuna Boats

Hal Oakes 207-691-8601 - Dave Earl 207-390-5146

MidcoastBoat.com

FIND YOUR NEXT BOAT ~ SELL YOUR BOAT

New Outboards For Sale

NEW Yamaha 6 HP outboard for sale \$1,860. In stock, price includes prep! 15-inch  
shaft, pull start/tiller, light weight (59 lbs.), 3-year factory warranty.

NEW Yamaha 9.9 HP (white) outboard for sale \$3,120. In stock! 15-inch shaft, pull  
start/tiller, light weight (87 lbs.), 3-year factory warranty.

NEW Yamaha & Mercury 15 HP outboards for sale \$3,175. In stock! 15-inch shaft, pull  
start/tiller, light weight, 3-year factory warranty.

NEW Suzuki 250 HP Digital Outboard for sale. 25-inch shaft, white, ‘fly-by-wire’ digital  
electronic control. In stock and available for repower installation, 5-year factory warranty.

NEW Yamaha & Suzuki Outboards ranging from 40 to 250 HP in stock and available for  
repower installation, full warranty.

Call or email Tara Silber at Safe Harbor Kittery Point for package details and  
purchasing. tsilber@shmarinas.com 207-439-9582



NEW YAMAHA OUTBOARDS IN-STOCK:

- F2.5SMHB – SHORT SHAFT & TILLER HANDLE
- F2.5LMHB – LONG SHAFT & TILLER HANDLE
- F4SMHA – SHORT SHAFT & TILLER HANDLE
- F6LMHA – LONG SHAFT & TILLER HANDLE
- F8SMHB – SHORT SHAFT & TILLER HANDLE
- F25SWTHC – SHORT SHAFT, ELECTRIC & MANUAL START, POWER TRIM &  
TILT, TILLER HANDLE
- F25LWTHC – LONG SHAFT, ELECTRIC & MANUAL START, POWER TRIM &  
TILT, TILLER HANDLE
- F40LA – 20” SHAFT & POWER TRIM TILT
- F50LB – 20” SHAFT & POWER TRIM TILT
- F90XB – 25” SHAFT & POWER TRIM TILR
- F150XC – 25” SHAFT & POWER TRIM TILT
- F175XA – 25” SHAFT & POWER TRIM TILT
- F200XC – 25” SHAFT & POWER TRIM TILT
- F250 NCB
- F300NSB

291 US Route 1 Freeport, Maine  
(207) 865-4103 info@cascobayyacht.com



DISCOUNT POWER TOOLS  
CORDED POWER TOOLS  
CORDLESS POWER TOOLS  
FUELED POWER TOOLS  
PNEUMATIC POWER TOOLS  
FASTENERS  
HAND TOOLS  
MATERIAL HANDLING  
POWER TOOL ACCESSORIES  
SAFETY SUPPLIES  
WELDING SUPPLIES

Bath Industrial Sales  
56 New Meadows Rd  
West Bath ME 04530  
(207)443-9754 www.bistools.com



CLASSIFIED

POWER



17' SCOUT 175 SPORT DORADO, 2025 w/ Yamaha F90LB & New Venture Aluminum Bunk Trailer. White Hull Color, Bimini Top & Ski Tow Bar. Call or stop by for more details – Casco Bay Yacht Sales – Freeport, – 207-865-4103



17' SCOUT 175 SPORTFISH. NEW, 2024. With Yamaha F90 Outboard, White Hull Color, Reversible Pilot Seat w/Under Seat Cooler, Bimini Top, Bow Cushion & 2023 Venture Trailer. Call or stop in for more details - Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



17' 2024 SCOUT 175 SPORT DORADO, 2024. With Yamaha F90LB & New Venture Aluminum Bunk Trailer. White Hull Color, Bimini Top & Ski Tow Bar. **DEALER LEFTOVER CLEARANCE PRICE \$46,500** Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com

POWER



17' SCOUT 175 SPORT DORADO, 2022. With Yamaha F90LB with 31 Hours & 2022 Venture Trailer. Shark Gray Hull Color, Trolling Motor Plug, Bow Cushion, Bimini Top, Garmin 74 GPS & VHF Radio. Asking \$41,000 - Call or stop in for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



19' SCOUT 195 Sport Dorado, 2025. With Yamaha F115XB & New Venture Trailer. Crystal Blue Hull Color, Bimini Top & Full Bow Rail. Call or stop in for more details Casco Bay Yacht Sales, 207-865-4103; cascobayyacht.com



19' SCOUT 195 SPORTFISH, 2024. With Yamaha F115XB & New Venture Aluminum Bunk Trailer. Shark Gray Full Hull Color Upgrade, Fusion Bluetooth Stereo Upgrade, Bow Cushion, Raw Water Washdown, Troll Motor Plug, Powder Coated Aluminum T-Top w/ Aft Spreader Light, Rocket Launchers & T-Bag. **DEALER LEFTOVER**

POWER

**CLEARANCE PRICE \$62,500** - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103



19' BAYLINER VR-4 BOW RIDER, 2022. w/ Mercury 115 EFI Outboard & 2022 Custom Galvanized Trailer. Bimini Top, In-Floor Ski/Wakeboard Storage, Battery Switch & Swim Platform w/ Boarding Ladder. Asking \$36,000 - Call or stop by – Casco Bay Yacht Sales – 207-865-4103



20' 2004 SEA HUNT TRITON 202, 2004. With Johnson 115hp EFI Outboard & 2004 Karavan Trailer. Garmin GPS, ICOM VHF Radio, Compass. Stereo, Washdown, Baitwell & Rod Holders. Asking \$15,900 - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103



20' SMOKER-CRAFT 2072 PRO-SPORTSMAN, 2020. With Mercury 150hp Outboard & Venture Trailer. Includes Trolling Motor, Garmin GPS & Custom Canvas Cover. Asking \$25,000.00 Call or stop by Casco Bay Yacht Sales for more details 207-865-4103; cascobayyacht.com



20.3 ft. BOSTON WHALER

**ROLLINS BOAT SHOP**  
2 Scotland Bridge Road  
York, Maine 03909  
New construction & Overhauls.  
**(207) 351-7609**

POWER

RESTORED REVENGE, Bimini top. 2023 Tidewater trailer, dual axle, disk brakes. 2007 Honda 150 outboard, 378 hours, 2021/2023, new water and fuel pumps. 77 gals. gas tank contains 35 gals. 2023 purchased treated gas. Garmin fish/depth finder, VHF radio, AM/FM West Marine radio, 2023 Sunbrella boat cover. New hatch covers, new teak trim linseed oil finish. Custom-made removeable microfibre berth cushions. Complete Coast Guard package. Many more items included. \$31,000. Call 978-807-6708 or robertbreen51@comcast.net.



21' 2024 Scout 215 XSF w/ Yamaha F150XC & New Venture Aluminum Bunk Trailer. Scout White Hull, Trim Tabs w/ LED Switch, Raw Water Washdown & Elite Package: Powder Coated T-Top w/ Integrated Windshield, Forward Seating Backrests & Folding Stern Seat. **DEALER LEFTOVER CLEARANCE PRICE \$82,500** – Call or stop in for more details – Casco Bay Yacht Sales – 207-865-4103.



21' SCOUT 215 XSF, 2022. w/ Mercury 150XL – Only 32 Hours!!! Shark Gray Hull Color Upgrade, Raw Water Washdown, Removable Teak Bow Table, Trim Tabs, Garmin 942XS, Porta-Potti & Elite Package: Powder Coated T-Top Hardtop, Forward Seating Backrests & Stern Seat. Asking \$69,000 - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



22' BOSTON WHALER 220

POWER

OUTRAGE, 2014. With Mercury 300 Verado Outboard – Only 381 Hours! Raymarine GPS, VHF Radio & Fusion Stereo. Asking \$69,000 - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103

24' GRADY WHITE OFFSHORE, 1987. 200 hp Yamaha 2 stroke, 90 gal. fuel tank, renewed 2017. 2 battery system, loads of equipment, dodger. Asking \$6,000. May be seen at Ring's Marine Service, South Freeport, Maine (207) 865-6143.

24' LUND GENMAR 2450, 1991. Complete with galvanized trailer and Evinrude 8 hp Kicker. Mercruiser 5.7L outdrive. Fresh water use only. Fuel tank 96 gallons. Cuddy cabin with full cushions for two, sink hand pump, space for portipotty, fresh water tank, 2 down riggers and misc. tackle. Upgrade: Complete replacement of the main deck plywood 2024. Asking \$12,000. May be seen at Ring's Marine Service, South Freeport, Maine (207) 865-6143.



24' SCOUT 240 XSF, 2025. With Yamaha F300XSB – DES Outboard. Shark Gray Full Hull Color Upgrade, Garmin 8610XSV, Garmin VHF 315 Radio, Rocket Launchers, Hardtop T-Bag, Battery Charger, Fresh Water Washdown, Diaphragm Overboard Discharge Pump, Self-Contained Porcelain Head, Seadeck Helm Footrest and Helm Pad, Upgraded Leaning Post w/ Tackle Station, Folding Helm Chairs & Igloo Cooler – New Venture Tandem Axle Aluminum Trailer Available. - Call or stop by for more details – Casco Bay Yacht Sales 207-865-4103; cascobayyacht.com



24' SCOUT 240 Dorado, 2025. With Yamaha F300XSB & New Venture Trailer. Garmin 1243 XSV & GT12M Transducer, Fiberglass Hardtop, Wireless Active Mount Phone Charger, Diaphragm Overboard Discharge & much more! Call or stop in for more details Casco Bay Yacht

## Moose Island Marine

### Boats for Sale

|  |          |
|--|----------|
| 2013 110 hp Yanmar diesel/Bob Tail     | \$11,499 |
| 2013 19' Grand Laker F/G, with trailer | \$1,995  |

**Project Boats:**

|  |         |
|--|---------|
| 30' Hunter with Yanmar diesel                                  | \$3,995 |
| 28' 1975 Silverton with rebuilt 318 Chrysler, new velvet drive | \$3,995 |

**207-853-6058**

**www.mooseislandmarine.com**

## EXHAUST BLANKETS

## INFAB

**SPECIALTY MARINE FABRICATOR**

**(207) 786-0004**

**Maine Made Lewiston, ME**

**www.infabrefractories.com**

**Soundown Distributor**

### NEW VENTURE TRAILERS IN-STOCK:

|  |
|--|
| VB-1000 BUNK GALVANIZED FITS 12' – 14'         |
| VB-1300 BUNK GALVANIZED FITS 14' – 15'         |
| VB-1800 BUNK GALVANIZED FITS 15' – 16'         |
| VASK-1800 BUNK GALVANIZED SKIFF FITS 15' – 17' |
| VAB-2025 BUNK ALUMINUM FITS 16' – 17'          |
| VAB-2425 BUNK ALUMINUM FITS 16' – 18'          |
| VAB-2625 BUNK ALUMINUM FITS 17' – 19'          |
| VAB-2825 BUNK ALUMINUM FITS 18' – 20'          |
| VATB-5225 TANDEM BUNK ALUMINUM FITS 21' – 22'  |
| VATB-5925 TANDEM BUNK ALUMINUM FITS 22' – 24'  |
| VATB-7225 TANDEM BUNK ALUMINUM FITS 25' – 26'  |
| VATB-8025 TANDEM BUNK ALUMINUM FITS 25' – 26'  |

**291 US Route 1 Freeport, Maine**

**(207) 865-4103**

**info@cascobayyacht.com**

### Used Outboats for Sale

|  |         |
|--|---------|
| 2.5 hp '14 Suzuki. 15" shaft.              | \$450   |
| 6 hp '00 Johnson. Just replaced fuel pump. | \$750   |
| 9.9 hp '07 Johnson. 20" shaft.             | \$1,295 |
| 90 hp '09 Evinrude E-tec. 25" shaft.       | \$3,500 |
| 115 hp '11 Evinrude E-tec. 20"shaft.       | \$3,500 |
| 135 hp '07 Mercury. With all controls.     | \$3,500 |
| 140 hp '20 Evinrude G2. With all controls. | \$5,995 |
| 250 hp '08 Evinrude E-tec. All controls.   | \$6,995 |
| MinnKota Ultrex Mounted Trolling Motor     | \$3,100 |

**163 Orion Street, Brunswick, Maine**

**207-729-3303**

**www.bamforthmarine.com**



# CLASSIFIED

## POWER

Sales, 207-865-4103; cascobayyacht.com

24’STINGRAY,1998. WithMercruiser outdrive, galvanized trailer and lots of equipment. Set up for 2 berths, space for porti potty. \$5,000. May be seen at Ring’s Marine Service, South Freeport, Maine (207) 865-6143.



26’ SCOUT 260 LXF, 2025. With Dual Yamaha F200XSA – DES – White Outboards. Shark Gray Full Hull Color Upgrade w/ Painted White Accent Stripe, (2) Garmin 1243XSV, GMR 18XHD Marine Radar, Garmin VHF 315 Radio, Bianca Cushion Package Upgrade, Battery Charger, Rocket Launchers, Lumitec Light Bar, Windshield Wiper, Diaphragm Overboard Discharge & Electric Head Upgrade. - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103



27’ SCOUT 277 DORADO, 2022. With Dual Yamaha F200XCA White Outboards – Only 182 Hours! Black Full Hull Color, Garmin 8612XSV, Garmin VHF 315 Radio, Optimus EPS Steering, Cayenne Cushion Package, Hardtop Full Enclosure & Drop Curtain, Rocket Launchers – Clean & Loaded Asking \$224,000 - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103



27’SOUT275DORADO,2018. With Dual Yamaha F200XCA Outboard – Only 155 Hours and 2018 Magic Trail Tandem Trailer. Garmin 7612XSV, GMR VHF Radio, GNR 24XHD Radar, Hardtop Full Enclosure, Bow Cover, Electric Head, Removable Cockpit Table & Much More! Asking \$139,900 - Call or stop by for more details – Casco Bay Yacht Sales– 207-865-4103; cascobayyacht.com



30’ SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Miscela cushion package, bow filler cushion, Baitwell Leaning post upgrade, rocket launchers, Lumitec light car, windshield wiper and removable teak bow table. Call for pricing and more details. Casco

## POWER/SAIL

Bay Yacht Sales, Freeport Maine (207) 865-4103; cascobayyacht.com

## SAIL

21’ FIBERGLASS FRIENDSHIP SLOOP, 1974. Vire inboard, tandem axel trailer, 2 berths. Looks like a wood boat. \$19,000 or best offer. (401) 525-0981.

22’ HUNTER SLOOP, 1985. Red hull with some wood trim. 9.9 Johnson outboard. Main, working jib. Asking \$995. May be seen at Ring’s Marine Service, South Freeport, Maine (207) 865-6143.

22’ SONAR, late 70s. Main and jib. Steel trailer. Offers. May be seen at Ring’s Marine Service, South Freeport, Maine (207) 865-6143.

## ELECTRICAL PANELS

OCEAN PURSUITS, custom made electrical panels. We make panels to suit your boats needs. AC, DC, bilge alarm, accessory aluminum panels. Complete with your builder’s logo or boat name. 75 Front St. Rockland, ME 04841 (207) 596-7357.

## ELECTRONICS

LARGEST DISCOUNT MARINE STORENORTHOFBOSTON.Deep discounts on major manufacturers. Hamilton Marine, Searsport (207) 548-6302.

OCEAN PURSUITS, marine electronic sales & service. Discount sales for *Furuno, Raytheon, Data Marine, Garmin*, 1 year warranty. Let us install and interface your electronics properly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

## ENGINES

NEW Yamaha 6 HP outboard for sale \$1,725. In stock! 15-inch shaft, pull start/tiller, light weight (59 lbs.), full warranty. Call or email Tara Silber at Safe Harbor Kittery Point for details and purchasing. tsilber@shmarinas.com 207-439-9582.

NEW Yamaha 9.9 HP outboard for sale \$2,880. In stock! 15-inch shaft, pull start/tiller, light weight (87 lbs.), full warranty. Call or email Tara Silber at Safe Harbor Kittery Point for details and purchasing. tsilber@shmarinas.com 207-439-9582.

NEW Yamaha & Mercury 15 HP outboards for sale \$2,930. In stock! 15-inch shaft, pull start/tiller, light weight, full warranty. Call or email Tara Silber at Safe Harbor Kittery Point for details and purchasing. tsilber@shmarinas.com 207-439-9582

NEW Twin Suzuki 250 HP Digital Outboards for sale. 25-inch shaft, white, ‘fly-by-wire’ digital electronic control. In stock and available for repower installation, 5-year factory warranty. Call or email Tara Silber at Safe Harbor Kittery Point for package details and purchasing. tsilber@

## ENGINES

shmarinas.com 207-439-9582

NEW Yamaha & Suzuki Outboards ranging from 40 to 250 HP in stock and available for repower installation, full warranty. Call or email Tara Silber at Safe Harbor Kittery Point for package details and purchasing. tsilber@shmarinas.com 207-439-9582

## MARINE WOOD

Marine Grade Lumber in stock! Custom Float Services now stocks a large lumber yard with .60 cca pressure treated southern yellow pine boards and timber with 20’ and 24’ lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60’ in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

## MARINE SYSTEMS

OCEAN PURSUITS specialty is in marine systems. Electrical rewiring, engine overhauls, refrigeration. Certified technicians and mechanics. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

## MISC.

MARINE SURVEYORS COURSE – Recreational, commercial. Fishing program available, guidelines,

## MISC.

USCG NVCS, regulations, forms. Diploma upon completion. Best course in business. Membership/certification. Call 1-800-245-4425. www.navsurvey.com.

LOWEST PRICE ON CHAIN IN MAINE! By the barrel or by the foot. Made in USA. Rope, buoys, hardware, complete supplies. LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. HAMILTON MARINE, Searsport, Maine. (207) 548-6302 or www.hamiltonmarine.com.

## MOORINGS/ SLIPS

Call OCEAN PURSUITS on the north end of Rockland Harbor to reserve your mooring. Seasonal, monthly or weekly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

## RC MODELS

RC MODELS – Lobster boats, Sail boats, Half-models, etc. Great prices. Call Al (207) 200-6977.

## REPAIRS

SPECIALIZING IN WOOD & FIBERGLASS - Structural, Mechanical, Electrical, Cosmetics - new spray booth for Awlgrip systems, Paint, Varnish - Professional Service. Royal River Boatyard, Yarmouth, (207) 846-9577.

## SCHOOLS

BECOMEAMARINESURVEYOR

## SCHOOLS

- USCG Fishing Vessel Inspection. 800-245-4425. NAVTECH US SURVEYORS. Best in Business!

## SERVICES

CASCOBAYMARINESERVICES: From spring commissioning, bottom paint and spring launching to fall haul out, winterization, shrink wrap and storage and everything in between, we’ve got you covered. Along with being an AUTHORIZED YAMAHA and MERCUISER dealer and full service center with factory trained technicians, we have the experience and staff ready to service all other brands of outboards and I/O. CASCO BAY MARINE SERVICES 291 US ROUTE 1, FREEPORT, ME 04032 (207) 865-4048; www.cascobayyacht.com

OCEANPURSUITSMarineSystems & Services. Systems repaired, installed & designed. Complete boat repairs, painting, varnishing and Awlgrip available. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

## STORAGE

STORAGE at Royal River Boat Yard with 50-Ton Travel Lift or Haul for Repairs (207) 846-9577.

## SUPPLIES

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. Fishing, boatbuilding, sail, pleasure. We discount everything. Hamilton Marine, Searsport, (207) 548-6302.

# Subscription Form

1 YEAR - \$20.00; 2 YEARS - \$37.50; 3 YEARS - \$55.00  
Foreign Subscriptions add \$20.00 per year. All prices include tax.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

Credit Card Type: ☐ Visa ☐ Mastercard

Acct.# \_\_\_\_\_ Exp. date \_\_\_\_\_

CCV (on back of card) \_\_\_\_\_ Billing Zip Code \_\_\_\_\_

Signature: \_\_\_\_\_  
Make checks payable to Maine Coastal News, P.O. Box 710, Winterport, Maine 04496  
Charge to a credit card by calling (207) 223-8846

For Classified Ads  
Contact us at:  
**Maine Coastal News**  
P.O. Box 710, Winterport, Maine 04496  
Call: (207) 223-8846 or Email: igmatats@aol.com



Want to know more about the boats built in Maine?

Go to our website!

www.mainebuiltboats.com

### CUSTOM FLOAT SERVICES

DESIGN • SUPPLY • BUILD • SERVICE

**THE MAIN SOURCE FOR:**

**FLOTATION**

- ACE Roto-Mold Float Drums (58 sizes)
- Capacity to 4,600lbs.
- 15 yr. ltd warranty

**HARDWARE**

- 1/4" & 3/8" plate
- Hot dipped galv.
- 1" Connecting pin
- Cleats, anchor, chain

**LUMBER**

- Marine grade PT SYP
- CCA and ACQ
- Duralife Composite Decking
- IPE (ironwood)
- CCA Parallam eng. beams up to 60' lengths

**DESIGN FOR**

- Marine Contractors
- Homeowners
- Yacht Clubs
- Boatyards
- Marinas
- Towns & Municipalities
- Colleges, Schools & Clubs

11 Wallace Ave, South Portland, ME 04106  
207-772-3796 • Toll Free 1-888-844-9666  
info@customfloat.com

*You can build it or We can build it for you*

www.customfloat.com

**Scout Boat Dealer & Quality Brokerage**

|                             |          |  |                          |           |
|-----------------------------|----------|--|--------------------------|-----------|
| 17' '24 Scout 175 Dorado    | \$46,500 |  | 21' '22 Scout 215 XSF    | \$69,000  |
| 17' '23 Scout 175 Sportfish | \$37,500 |  | 24' '25 Scout 240 Dorado | \$TBD     |
| 17' '22 Scout 175 Sportfish | \$40,000 |  | 27" '18 Scout 275 Dorado | \$139,900 |
| 19' '24 Scout 195 Sportfish | \$62,500 |  | 27" '22 Scout 277 Dorado | \$224,000 |
| 20' '20 Smoker-Craft 2072   | \$25,000 |  | 30' '23 Scout 305 LXF    | \$295,000 |
| 20' '04 Sea Hunt Triton 202 | \$15,900 |  |                          |           |

24' 2025 Scout 240. With Yamaha F300XSB, Shark Gray Hull, Garmin 8610XSV, Garmin VHF 315 Radio, This boat is loaded!

SALE PRICE \$149,500.

**Yamaha Outboards In Stock - Full Service Department with Factory Trained Technicians**

291 US Route 1 Freeport, Maine      (207) 865-4103      info@cascobayyacht.com

163 Orion St., Brunswick, Maine  
207-729-3303  
www.bamforthmarine.com

**Used Boats for Sale**

|  |          |
|--|----------|
| 2018 10'9" North Atlantic Inflatable. '19 15 hp Suzuki o/b. Bandit trailer.          | \$3,995  |
| 1980 13' Boston Whaler. With '10 30 hp Evinrude E-tec. Trailer included.             | \$9,500  |
| 2016 14' Maritime Sport Skiff. '22 60 hp Suzuki o/b. '15 Load Rite trailer.          | \$24,900 |
| 2020 15' Rich Line. '20 9.9 hp Suzuki. Load Rite trailer.                            | \$5,495  |
| 2023 14' Maritime Skiff. '23 50 hp Suzuki. Tidewater trailer.                        | \$29,995 |
| 2021 18' Bayliner Element. '21 115 hp Mercury O/B. Karavan trailer.                  | \$22,500 |
| 1999 18' Four Winns. '99 4.3L Volvo Penta I/O. Trailer.                              | \$3,500  |
| 1998 18' Kencraft Challenger. '17 90 hp Evinrude E-tec. Load Rite trailer.           | \$13,995 |
| 2000 19' Mako 195,'00 150 hp Evinrude, Load Master trailer.                          | \$9,500  |
| 2010 20' Eastern Console Center Console. '10 90 hp Evinrude E-tec. No trailer.       | \$19,900 |
| 2010 20' Hydrasport Walkaround. '09 200 hp Evinrude E-tec. Shorelandr trailer.       | \$32,000 |
| 1983 20' Grady White Overnighter. With '13 150 hp Evinrude. Trailer included.        | \$13,900 |
| 2003 20' Maritime Pioneer. '17 115 hp Evinrude. '20 Load Rite trailer.               | \$37,500 |
| 2006 21' Triumph. '06 150 hp Yamaha o/b. EZ Loader trailer.                          | \$16,500 |
| 2018 22' Lowell Design Aluminum Boat. '18 150 hp Evinrude. '13 Venture trailer.      | \$56,000 |
| 1987 22' Grady White Seafarer. '01 200 hp Yamaha o/b. Cox trailer.                   | \$17,000 |
| 1998 23' Wellcraft Walkaround. '14 225 hp Evinrude E-tec. Magic Tilt trailer.        | \$14,900 |
| 1987 24' Mako. '15 250 hp Evinrude G2, '06 Shorelandr trailer.                       | \$39,995 |
| 1966 25' Pearson Ariel Sailboat. '90 8 hp Evinrude o/b/. Soda blasted & painted '14. | \$3,500  |

For over 70 years, Maine lobstermen have stood together with the Maine Lobstermen's Association. Isn't it time you joined them?

The MLA is your voice, your advocate, and your shield in a changing world.

If you haul traps, support the industry, or care about Maine's coastal way of life, you belong in the MLA.

Joining isn't just about membership — it's about standing up for the future of our fishery and our traditions.

**MEMBERSHIP LEVELS**

|                      |       |
|----------------------|-------|
| Commercial Harvester | \$300 |
| Young Harvester      | \$150 |
| Legacy Harvester     | \$100 |
| Jr Harvester         | \$0   |
| Stearman             | \$50  |
| Lobster Lover        | \$200 |
| Business             | \$500 |

Be part of something bigger.

Join the Maine Lobstermen's Association today.

The MLA is your staunch advocate, fighting to keep you fishing! The MLA has a proven track record of success & the expertise, knowledge, and unwavering determination to safeguard Maine's lobster fishery.

www.maine lobstermen.org      207-967-4555

They protect us. Every day. Every night.

And they need your support.

\*\*\*

Inspire leadership, learning and a legacy of service by supporting the brave men and women of the United States Coast Guard through the Coast Guard Foundation.

To learn how you can help, call (860) 535-0786 or visit our website at [www.coastguardfoundation.org](http://www.coastguardfoundation.org). Ask about our Boat Donation Program.

Full Service Hotel, Restaurant, Lounge & Marina

Open May thru December

**ON THE WATERFRONT**  
in the village of Boothbay Harbor

80 Commercial Street Boothbay Harbor, Maine 04538  
207-633-4434    www.tugboatinn.com

207.633.0773    www.boatus.com

**Based in East Boothbay, covering Casco Bay to Penobscot Bay**

Service, Savings & Representation Since 1966, See Why It Pays to Belong!

**Towboat Services**

All BoatUS Towboat Ports offer Towing, Soft Ungroundings, Battery Jumps & Fuel Delivery.

**Repairs**

The towing company either has their own dock, or contracts with a third party to provide repair services.

**Salvage**

The towing company offers salvage assistance. Includes recovery of property, refloating the vessel, and towing it to a safe harbor.

**Personal Coverage**

Provides for any recreational boats that you own, borrow or charter. 24 Hour dispatch/365 days a year.

**Transportation**

The towing company can arrange local transportation to transport you to a hotel or other local destination.

**SPECIAL JUNE OFFER FOR NEW MEMBERS!**


Unlimited Towing Membership

**\$5000** Rebate

Use Source Code WT10898A On Application


**33% SAVINGS!**








# Marine Power –C18

Available for new boat installations and repowers.



ASK US ABOUT OUR CUSTOMER VALUE AGREEMENTS (CVA)





**miltoncat.com**

For Marine Engine Sales, contact

**John Dendas, Marine Market Manager**  
774-573-6385 • John\_Dendas@miltoncat.com

**Evan O'Connor, Marine Sales Representative**  
603-493-2139 • Evan\_O'Connor@miltoncat.com

## C18 RATINGS

470/600@1800rpm A Rating  
670/715@1800–2100rpm B/C Rating

**AUTHORIZED MARINE DEALERS**

**Billings Diesel & Marine Service**  
Stonington, ME

**Dennis' Welding & Marine**  
Beals, ME

**Front Street Shipyard**  
Belfast, ME

**Lyman Morse at Wafarer Marine Corporation**  
Camden, ME

**Journey's End**  
Rockland, ME

**Fairhaven Shipyard & Marina, Inc.**  
Fairhaven, MA

**Guy Crudele Repair**  
Gloucester, MA

**Sacchetti Marine and Industrial, LLC**  
Plymouth, MA

**Windward Power Systems**  
Fairhaven, MA

**Hinckley Yacht Service**  
Portsmouth, RI

**Rhode Island Engine Company, Inc.**  
Narragansett, RI


**Hallam Marine**  
Coventry, RI


**Cape & Island Electronic Diesel**  
Mashpee, MA

# EASTERN BOAT WORKS

## SEMI-CUSTOM BOATBUILDER

BETTER NOT BIGGER BOATING





EASTERNBOATS.COM   603-652-9213   31 INDUSTRIAL WAY MILTON, NH 03851



# BOATERSTORE™

*Are You Geared Up & Ready for Lobster Season?*



**SHOP IN-STORE,  
BY PHONE  
OR ONLINE TODAY!**



PROUD SPONSOR OF

MLA Legal Defense Fund  
MFF Scholarship Fund  
Maine Lobster Boat Races

**#SaveMaineLobstermen**

*Check Out Our  
Monthly Sales Flyer*  
**ALL DEALS  
ON DECK**

Scan QR Code  
to Shop Flyer  
**Now!**



800-639-2715 [hamiltonmarine.com](http://hamiltonmarine.com)

Kittery | Portland | Rockland | Searsport | SW Harbor | Jonesport