

Maine Coastal News

Volume 39 Issue 3

March 2026

FREE

Maine Boatbuilders Busy Again This Year



One of those cold January mornings in Sawyer's Cove, Jonesport.

Edgecomb Boat Works Edgecomb, ME

If you have run down to Boothbay Harbor recently, I am sure you have noticed a major change at this yard. Last year the old farmhouse was razed and then when spring arrived the barn, which also housed the stockroom, break room and an office came down the last week of May. Immediately they started excavating for a foundation. When the concrete work was completed, the building was started. The building is 60 x 96 feet with a shop area of 60 x 80 feet. Half of the main shop space is for heated indoor storage, and the other side is workspace. Previously they were using a building on Southport Island and another building in the industrial park. They still needed to utilize them again this winter as there are more customers looking for heated storage than there is available space.

There is now a nice greeting area for customers, with the owner's office up above. The storage room on the first level is for the regularly used items. For additional storage, that is on the second level, which has a large access so pallets can be placed up there.

Moves like this are not easy. Everything in the stockroom needed to be placed in a container, but before that could be done, they needed to go through and toss what was never going to be needed. Mitch Geary, owner of the yard explained, "It's a challenge, but it

was a great time to be like 'we have handled this ten times, and it has got a quarter of an inch of dust on it, let's throw it away.' When we moved out, we did throw some stuff out, the low hanging fruit. We didn't want to be hasty and throw stuff away we might need, but we are taking the time now to sort it out, so everything has its place. You know when you go to grab it, it is there. It is silly to hold up a job for a bracket zinc and not be able to get the boat out the door that day."

They lived out of a 40-foot shipping container all summer and Mitch's office was a 7 x 8-foot shipping container. He did say that this was for sale if anyone was interested.

They were presently working on several center console boats, getting them ready for the upcoming season. When they are completed, they will swap them out with others in the storage sheds needing their regular annual maintenance. The problem, a good one to have, they acquired an additional 30 storage customers, so they have a lot to do before May arrives.

Mitch said that there were no major jobs, but lots of paint and varnish. There was a Regulator coming in that needed some electrical and fiberglass work. This was a new customer, and he will be having them go through the boat in stages over the next two or three years. Next year they will remove the tower and outboard bracket and



Edgecomb Boat Works' new 60 x 90-foot steel building for storage, repair, stockroom, and office.

paint them. There is also a Jarvis Newman 32 coming in to have her deck painted.

There are still three bays in the metal building, which was next to the barn. These are used for paint and varnish as well as repairs.

Most yards like doing annual maintenance with an occasional slightly bigger project here and there. Big projects can get out of hand and that means that you might not be able to take care of the other customers the way they needed to be taken care of.

Mitch said he wants 50 to 60 boats all ready for the water when spring arrives. If you have less, you are behind the eight ball and you will have a tough time catching up.

Finestkind Boatyard Harspswell, ME

Just in was a Stanley 44 lobster boat, which had miscalculated the depth of water and ended up stuck on a ledge off Harspswell.

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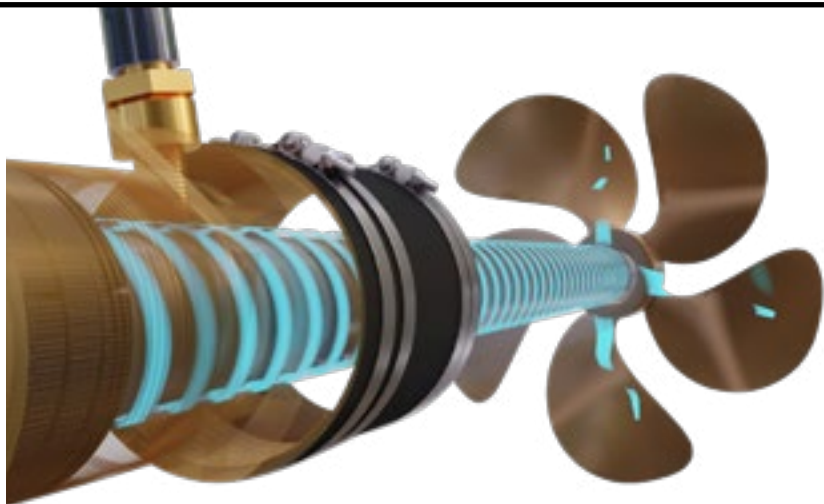
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Advertising Deadlines: The deadline for the April issue is February 27.
The deadline for the May issue is April 3.

Publisher's Note

The Coast of Maine is a very special place and that is due to the people who live and work there. I have been extremely fortunate to have met a number of those special people covering the maritime world for this paper over the last 40 years. One that was the quintessential coastal person was Isaac Beal, who we lost last month. His license plate stated as much: Ole Salt. I met Isaac back in the 1990s when I was documenting the boatbuilders. We sat for an evening going through a photo album as he explained the boats, which his father and he had built, along with their owners. He was full of stories, and I wish I had captured more of them. When we dragged his old race boat CHRISTOPHER out of the bushes over on Beals Island in the spring of 2023 and brought it to the yard you could see it had energized him. He came to the Jonesport Shipyard every day as he worked to rebuild her. His health was a challenge, but he persevered and got a lot done. However, some of what needed to be repaired, he needed help doing. The crew lent a hand when they could, but we also had to be mindful that the yard needed to make money so it could survive. They stopped working on her last winter when the cold chased them out and were hoping to get back on her this fall, but there was a big project in the shop that was taking up all the time. Isaac moved into the main shop and was a big help with some of the projects being worked on. At the same time, he also started building half-hulls for family and friends. Even when he could no longer get to the shop, he made them in his living room right up till the end.

When we lost Isaac, we lost a very special person and one that we will never forget.

CHRISTOPHER is still in the shop and she will be finished. She needs the remaining sharp-risers put in along with all the frames between the bulkhead and transom on the starboard side. Isaac had put some of the deck and washboards in, which will need to be finished before a new cabin is fitted. Then we will go find us a new engine with plenty of power and get her back on the race course.

We have been spoiled the last several years, with much warmer weather than usual. I am not sure we even had a day that went below zero last year. Well, this year seems to have made up for those warmer winters. I remember when I owned the 117-foot railroad tug SATURN the days and nights I would go down to put fuel in the space heater to keep her warm. There were times that the thermometer would dip to minus 30, or there was a raging snowstorm, you had no choice but to go across the ice-covered barge and jump on board and go down into

the engine room in order to fill the heater. I remember one night when she was docked in Winterport to the old railroad barge, which was trying to sink. That was a cold night, with pumps running and the person who took care of the barge getting down inside her trying to get patches in place to stop the leaks. At one point we thought we might have to tie the tug off to a sponson a let the barge go to the bottom. Amazingly, the leaks stopped and all was good. Now, I just have to worry about SARIANN I, as she is sitting on a dock in Belfast. There is nothing better than leaving a wooden boat in the water. I have also thought it might be fun to go and stay on board some night.

A couple of issues ago I discussed the prices and as I have been running around the coast I have asked more about what they charge. If you think that \$75/hour is high, it is not. I find that this is on the low side. One person told me that there was an outboard dealer away from the coast that was getting over \$200/hour. There is no question prices have gone through the roof. When the labor rates jumped five years ago we all should have known that there was no way that prices would come down substantially.

Despite the high prices all the businesses that I have been in are busy this winter. That was certainly a worry of mine when we heard that lobstering was not good last year. I talked to some that did okay, but others were way down. It was thought that this would mean less new commercial fishing boats would be built, and I believe that is true. However, that gap has been filled with repair work.

There is no question that there are people with money and there are people struggling. Some of the issues are related to the economy, but others are self-inflicted. When times get tough you tighten the belt. Remember it is a lot easier to go into debt than it is to get out of it.

How many are addicted to Reels? While I am having breakfast I watch them, but I refuse to watch stupid. The ones that pop up for me are either history, physics and of course marine-related. The one that caught my attention recently is 'The Why Files.' Their introductions say, "The Why Files is a channel for people who are fascinated (obsessed) with mysteries, myths, legends and conspiracies. We tell stories, seek the truth, and have a few laughs along the way." The stories I have watched are certainly interesting and on Reels they are short enough. I am certainly not going to waste much time glued to Reels. When the last bite of breakfast disappears, so does Reels.

Just after the last issue went to press, I was able to finish the corrections and send the updated vessel database to the webmaster. The total number of vessels is now 168,857. I then began adding in the combined data from List of Merchant Vessels [MVUS]. I got through the As and switched over to Lloyds Register of American Yachts for 1907. I took the 1905-06 file, copied it and renamed as 1907 and began updating. This mainly has been adding in information that was not in the previous database. There are only 3,489 yachts and already I have 2,200 done. It should only take a week to finish and then I am going to do 1910 followed by 1920, 1930 and so forth in order to get the bulk of vessels not yet included. Then I got the brilliant idea to see how Lloyd's Register of Yachts (British) would be and I had a 1907 copy. They are very much the same, but the biggest problem will be the towns as they do not give the country they belong to. That is going to be a learning experience.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum
SARDINELAND
Evolution of the Maine Lobster Boat
Working the Bay
Gone Fishing
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum
Re-Sounding
Upon That Isle in Maine
Historic Watercraft Collection
Watercraft Restoration
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum
Breath of Life: C. B. Fisk, Pipe Organs
Feathered Friends & Facing Back, Facing Forward
Down to the Sea, Photos of Ernest L. Blatchford
Hammers on Stone, Cape Ann Granite Industry
Contemporary Art
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum
Up from the Depths
Entangled in the Lines, Figuring Moby Dick
New Bedford in the 1800s
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum
The Art of the Boat
Entwined: Freedom, Sovereignty and the Sea

The Sea Connects Us
Mystic, CT
Info: mysticseaport.org

2026

- MARCH**
5-7 Maine Fisherman's Forum
Samoset Resort
Rockport, ME
Info: mainefishermensforum.org
- MAY**
4-75 ASMFC Annual Meeting
Westin Crystal City
1800 Richmond Highway
Arlington, VA
- JUNE**
20 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
- 21 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879
- 26-28 WoodenBoat Show
Mystic Seaport
Mystic, CT
- 28 Bass Harbor Lobster Boat Races
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Info: Colyn Rich (207) 479-7288
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Passed Over the Bar - Boatbuilder/Fisherman Isaac Beal

BEALS – Isaac Kenneth Beal, 84, passed away in his home while surrounded by his loving family on Thursday, January 8, 2026. He was born May 30, 1941, on Beals Island, Maine, to the late Mariner “Lovey” and Abigail Augusta “Gusty” (Wallace). Isaac married his true love and best friend, Eva Belle, on February 18, 1959, and they had five children.

Isaac was a devoted husband and father who worked tirelessly to provide for his large family. He started lobster fishing at the age of 13 and retired at the age of 79. He went lobster fishing out of Pigeon Hill from 1961 to 1973 before returning to fish out of Beals Island. He started working in his father’s shop building wooden lobster boats at a young age and personally built rowboats or outboard boats simultaneously during the winter and spring months until 1979. These boats were seen in harbors throughout New England, and some are still around today.

Together they built the 28-foot lobster boat CHRISTOPHER for his father in 1976. After his father passed away in 1981, Isaac acquired the boat for lobster fishing and raced her a couple of times in the 1990s. He said, “I think she was 16 years old the first time I went. The Guptil boys took out an Oldsmobile engine and left it over at Richard Alley’s shop. They had it for sale and wanted \$250 for it. I said, ‘Now is my chance to find out what I think and try it.’ I got the engine on the wharf, but her lifters were stuck. Finally, a couple of boys, sort of mechanics, tinkered with it and they got her lifters cleared. We got it into the boat and ran her a little. I was right along with the LITTLE GIRL until the engine started tightening up and then it blew up. That was worth the \$250 just to know.” For seven years Isaac dominated Gasoline Class C, the Wooden Boat Race and at times the Free-for-Alls. Isaac successfully raced CHRISTOPHER in the Maine Lobster Boat Racing circuit for several years with 85 wins when powered with

the 502 Chevy. He and Eva spent summers traveling with the boat to attend the races and made many friends along the way. She was retired from racing in 2005 and after a few years lobstering, she was placed out back with the hope of having some much-needed repairs done. Unfortunately, life got in the way for Isaac, and she sat there under a tarp waiting. In April 2024, Alonzo Alley, yard manager at Jonesport Shipyard, was helping Isaac’s son Christopher move some moorings around his yard with a telehandler. He knew that Isaac would love to see his boat racing again and with the telehandler he hooked on to her trailer and dragged her out. She was then taken over to Jonesport Shipyard and placed in Bert Frost’s old shop and the repairs began. Unfortunately, the yard got busy and Isaac just could not do some of the work that needed to be done. The hope of having her ready for the 2025 slipped by. CHRISTOPHER was donated to the International Maritime Library, and she will be finished and go racing again.

In March of 2025 Isaac was honored by being inducted into the Maine Boatbuilder’s Hall of Fame. The final year of his life he started building wooden half hulls for his family and friends to cherish.

He fondly remembered spending his childhood summers with his two uncles on their herring seiner. He eventually owned his own boat and seined for herring with his two eldest sons for several years. Over the years he earned a living clamming, worming, and harvesting periwinkles. He and Eva ran their own seafood company, Old Salt Seafood, where he and his sons dragged for mussels, scallops, quahogs, and urchins. In the early 1990s he started raising Atlantic salmon for Nordic Enterprises. In 2000 he started a boat mooring business, Ike’s Mooring Service, to service the surrounding fishing community. He had many jobs but always said that building boats and seining for herring were his favorite ones.

Isaac became involved with the Boy Scouts as a troop leader while his sons were in school and loved to share scouting stories.

He was a member of the Beals Island Harbor Committee and was instrumental in acquiring the property and the development of the Beals Town Landing. He served his community as Assistant Harbor Master and Harbor Master for many years.

Isaac was an avid and successful deer hunter all of his life and shared many fond memories of hunting on Great Wass Island and at their camp on Head Harbor Island. The largest deer he ever bagged was 240 pounds and he bagged his final deer in 2025. He skillfully bagged to deer yearly except in 1960 when he had to work away from home in Belfast at the chicken factory, because there was no work at home.

Isaac will be fondly remembered for his devotion to family, boatbuilding, work ethic, honesty, and sense of humor. He often



Isaac Beal sitting on the house roof of CHRISTOPHER at Searsport.

Continued on Page 6

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Passed Over the Bar - Boatbuilder/fisherman Isaac Beal

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quoted "Five dollars is five dollars. At least you have something."

In addition to his parents, Isaac was predeceased by his beloved wife and best friend, Eva, sister Gracie Beal Emerson; brother, Spencer Beal; grandson, Jacob Isaac Beal; sister-in-law, Nina Logsdon; brother-in-law Earland "Lester;" brother-in-law, Dick Alley; nephews, Galen Alley, Gerald Beal, Earland Beal, and Rollins Logsdon.

He is survived by his three sons, Wyatt (Lorena) Beal, Timothy (Tracy) Beal, Christopher (Brigitte) Beal; daughters, Heidi Beal, (Rich Gates), Kelley (Scott) Allen, grandchildren: Megan (Ryan) Daley, Mariner (Vanessa) Beal, Desiree (Troy) Stanwood, Brooke (Nicholas) Raye, Audrey Beal (Bobby Arteaga), Abbey (Trent) Stevens, Alexa Allen, and Daniel Beal; great-grandchildren: Weston Beal, Hunter Beal, Carson Beal, Hannah Grover, Kade Daley, Asa Daley, Troy "Tas" Stanwood, Connor Stanwood, Ezekiel Stanwood, Ev-

rett Stanwood, Renezmae Crossman, Billie Kate Raye, and Bishop Raye; sister-in-law, Lorna Alley; sister-in-law, Maria Beal; a special friend, caregiver and companion Marcia McDavid; many nieces and nephews, cousins and many close friends.

CHRISTOPHER's Race Record

Boatbuilder: Mariner and Isaac Beal, Beals Island, ME (1976)

Dimensions: 28'

Construction: Wood

Engine(s): Gasoline, 502 cid Chevrolet

Owner(s): Isaac Beal, Beals Island, ME

Year's Raced: 1999; 2000; 2001; 2002; 2003; 2004; 2005

Racing Class: Gasoline Class C

Results:

1999: SEARSPORT: 1st Gas Class C (39 mph) and 1st Wooden Boat Race (38.4 mph). WINTER HARBOR: 1st Gas Class C (38.2 mph).

2000: MOOSABEC: 1st Wooden Boat Race and 1st Gas Class C. SEARSPORT: 1st Gas Class C (37.4 mph) and 1st Wooden Boat Race (35.4 mph). STONINGTON: 1st Gas Class C (37.1 mph) and 1st Wooden Boat Race (38 mph). WINTER HARBOR: 1st Gas Class C (37.9 mph) and 3rd Gasoline Free-for-All.

2001: BOOTHBAY: 1st Gas Class C (32 mph). FRIENDSHIP: 1st Gas Class C (39 mph), 1st Wooden Boat Race 226 hp and over (38 mph) and 1st Gasoline Free-for-All (39 mph). HARPSWELL: 1st Wooden Boat Race (36.1 mph), Gas Class C (37.3 mph). MOOSABEC: 1st Wooden Boat Race (38.5 mph) and 1st Gas Class C (34.2 mph). SEARSPORT: 1st Gas Class C (38.6 mph) and 1st Wooden Boat Race (38.5 mph). WINTER HARBOR: 1st Gas Class C.



Isaac Beal's CHRISTOPHER dominated Gasoline Class C for seven years reaching a speed over 37 mph.

2002: BOOTHBAY: DNS Gas Class C. FRIENDSHIP: 1st Gas Class C (37 mph) and Wooden Boat Race (37 mph).

HARPSWELL: 1st Wooden Boat Race and 1st Gas Class C. MOOSABEC: 1st Wooden Boat Race, 1st Gas Class C and 2nd Gasoline Free-for-All. SEARSPORT: 3rd Gas Class C and 2nd Wooden Boat Race. STONINGTON: 1st Gas Class C (38.6 mph) and 1st Wooden Boat Race. WINTER HARBOR: 1st Gas Class C and 2nd Gasoline Free-for-All.

2003: MOOSABEC: 1st Woodenboat Race, 1st Gasoline Class C and 1st Gasoline Free-for-All. STONINGTON: 1st Gas Class C (38 mph) and 1st Wooden Boat Race (37.8 mph). FRIENDSHIP: 1st Gas Class C (37 mph), 1st Wooden Boat Race (37 mph) and 1st Gasoline Free-for-All (37 mph). HARPSWELL: 1st Wooden Boat Race and 1st Gas Class C. PEMAQUID: 1st Gas 400 cid and over, 24 feet and over. 1st Heat 1 (28 mph) and 1st Final Heat Wooden Boat Race (31 mph). 1st Gasoline Free-for-All (33 mph). SEARSPORT: 1st Gas Class C (33.8 mph). 1st Gasoline Free-for-All (36.9 mph). 1st Wooden Boat Race (36.9 mph). WINTER HARBOR: 1st Gas Class C (38 mph). 2nd Gasoline Free-for-All.

2004: BOOTHBAY: 1st Gasoline Class C; 1st Gasoline Free-for-All, 37.2 mph. FRIENDSHIP: 1st Gasoline Class C, 38 mph; 1st Gasoline Free-for-All, 38

mph. HARPSWELL: 1st Woodenboat Race; 1st Gasoline Class C; 1st Gasoline Free-for-All. MOOSABEC: 1st Wooden Boat Race; 1st Gasoline Class C; 1st Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class C, 37.2 mph; 1st Gasoline Free-for-All; 1st Wooden Boat Race, 37.5 mph. STONINGTON: 1st Gasoline Class C, 40.7 mph; 2nd Boatbuilder's Exhibition Class; 1st Gasoline Free-for-All, 40.1 mph; 1st Wooden Boat Race. WINTER HARBOR: 1st Gasoline Class C; 1st Gasoline Free-for-All.

2005: FRIENDSHIP: 1st Gasoline Class C (37 mph). 1st Woodenboat Race (37 mph). 1st Gasoline Free-for-All. HARPSWELL: 1st Wooden Boat Race. 1st Gasoline Class C. 1st Gasoline Free-for-All. MOOSABEC: 1st Wooden Boat Race. 1st Gasoline Class C. PEMAQUID: 1st Gas Any Cu. In. and under, 24 feet and over (38.5 mph). 1st Wooden Boats, Diesel or Gas, 24 feet and over (37.1 mph). 1st Gas Free-for-All (37.8 mph). SEARSPORT: 1st Gasoline Class C (36.7 mph). 1st Gasoline Free-for-All (33.2 mph). 1st Wooden Boat Race (32.7 mph). STONINGTON: 1st Gasoline Class C (35.3 mph). 3rd Boatbuilder's Exhibition Class. 1st Gasoline Free-for-All (34.8 mph). 1st Wooden Boat Race. WINTER HARBOR: 1st Gasoline Class C. 1st Gasoline Free-for-All. 1st Wooden Boat Race.

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'Big Jim' Heading to the Penobscot Marine Museum This Summer

SEARSPORT – If you have some age and traveled in and out of Maine way back in the day, before the Maine Turnpike was opened, you might remember this 56-foot tall man, dressed in oil-skins, known as “Big Jim” welcoming you to ‘Sardineland’ on Route 1 in Kittery. After the Turnpike opened and there was less traffic on Route 1, and Big Jim was removed. Fortunately, he was saved and found a new home in front of the Stinson sardine factory in Prospect Harbor. After this factory closed, it has been through a couple of owners, but some wondered what would happen to “Big Jim” and a movement began. Then came the exciting news that “Big Jim” would be coming to the Penobscot Marine Museum (PMM) for the summer of 2026.

One of the major players in getting “Big Jim” to PMM was Kevin Johnson, head of Photo Archives, at the Museum. He explained, “When we decided to celebrate the history of sardines and the sardine industry in Maine, we decided to make it a two-year exhibit. My gears started turning to come up with a way of putting a spotlight on this exhibit. I have done it in the past, making a giant camera obscura and a fish weir to attract attention. I was aware of “Big Jim” in Prospect Harbor. I knew that from our work with the Maine Sardine Council collection his back story of being created by the Maine Sardine Council back in 1959. He was one of many things that they came up with to promote the sardine industry. “Big Jim” was essentially a giant advertisement. It wasn’t a billboard because you can’t have those in Maine. It had a nice little life down in Kittery before 95 was finished. Fortunately, Cal Stinson thought it should be saved, got permission to take it down and bring it up to

Prospect Harbor. I don’t think he was able to put the original plywood one up because it had deteriorated too much. They were able to use the old pieces to cut out the same shape out of aluminum and remake it. I think it was a twist of fate that it ended up being in front of the cannery that was the last sardine cannery in the state. So, it became a symbol of the sardine industry and I thought ‘wow, what if we could get him and put him down on the crescent on Route 1.

“I didn’t know if it was a feasible idea so I reached out to Jennifer Stucker who is very active in the Gouldsboro Historical Society and with Prospect Harbor being part of Gouldsboro I wanted to talk to her and just find out, could we do it? What did she think?” continued Kevin. “She loved the idea. Loved the idea of restoring him back to his original form. The fact that it would bring attention to him and then he would go back to his perch in Prospect Harbor and continue to be that roadside attraction that he has become.”

What no one considered was all the red tape and hoops they would have to jump through to make this happen. When the process started the owners of the property were good with the idea. They had purchased the factory so as to save it from out-of-state developers. What was not known was that they were selling the property and this had its own complications. They had found a local buyer, Bold Coast Seafood, who wanted to use it as a factory. However, they wanted to keep “Big Jim.” After several conversations they agreed to let PMM take him down, refurbish him, and return him after a year at the Museum.

The Town of Searsport agreed to the

idea. Kevin added, “Well, it wasn’t as hard as it could have been. Fortunately, the town saw it as a temporary exhibit and therefore it didn’t have to meet the same threshold as if it was going to be permanent. One big question we had was how do we make him stand up? In Prospect Harbor he is attached to two I-beams that are sunk into the ledge and he is not moving. The wind doesn’t move him there, but here it would be a concern. We reached out to David Wyman, a naval architect who helps us out when he can; former teacher at Maine Maritime Academy and he came up with a design that will hold him upright while he is here and even allow him to be lowered in the event of a hurricane. The other thing was getting the people that we would need to actually do it. We are especially fortunate to be working with Dan Miller at Belmont Boat Works. He has helped us out numerous times just because he appreciates what we do and he likes a challenge. We have been able to give him some challenges, one of which was taking the giant camera obscura down to Camden for a weekend event. When I pitched this idea to Dan, he loved it right out of the get go. He has a crane and he has a son who knows how to work it. They agreed to sign on and do it at a minimal cost. We also contacted with the WOW Collective, which stands for Women on Walls and they are a group of women from the Belfast area that paint murals. One of them is always game for a project and a challenge and she took the bait. Both of them have been great champions of this project, helping to get the word out and shake the trees. So, it is all coming together.”

The fundraising was very successful and is almost at their projected goal. Now, the issue is finding a weather window to get



'Big Jim' at his present location in Prospect Harbor.

“Big Jim” down and to Belfast where he will be stripped and primed and then repainted back to his original version as sardine man and welcome to Sardineland. Then he will come to the Museum and be placed on the crescent right near the yacht mast, which will be removed.

“Big Jim” will be taken down the end of the year and returned to his old haunt at Prospect Harbor. My question was if this is really successful, can we make a replica, maybe smaller? The entire idea for this project was to bring attention to the Museum and get more people to stop and experience what PMM has to offer. Kevin added, “Our challenge now is to get those who stop here interested in what we do and sometimes it

Continued on Page 8

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'Big Jim' Heading to the Penobscot Marine Museum This Summer

Continued from Page 7

takes a spectacle to get people to stop on Route 1 in Searsport and this will do it. Once they take that time and see that we are more than one building on Route One and all the amazing exhibits and collections that we have, that they will want to join, they will want to come back and visit again, maybe even multiple times a year and support us."

The sardine exhibit has been absolutely incredible and that was just in the first year. They have one more year and that should bring in even more people, especially the year-end event, Sardine Day, the first weekend in October. Last year they were going to be happy with 250 people, but they were shocked when more than 1,200 people came.

Why was it so successful? "We wanted to do it is because," said Kevin, "A. It is a recent industry, the last one only closed a little more than 15 years ago. It employed tens of thousands of Mainers and they supported communities. The communities were based around sardines. When we thought of doing this as an exhibit, we knew that it was going to touch a nerve because if people themselves hadn't worked in them, their parents did or they lived in a community where they could smell sardines on a regular basis. It was part of the fabric of the Maine diet for

so long. Much to our pleasant surprise, it did strike that nerve and people did come out. Sardines seem to be hip again. People are even longing to eat them after maybe years of not wanting to."

Kevin, as head of Photo Archives, explained, "We have thousands and thousands of images of the sardine industry. It goes across many of our collections. Some of the biggest ones like Kosti Ruohomas, Eastern Illustrating or Red Boutlier. Almost all of our big collections have elements of the sardine industry in them. Whether it is the workers in the canneries or whether it is the canneries themselves or whether it's the fisherman and the boats that caught them. We have a very rich photographic history of that whole industry. We are fortunate in the sense that it was really big at a time when photography became big. For example, the Maine Sardine Council, whose job it was to promote the industry, took full advantage of hiring the best photographers to document what was going on and get those out there. So, it is a fishery that is documented more than most of the other ones that we have in the State of Maine other than lobstering."

I asked how photo archives was doing. Kevin said, "Well, I can tell you, if no more new photos come in, I will still have enough work to do for the rest of my life." As we

know there are several huge collections that will come to the Museum and keep the next person busy for their entire life. Kevin added, "We're doing really well. We had a long year with our transition to a new database software that had a bunch of hiccups. We are finally ironing them out and it is getting to the place where we want it to be. This will allow our collection to be explored and put to work: providing images for other museum exhibits and other publications or whatever. It is there for researchers, students, anyone who is interested in photography and help them tell their story, whether they are writing a book, making a movie, writing an article, doing a website, or just enjoying them for their photographic beauty."

"Currently I am working on the Kosti Ruohomas collection and the Peggy McKenna Collection both of which we have funding for," continued Kevin. "Collections that have funding always moved to the top of the list and get most of our attention. We are

also working on Maynard Bray's collection. We have a collection from the photographer John Moore who was a contemporary to Kosti Ruohomas and photographed around mid-coast. There are a lot of boatbuilding and boat launches and other maritime themes in that collection. He worked for the Portland Press Herald as the mid-coast correspondent and was based out of Rockport from the 50s to the 70s. We were able to get a portion of his collection. The lion's share of it is down at the Rockland Historical Society."

A couple of years ago, Photo Archives went to Boothbay Harbor and scanned lots of personally owned maritime photographs. This has turned into a book project and that should be released the end of winter. Kevin said that he would love to do other towns on the coast and this would be a great way to preserve your history before some family members toss them into a landfill or simply delete them.

Andy Dugas Honored with Rising Star Award


Andy Dugas was honored with the Rising Star Award - Given to a young person (under 40) that has been outstanding in their commitment and service to a Maine Fair. Very well deserved recognition of a key member of Cumberland Fair!

Here is the nomination that was submitted about Andy.

Andy's commitment to the Cumberland Fair goes far beyond the responsibilities of any single title or position. His involvement began in his teenage years, working side by side with his grandfather, Bud Knight, first in the camping department and later within motorized events. What started as helping family has grown into a lifelong dedication



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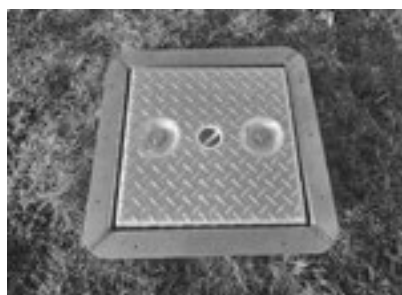
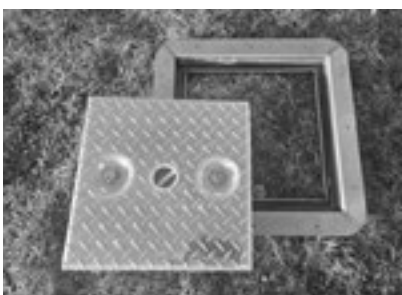
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U. S. COAST GUARD NEWS

Coast Guard releases Report of Investigation on GRANDE COSTA D'AVORIO

Jan. 9, 2026

NEW YORK — The Coast Guard's Office of Investigations and Casualty Analysis recently released a Report of Investigation (ROI) regarding the fire on the Italian flagged cargo vessel GRANDE COSTA D'AVORIO and subsequent fatalities of two Newark Fire Department firefighters. The vessel was conducting cargo operations at Berth 18, Port Newark, New Jersey on July 5, 2023, at the time of the event. The ROI can be found on the following website: Marine Casualty Reports.

The fire was reported to have started late in the evening of July 5, 2023, and continued for five days. As a result of the tragic lives lost and an estimated \$23 million in damage to the vessel, the Coast Guard Northeast District Commander initiated a District Formal Investigation.

At the conclusion of the investigation, the Coast Guard issued five safety and six administrative recommendations, five findings of concern (Findings of Concern 015-25 through 019-25), and one safety alert. A Commandant's Final Action Memorandum (FAM) detailing the Coast Guard response and actions on each recommendation is included in the ROI.

Kevin E. Lunday is sworn in as the 28th Commandant of the U.S. Coast Guard

Jan. 15, 2026

WASHINGTON – The United States Coast Guard held a formal swearing-in and assumption of command ceremony today for Adm. Kevin Lunday as the 28th Commandant of the U.S. Coast Guard during an event at Coast Guard Headquarters.

Secretary Kristi Noem joined senior Coast Guard leadership, members of the Joint Force and distinguished guests in recognizing the transition of command and

Adm. Lunday's commitment to leading the Service.

"President Trump's plan was simple when he became President of the United States. He wanted to revitalize the Coast Guard, equip it with the best technology, ships, and aircraft available, and then recruit the men and women that were necessary to run it all. It's a tall order, and it takes a special kind of leader to lead this team and make that a reality," said Secretary Noem. "With almost 40 years in the Coast Guard, and with command experience that has ranged from the Indo-Pacific to the Persian Gulf to cyberspace, Kevin Lunday was the man for the job. Congratulations, Admiral Lunday!"

Upon taking the oath of office, Adm. Lunday formally assumed the responsibilities of Commandant and reaffirmed the Coast Guard's enduring role as a vital instrument of national power responsible for controlling, securing, and defending the U.S. border and maritime approaches; facilitating the safe and secure flow of commerce that is vital to economic prosperity, strategic mobility, and America's maritime dominance; and responding to crises and contingencies that may come without warning.

"I am honored to assume command of the United States Coast Guard," said Adm. Kevin Lunday. "Every day, Coast Guard men and women carry out missions that protect our homeland, secure our maritime borders, save lives and protect national security. I am humbled to serve alongside them while ensuring they have what they need to succeed – today and in the future."

As Commandant, Adm. Lunday will lead the Service's continued transformation through Force Design 2028, while strengthening operational readiness and supporting the Coast Guard workforce and their families.

U.S. Coast Guard Cutter Polar Star marks 50 years of service, begins Operation Deep Freeze 2026

Jan. 23, 2026

SOUTHERN OCEAN — The U.S. Coast Guard Cutter Polar Star (WAGB 10) began icebreaking operations in the Southern Ocean in support of Operation Deep Freeze 2026 and marked its 50th year of commissioned service Saturday by freeing and escorting a cruise ship trapped in pack ice.

The Australian-owned cruise ship Scenic Eclipse II contacted Polar Star at approximately 11 p.m., local time Friday after becoming beset in pack ice roughly eight nautical miles from McMurdo Sound. Polar Star's crew conducted two close passes to break the vessel free, then escorted it approximately four nautical miles to open water.

Polar Star departed Seattle in November for its 29th deployment to Antarctica in support of Operation Deep Freeze.

Operation Deep Freeze provides logistical support for the U.S. Antarctic Program, which is managed by the National Science Foundation. The mission includes strategic and tactical airlift, airdrop, aeromedical evacuation, search and rescue, sealift, seaport access, bulk fuel supply, cargo handling, and other transportation requirements. These efforts enable critical scientific research in one of the most remote regions on Earth.

Polar Star's role in Operation Deep Freeze includes breaking a navigable channel through miles of dense Antarctic ice to allow fuel and cargo deliveries essential for sustaining research stations and operations.

Commissioned Jan. 17, 1976, Polar Star is the nation's only active heavy icebreaker and has served as a cornerstone of U.S. presence in the polar regions. For five decades, the cutter has executed missions ranging from Antarctic resupply and search and rescue to environmental protection and

national defense.

As the cutter transits the Southern Ocean en route to Antarctica, its crew reflects on a half-century of service defined by resilience, adaptability and dedication.

"I am constantly amazed at this crew's tremendous energy and enthusiasm," said Capt. Jeff Rasnake, Polar Star's commanding officer. "Despite the many challenges associated with getting and keeping this ship on mission, they remain eternally positive and committed to meeting the high standards

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Paying Respect

By Sheila Dassatt

It seems that we are in the midst of troubled times, physically, emotionally, financially during one of the most challenging winters that we have seen in a long time. They say that most circumstances come in seven year cycles. We have been very fortunate to have had fairly mild winters up to now. I have also been very fortunate to be able to communicate through my articles which I hope help to make a difference.

This month, I can't help but feel that I need to pay respects to the folks that we have lost recently.

Virginia Oliver, "The Lobster Lady" passed at the age of 105 years. She became a legend by tending lobster traps for nearly a century! She raised four children before joining her husband Bill on the boat. She also became the subject of a children's book and a PBS documentary. In her most recent years, her son was at the helm and did the hauling while Virginia baited and measured. What is amazing about Virginia is the fact that her son was up there in years himself! I have been doing the same thing and can vouch that it is hard work and she is an inspiration to stick with it that long. She will always be recognized and remembered for her love of lobstering.

Another amazing person to be recognized is Isaac Beal, who passed away at the age of 84. He was born on Beals Island and left his mark on the world. He started lobster fishing at the age of 13 and stayed with it until he was 79. He went into his father's shop and learned wooden boat building.

Traditionally, most fishermen go into the shops in the winter to work on gear or work on boats. Isaac was a legend as a wooden boat builder. He and his Dad built the wooden boat "Christopher" in 1976. After his Dad passed, Isaac went on to race Christopher in the Maine Lobster Boat Racing circuit with over 100 wins. Isaac was honored and inducted into the Maine Boat Builders Hall of Fame in 2025. This was a true honor and a lasting legacy for Isaac. Recently, he was building wooden half models for his family and friends, kind've a keepsake for his memory. Isaac was also working on Christopher in hopes putting her in the circuit once again. Christopher is at the Jonesport Shipyard in the loving hands of Jon, Ann and the crew.

One of my thoughts about this tribute is the fact that we are in a time that we are losing Legends of our fishing industry and I dearly want to pay them the respect that they worked so hard to earn. I told my daughter just this morning, one thing that can't be taken away from us is our Heritage, always remember that. We need to "carry on."

As we move on, this is an awareness of the sacrifice of our commercial fishermen as they risk their lives every time they leave the dock. Our seafood doesn't come without a great risk and sometimes sacrifice of life. I have the greatest respect for our industry.

Most recently, the F/V Lily Jean sank off the Gloucester coast on January 30, 2026. Seven people, including an observer went down with only time to set off their epirb at 6:50 a.m. while returning to homeport. The U. S. Coast Guard launched an

extensive search that covered 1,000 square miles. They suspended the mission after determining all reasonable efforts had been exhausted.

The F/V Lily Jean, its captain and crew were featured in a 2012 episode of the History Channel show Nor'Easter Men. The captain, Gus Sanfilippo was a fifth generation Commercial fisherman, fishing out of Gloucester, MA, in the Georges Bank. This is much like the story of the F/V Andrea Gail, that disappeared in the North Atlantic during the Perfect Storm of 1991. They lost six crew members in that storm and the Andrea Gail was never found. Much like the Lily Jean, the only debris was the epirb (Emergency Position Indicating Radio Beacon), a fuel tank and an empty life boat. She was also a fishing vessel out of Gloucester, MA. Andrea Gail was captained by Frank "Billy" Tyne and set sail with the goal of catching tons of swordfish.

Moving on, sadly, we share the news of the passing of Tommy Williams, Jr. of the F/V Heritage. He is the brother of NEFSA President and commercial fisherman Aaron Williams. Tommy died doing the job that he was born into and loved. He also was a son, husband and father. Tommy was out of Stonington, CT. and well respected and

a multi-generational commercial fisherman "whose pride in his livelihood and family was second to none."

Now, let me explain to you about commercial fishing, which we are working so hard to protect and preserve. You may ask, "why?" Commercial fishing is an occupation that you need to make your money during the season and put it away for the "off time." If you have a successful season, the money should last until the next season starts or you work in the shop such as Isaac Beal did. If there is a bad weather season where you can't get out on the water to make your catch, the funds start to run out. With the extra expenses like heating fuel and rising prices of the fuel for the boat and even rising food prices, it makes it a scary thing. So, even when there is a threat of bad weather, a choice needs to be made. Some go out in bad weather simply because they are trying to support their families.

They that breathes the sea, where people know intimately the dangers faced by those who work on the ocean. As the Fishermen's Statue reads: "They that go down to the sea in ships, that do business in great waters; These see the works of the Lord, and his wonders in the deep."...Godspeed.

Maine Dept. of Marine Resources

Maine's Elver License Lottery Opens Today, Providing Twenty Residents a Chance to Join the Lucrative Fishery
January 26, 2026

AUGUSTA – Twenty Maine residents will soon have a chance to join the state's lucrative elver fishery.

The Department of Marine Resources will hold a lottery, starting at noon today, January 26, 2026, for the right to apply for an elver license. The lottery will be available through 4:30 p.m. February 20, 2026, providing lottery winners with the chance to apply for a license prior to the upcoming season, which starts at noon on March 22, 2026, and runs through noon on June 7, 2026.

The lottery, authorized by the legislature in 2017, is available to Maine residents who are at least 15 years of age by the start of the 2026 season, and who are eligible to purchase an elver license in 2026 because they have not had their right to obtain an elver license suspended.

At the time the lottery was established, the legislature also set a cap of 425 state-issued licenses. The twenty available licenses are the result of licenses that were not renewed in 2024 and 2025.

Each new license holder will receive four pounds of quota, which is made available from individual quota associated with licenses that were not renewed.

Individuals can enter the lottery online at www.maine.gov/elverlottery.

The Department does not accept applications sent by mail however applicants may come to the DMR offices at 32 Blossom Lane in Augusta to complete the application on paper.

DMR offices will be open from 8:00 a.m. to 4:30 p.m. Mondays, Tuesdays, and Thursdays, but closed Wednesdays and Fridays. Paper applications and a secure drop box for submitting applications will be available in the entryway to DMR's offices on Wednesdays and Fridays.

DMR will be accepting lottery applications between noon today, January 26, 2026, and 4:30 p.m. on February 20, 2026.

DMR offices will be closed Monday, February 16, 2026, in observance of a holiday, and will be unavailable on that day for those who plan to submit paper applications

at the DMR office.

Payment for anyone wishing to submit paper applications at the DMR office must be made with check or money order. Payment for online applications must be made with a credit card or a debit card.

By law, each individual will be allowed to submit up to five applications at a cost of \$35 per application. Those who submit applications online will incur an additional processing fee of \$2 per application. \$25 of the application fee will be deposited in the Eel and Elver Management Fund, which is used to research and manage the State's eel and elver resources, to enforce laws related to eels and elvers, and to cover the costs associated with determining eligibility for elver fishing licenses. By law, \$10 is provided to the Department to fund Department costs associated with administering the lottery.

This year, all first-time elver harvester license applicants will be required to view a video on best handling practices and certify that they have viewed the video on their license application.

Anyone with questions about the lottery can contact the Maine Department of Marine Resources at 207-624-6550, Option 2, Monday through Friday, from 8:00 a.m. to 4:30 p.m.

State of Maine Land for Maine's Future Program Issues Call for Proposals
January 30, 2026

The Land for Maine's Future (LMF) Board and the Maine Department of Marine Resources (DMR) are seeking proposals for Working Waterfront Access Protection Program (WWAPP) projects. The Board will make awards from funds approved by Governor Janet Mills and the State Legislature in the Fiscal Year 2022-2023 budget. There is \$1.2 million available for working waterfront projects in this round.

WWAPP provides funds for properties that retain their use for commercial fishing, aquaculture, and closely related activities.

"Protecting Maine's working waterfront is critically important for the future of our commercial fishing and aquaculture industries," said LMF Board Member and DMR Commissioner Carl Wilson. "With

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Commercial Fishing News

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

From the Director –

As I sit here and put my report together, we are in a very long cold snap here in Maine. This morning it was -7 degrees with not a whole lot of relief in sight. When this issue comes out, it will be March and time for the Maine Fishermen's Forum. By that time, hopefully the worst of the winter will be behind us. It has definitely been one of those old fashioned winters like the ones we used to see when we were kids. Global warming?

We would like to welcome new members to DELA! It is always a pleasure to welcome new members which also represents more support for our cause. Welcome to Wesley Hurst with Aquaboggan Waterpark in Old Orchard Beach, Maine, Virginia Glazier of Worcester, MA, and Bruce Rawley of Canton Georgia. It has been a pleasure to speak with these folks who all have ties with the fishing community and with Maine as well. When I call our newcomers, it is always so interesting to hear their ties with families that are rooted with our fishing industry. Thank you for being part of an association that genuinely has many years of ties with our fishing industry. This year, we were founded 35 years ago and still doing our best to maintain a future for our industry and our next generation.

The Maine Legislature is in session at this time with a lot of issues that need our attention. We have already weighed in on LD 1477 – An Act to Provide an Exemption from Pilotage Requirements for Passenger Ferry Service Between Bar Harbor, Maine and Yarmouth, Nova Scotia. Basically, the Cat Ferry Service wanted to run between Bar Harbor and Yarmouth, Nova Scotia without a Pilot Assist. This is definitely an unsafe proposal for all involved.

The work session was successful with

the proposal by CAT lobbyist failing and the bill is being re-written to remove that request and ask for state funds to help with the cost of a required pilot. When the CAT sails, it will have a pilot on board. Success!!

With a joined effort of the associations, we have also weighed in on "Support for ESA Amendments Act of 2025. This Bill would make important amendments to improve and clarify the Endangered Species Act (ESA), and we appreciate the pursuit of long-overdue ESA reform. The support for this bill ranges from Maine to Hawaii, including DELA, MLA, NEFSA, HAWAII Longline Association, NH Commercial Fishermen's Association, MassLA, Atlantic Offshore Fishermen's Association, Lobster 207 and Pacific Coast Federation of Fishermen's Association. "This is a commonsense reform that will allow NMFS to administer and independently comply with both the ESA and MMPS without the cloud of "gotcha" litigation filed by environmental activists seeking to capitalize on technicalities to achieve their policy goals of curtailing or shutting down the U.S. fisheries and other industries."

In relation to my topic last month, we are all working on preserving and maintaining our marine industry. We have been faced with so many challenges over the past few years and your support is very much appreciated.

We offer our sincere condolences to the family of Virginia Oliver, known as the Lobster Lady, who passed away at 105 years of age. Virginia was an inspiration to all of us in the fishing industry! She definitely had a great love for going out and participating in lobstering, first hand.

DELA also offers our condolences to the Families and crew of the F/V Lily Jean out of Gloucester, MA. When we leave the

dock, we never know for sure how the day will pan out to be. The hardships that we endure compares to nonother. It is one of the most dangerous occupations out there. RIP to the six crew members and federal observer, John Paul Rousanidis, Sean Therrien, Freeman Short, Captain Gus Sanfilippo, Paul Beal, Sr., Paul Beal Jr., and Jada Samitt. Fair Wind and Following Seas.

This has been quite a dangerous season with so many passing away. We also offer condolences to the Family of Tommy Williams Jr, F/V Heritage, brother of NEFSA President, Commercial Fisherman Aaron Williams. He died doing the job he was born into and loved. We are saddened by so many in our industry passing while doing their jobs that they loved.

With all of this focus on the dangers of our fishery, we are sharing First Aid, CPR, Safety and Survival, and Drill Conductor Training Sessions courses for our Safety. Friday, February 20, 9:00 AM – 3:00 PM, Maine Maritime Academy Facility, 24 Mar-

iners Way, Bucksport – McMillan Offshore Survival Training . To register contact Deb Kingston at 207 326-2211 or Debra.kingston@mma.edu. First Aid and CPR – Fishing Partnership Support Services: Wednesday, March 4, 8:00 AM – 4:00 PM, 1 Main St. Rocklan


See you around, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NEFSA Welcomes New Policy and Advocacy Leaders

The New England Fishermen's Stewardship Association (NEFSA) announced the appointment of Bonnie Brady as Policy Director and Jason Joyce as Director of Advocacy, two key leadership roles that will strengthen NEFSA's efforts to support fishermen and coastal communities.

Bonnie and Jason bring decades of experience advocating for fishermen and the communities they serve. Their leadership will be instrumental in shaping NEFSA's approach to critical issues facing the fishing industry – from sustainable practices and regulations to the impacts of offshore wind development – ensuring that the voices of fishermen remain at the center of any policy decisions.

Bonnie Brady, Policy Director: Bonnie Brady has served as Executive Director of the Long Island Commercial Fishing Association (LICFA) since its founding in 2001, where she educates policymakers and the public about the heritage, value, and realities of Long Island's commercial fishing industry. She works to highlight the importance of buying U.S. wild-caught, locally landed seafood and represents the industry's perspective at the town, county, state, and federal levels.

She also serves on six advisory panels across two regional fishery management councils, the Mid-Atlantic and New England Fishery Management Councils, providing at-sea and shoreside perspectives to help inform management decisions.

In addition to her work with LICFA, Ms. Brady is a founding board member of the Responsible Offshore Development Alliance (RODA) and a board member of Protect Our Coast-New Jersey, and was recognized as one of National Fisherman's "Highliners of the Year" in 2020. A 20-year volunteer with the Montauk Fire Department and its first paramedic, her earlier career included working for Senator Bill Bradley in Washington, DC, serving as a Peace Corps health volunteer in Cameroon, and working as a print reporter.

Bonnie lives in Montauk, New York, with her husband, commercial trawler fisherman Dave Aripotch, and their two daughters.

Jason Joyce, Director of Advocacy: Capt. Jason Joyce is an 8th generation Swan's Island Maine commercial fisherman

and USCG licensed captain. At 56, with experience in groundfishing, urchining, scalloping and shrimping, Jason has spent most of his 40 plus years on the water lobstering.

Currently following his grandmother Roberta Joyce's footsteps in a fourth term as town Selectman, Jason also serves industry on the Zone B lobster council and represents Zone B fishermen on the Maine Department of Marine Resources Lobster Advisory Council.

Recently resigning in Nov 25' from the Maine Lobstermen's Association board after serving 23 years, he looks forward to his more involved role on NEFSA's board as Director of Fisheries Advocacy.

A husband of 36 years and a father of 4 with 6 grandchildren, this role is more than a position. He considers it a solemn duty to ensure the following generations have a voice fighting for sustainable opportunities previously held by New England's fishermen to provide for their families and sustain their communities and feed their nation.

NEFSA remains dedicated to supporting the interests of fishermen by advocating for fair policies that preserve our way of life and the living working infrastructure behind sustainable domestic seafood and coastal economies. With Bonnie and Jason's leadership, NEFSA will continue to advance initiatives that safeguard our fisheries and sustain coastal communities for generations to come.

A Little Goes a Long Way: How Small Programs Are Educating Communities About Farmed Seafood

Community-driven aquaculture education programs are connecting communities to sustainable seafood—one classroom, kitchen, and podcast at a time

January 21, 2026

The eeBLUE Aquaculture Literacy Mini-Grants Program is a collaboration between the North American Association for Environmental Education and NOAA that has funded 19 projects since 2020. The funding enables aquaculture industry members to work alongside educators and researchers to develop resources that strengthen community understanding of sustainable domestic seafood.

These eeBLUE-funded projects partnered locally and nationally to test innovative approaches that connect science, tradition, and everyday experiences with

aquaculture. These initiatives are meeting people where they are—at schools, libraries, kitchens, and online. They are informing a variety of audiences about the vital role of sustainable aquaculture in U.S. seafood production.

The Maine Aquaculture Innovation Center created livestreamed, interactive cooking classes. The classes connected audiences to Maine aquaculture through recipes, farmer stories, and community conversations. They partnered with Maine Sea Grant, NOAA's Milford Lab, and local farmers and chefs. Each episode featured a chef preparing home-ready recipes alongside the farmer that provided the ingredients (oysters, mussels, kelp, or salmon). As they cooked, they discussed their practices, farm benefits, and career pathways.

"People engage with aquaculture primarily through eating food, so focusing on the product helps bridge the gap between unfamiliar practices and something delicious...our goal was to make seafood approachable at home, with recipes like salmon fritters and kelp puttanesca for all ages." — Sydney Avena, Maine Aquaculture Innovation Center

Filmed at the Maine Aquaculture Innovation Kitchen, the series reached more than 1,500 live viewers and the recordings are available online. Partners also distributed recipe cards at public events. Audiences can now recreate dishes at home while learning about where their ingredients came from and what they mean to their community. The cooking demonstrations serve as a model for interactive, educational outreach linking food, farming, and community resilience.

Blog: From Sea Farm to Table: Farmers MAI-Kit Brings Aquaculture to Your Kitchen

Video: Farmers MAI-Kit

Shuck n' Hope for Our Future

Martha's Vineyard Shellfish Group created a suite of community programs and multimedia resources to bring aquaculture education to residents of all ages across Martha's Vineyard. Partnered with the West Tisbury Public Library, Honeysuckle Oysters, and NOAA liaison Zach Gordon, the team facilitated 63 aquaculture-focused lessons and events. They engaged participants of all ages in hands-on shucking and clamming lessons, touch tanks, and talks from eight local oyster farmers. The team also partnered with artists and filmmakers to create seven documentaries and accompanying resources to share aquaculture history, science, and local knowledge.

"We really wanted to include everybody. Those who grew up around [shellfish farms], those who have never learned about them before, really young kids all the way up to our older generations." — Nina Ferry Montanile, Martha's Vineyard Shellfish Group, Inc.

The project gained visibility through a local magazine's cover feature, sparking new partnerships and broadening community engagement. As the Shellfish Group celebrates its 50th anniversary, their programs continue to strengthen local collaboration and foster learning and connections between community members and the aquaculture industry.

Blog: Shuck n' Hope for Our Future

Video: Expanding Social License for Public and Private Aquaculture on Martha's Vineyard

Expanding Classroom Resources for Teaching Aquaculture

The Aquaculture in Agriculture project updated and expanded resources to help teachers effectively integrate aquaculture

into their classrooms. Maryland Sea Grant led the project, building off of the educational resources of their successful Aquaculture in Action program. They partnered with the National Council for Agricultural Education, University of Maryland Extension, Wisconsin Sea Grant, local schools, and industry partners. The team identified gaps in existing materials through teacher interviews and collaborative workshops at the Institute of Marine and Environmental Technology. The resources they created address previously unmet need: helping educators navigate logistics, facility requirements, and teaching strategies for hosting recirculating aquaculture systems in their classrooms.

"We discovered that teachers starting aquaculture programs often feel lost—not because resources don't exist, but because it's hard to know what works for their classroom." — Chris Flight, Maryland Sea Grant

The project produced a comprehensive classroom planning guide for teachers. It offers best practices, system selection guidance, and checklists to simplify program implementation. The guide is available through partner websites, professional development events, and the Aquaculture Information Exchange. The goal is to give educators the tools to teach students about aquaculture, seafood origins, and career pathways.

Blog: Bringing Aquaculture to Agriculture Classrooms

Video: Aquaculture in Agriculture

Developing and Piloting an Aquaculture Literacy Podcast in the Northeast

Get Aquacultured, a new limited-series podcast, is expanding aquaculture literacy and sharing engaging stories about seafood farming practices in the Northeast. University of New Hampshire's Center for Sustainable Seafood Systems partnered with University of New Hampshire Sea Grant and UNH Cooperative Extension to launch the eight-episode series. Guests include farmers, aquaculture practitioners, and high school fellows, covering topics like seaweed, finfish, and lesser-known seafood species.

"We could not have gotten as far as we did without our partners. Oyster farmers, aquaculture practitioners, and basically all of our guests who took the time to come on our podcast." — Gabriela Bradt, New Hampshire Sea Grant

Each episode includes supplemental content sheets and online resources for accessibility and deeper learning. The team's research-driven approach ensured accurate, relevant information. Episodes will be available soon on major streaming platforms, providing listeners with insights into aquaculture practices, sustainable seafood, and career pathways.

Blog: Press Play and Get Aquacultured!

Video: Developing and Piloting an Aquaculture Podcast to Enhance Aquaculture Literacy

Out On the Farm in Yarmouth, Maine

Saltwater Classroom and Nauti Sisters Sea Farm launched Oyster Farm Pioneer, a learning badge for grades 3-6 on their online Ocean Literacy platform. Recognizing the need for more resources for teaching ocean topics, the project team worked with Maine Sea Grant to close knowledge gaps and bring learners everywhere onto the water and into the heart of sustainable shellfish production.

"Along the way, we also developed a framework for collaboration, showing what cooperative education projects can look like and how they add depth to learning resources." — Parker Richardson, Saltwater Classroom



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Oyster Farm Pioneer features five lessons, integrating a virtual field trip to Nauti Sisters Sea Farm, a “Day in the Life” video of oyster farmers, and hands-on activities such as an oyster filter-feeding experiment. They also produced seven short films and educational graphics to enrich the experience. To access the platform and dive into aquaculture literacy, head to saltwaterclassroom.com and follow along @SaltwaterClassroom on Instagram for updates.

Extensive outreach brought these resources to classrooms in Portland, South Portland, and inland Maine communities that have limited access to ocean education. The project not only created lasting curriculum and multimedia resources, but is also a model for future collaborations, fostering both community engagement and workforce readiness.

The Future of Ecosystem-Based Fisheries Management: A Conversation with Senior Scientist Dr. Jason Link

January 21, 2026

NOAA Senior Scientist Dr. Jason Link was recently honored by the American Fisheries Society with the 2025 Award for Excellence. We sat down with him for a conversation about his work on ecosystem-based fisheries management and the future of this approach.

Jason Link has been a scientist with NOAA Fisheries for more than 25 years. In

2025, he was honored with the American Fisheries Society’s Award of Excellence, which recognizes outstanding contributions to the aquatic sciences.

In your own words, what is ecosystem-based fisheries management? How does it differ from more traditional single species management?

Ecosystem-based fisheries management, in one word, is about trade-offs. When folks I encounter in my everyday life ask me what I do, I tell them I’m a scientist who studies fish. They say “What do you do with that?” And I tell them about ecosystem-based fisheries management, and how it’s sort of like managing the restaurant supply chain. We model all the people that eat at Burger King, and that has impacts on what people that eat at McDonald’s do, and it has impacts on what people that eat at Taco Bell do. It has impacts all throughout the restaurant chain.

It’s the same in natural resource management: The trade-offs of any one choice we make have trickle-through effects on everything else. And we’ve always kind of known that and had a sense of that, but we’ve never really formally evaluated what those trade-offs would be. And that’s a lot of what I’ve been trying to do.

Why should people—especially those who aren’t fisheries scientists—care about

Continued on Page 24



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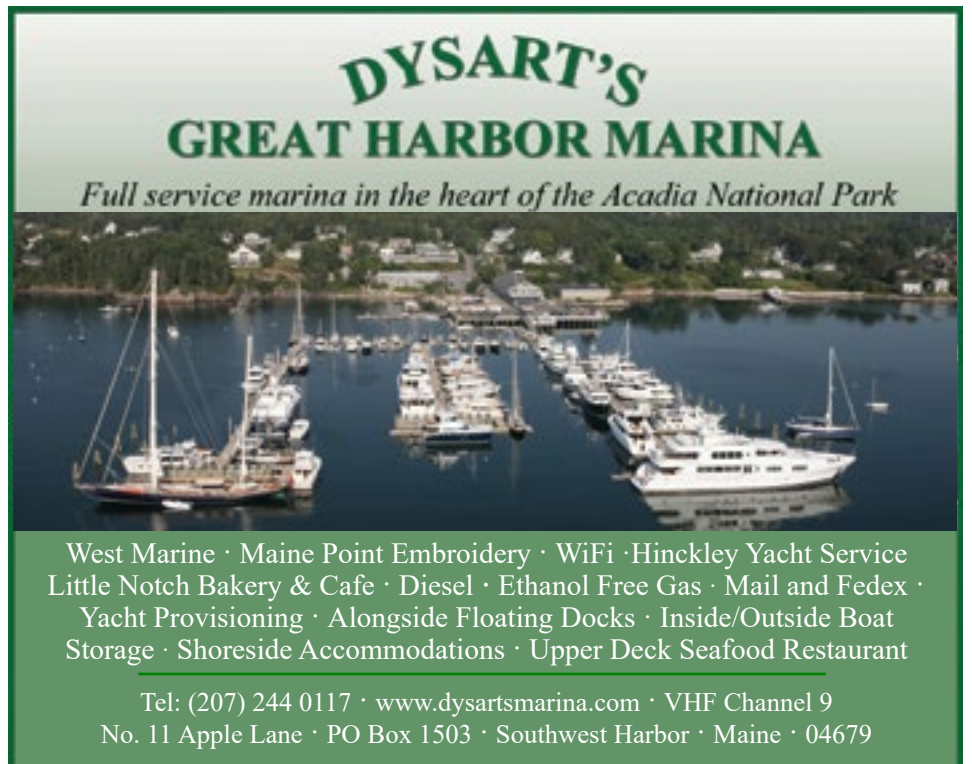
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Boat And Ship Yard News



This little runabout is being rebuilt at Eric Dow's Boat Shop in Brooklin. She is thought to have been built in Jonesport in the 1940s.



This Hinckley sailboat is in for her annual maintenance at Finestkind Boat Yard in Harpswell.

Continued from Page 1

She was towed in and hauled out just before Christmas. Mark Hubbard, owner of the yard, said "Of course, at the absolute worst possible time when it was the coldest outside. We couldn't put the boat inside because I didn't have any room. So, we tented it so we could get it to dry out and glass it."

About 25 percent of the keel was damaged. It was fortunate that her original owner had placed a 3/8-inch x 6-inch-wide piece of stainless steel the entire length of the keel. This probably saved the boat from sinking. However, straightening it out took more than two and a half hours to do. Once the stainless-steel piece had been taken off it was time to grind into the numerous layers of damaged fiberglass. As she was an older boat, likely the 1980s, she was laid up heavy, which her original owner would brag about. He even said that the hull alone contained 15 drums of resin. They ground until all the fractures had been removed. Then they began glassing in the layers of glass. They worked through the week between Christmas and New Years and just after the New Year she was back in the water and ready to go.

Next, they have a Bruno 42 coming in for a new fuel tank, replacing part of the deck and paint. The deck is plywood and has been replaced once before. It really does not need

to be replaced, but cutting into it is the only way they can get to the fuel tanks. The plastic fuel tank was repaired previously when the top weld let go. Unfortunately, that did not hold, necessitating its replacement.

In one bay they have a 30-foot double-ended sailboat, which was purchased last year by a new owner. The previous owner purchased her as a kit, and he did most of the interior work. The yard has modified some of this but also making sure that the systems are all good as the new owner would like to cross the Atlantic in her. They had the bottom blasted and have put on a barrier coat and will now repaint the hull and trunk house. They have also replaced the original head with a composting one and removed the kerosene stove and replaced it with a propane one.

Last year they replaced the engine in the Gulf of Maine Research Institute's research vessel. This year she is back to repair the transom.

They have two of the three Finestkind Boats, which charter out of Ogunquit, in for their annual maintenance. In the past they have done some extensive work on them, but this year it should be just normal work.

Mark is hoping that he can get back to work on his Cherubini 44. Like the cordwainer whose children have no shoes, Mark has not had the time to finish this project. He also would like to finish up the Hodgdon 21,

and the Freddy Lenfesty built CARRIE & TAMMY, which was one of the fastest lobster boats in the mid-1970s. He is planning to put a 6-cylinder in her and bring her back out racing.

Handy Boat Falmouth, ME

There is a lot going on here. They are re-powering a 26-foot Crosby powerboat. They have removed a 50-hp Westerbeke and replaced it with a 60 hp Beta. The boat is 12 years old and thus everything is in pretty good shape so the repower should go smoothly.

An Alden 44 sailboat is having all her systems gone through.

A Tartan 35 is having her 3 GM removed and replaced with a Beta 30. They are also doing her general maintenance, which will include system work and varnish.

An older Sabre 36 powerboat is in to have all the hoses replaced.

A J-28 came in with a rudder issue, wet core. She was foam cored with a composite stock, and she hit something on the lower front edge, which allowed some water to get in.

A Cabo Rico 34 is in to have all her sea-cocks replaced, a new coolant pump, engine maintenance, rebedding the port lights and a galley upgrade.

A Padebeco 23 was repowered last year with a new outboard. This year she is back to have the cowlings custom painted with new decals.

The work scow has had her crane totally rebuilt. This meant upgrading the deck and doing a complete paint job.

A fiberglass Lyman is in for a new transom. The engine has been removed, and they have recored the transom and then re-glassed it.

Once all these boats are done, they will bring in several others so as to get as much of their work done before spring. They said that they will turn the shop over five or six times before April arrives.

They store about 160 boats, which means they will be very busy getting them all done before the upcoming season arrives.

Lyman Morse Fabrication Rockland, ME

On order, and soon to be under construction, are three 33-foot electric catamarans carrying 32 passengers. They will be powered with twin 120-hp electric outboards. These boats are being built for MEVA (Merrimac Valley Transit). MEVA runs buses all around the valley including the towns of Andover, Bradford, Haverhill, Lawrence, Lowell, Merrimac, Methuen, Newbury, Newburyport, Plaistow, and Salisbury. They feel that in the summer when the roads are extremely busy, some may opt to ride a ferry up or down the Merrimac River. This is not a new concept, many years ago there were water taxis on the river. They are hoping to deliver the first one at the end of summer.

Last year they started building the 49-foot aluminum catamaran FIREFLY for Upstream Alliance of Annapolis, MD. She is all electric, but with a different power and battery system. She was supposed to be launched the end of last summer but got delayed due to some changes. She will be launched this spring.

During the fall they completed the Portland Harbor Master's boat, which has been well received by the harbormasters.

On the floor they have a 38-foot landing craft for a lighthouse non-profit group from Michigan. She has about an 8,000-pound payload capacity on the foredeck for taking a tractor out to Thunderbay Island, just off of Alpena. She is scheduled to be delivered this spring.

There is a 25-foot police/rescue boat being built for Scarborough.

Also, there is a 28-foot landing craft heading over to Nova Scotia.

Then they are getting ready to start a 32-foot police boat for Portland and she will be followed by the three electric water taxis.

They have plenty of work, but the big problem is finding qualified aluminum MIG welders. With the future looking to be busy they need help. They are also going to open their own training school, which they hope will help.

All the new builds being delivered, cou-



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Boat And Ship Yard News



This is the 47-foot Downast cruiser under construction at Brooklin Boat Yard in Brooklin. Last month it was pretty much a bare hull.



This is a view of the bow on NIAGARA, which undergoing some major repair work. Photo by: Capt. Gregory Bailey

pled with the recent press, has gotten them a lot more inquiries through their website.

Northend Shipyard Rockland, ME

It may look quiet at the yard, but under the two white temporary buildings and on board the two schooners in the water there is plenty going on.

The 58-foot two-masted schooner MISTRESS has been out of the water for two years undergoing a major restoration. She was rebuilt over 30 years ago but was in need of another one. They have done some reframing and replanking. The former owner removed the interior so they will be adding a new interior. It is hoped that the rebuild will be completed in a couple of years.

Under the other temporary building is the Canadian schooner AGNESS & DELL, which was built in 1945. She was stored in the water the last couple of years, but this

year she was hauled up in November and put under cover. She will also be undergoing a rebuild.

The former Gloucester swordfishing schooner AMERICAN EAGLE is sitting at the dock and is getting some minor repair work done. They cut the main cabin top off and removed the nav-box. The top has been replaced, and they were getting ready to recaulk it. Then they will rebuild the ice box, upgrade plumbing, and then paint the main cabin and galley.

The schooner HERITAGE's donkey engine has been removed from the boat and is getting repaired. Other than that, they have been brightening up the cabins, but luckily there is nothing major to do this winter.

Up on the hard next under cover by the office is CORSAIR, which was designed by Howard Chappelle as a scaled down fishing schooner and featured in an issue of Mechanics Illustrated in the 1940s. They have

the fiberglass deck down and the ceiling in. Unfortunately, they can only work on her between the big schooner work, so it may be a while before she hits the water.

Samples Shipyard Boothbay Harbor, ME

Up on the main railway is the replica of the warship NIAGARA, from the War of 1812. They have removed her twin 3208 Caterpillar Diesels and replaced them with a pair of C-7s. They have done some topside planking, bow, and stern; bottom planking at the bow, some stem, knight head, and frame repairs too. She will be going back over in April so she can leave on 1 June so as to get back up to her home port on Lake Erie at the Erie Maritime Museum.

Other work at the yard is some minor repair work on several of the wooden boats they store.

Workers have returned from Mooseh-

ead Lake where they had been working on KATAHDIN when the weather started to turn cold. They were replacing about 80 feet of the woodwork on the starboard house side. They replaced a number of stanchions, framing for the house sides and new pine siding, covering boards, rub rails and have laminated new cap rails on the first deck. To accomplish this, they had to hang steel brackets off the side with staging all covered by a bubble of shrink-wrap. About mid-March they are planning to return to complete this phase of the project, which they figure will take about eight weeks to complete.

Go to Maine Coastal News' WEBSITE! with more to come. mainescoast.com

As fall approaches it is time to think about storage!



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Wood's Hole Oceanographic News

A New Study Finds Jupiter's Moon Europa's Quiet Seafloor May Still Hold Keys for Life

WOODS HOLE, MA – The giant planet Jupiter has nearly 100 known moons, but none have captured the imagination of scientists quite like Europa. Scientists suspect Europa has a salty ocean beneath its icy crust, holding twice as much water as all of Earth's oceans combined. For decades, scientists have wondered whether that ocean could harbor the right conditions for life, placing Europa near the top of the list of solar system bodies to explore.

A new study, led by Washington University and involving Woods Hole Oceanographic Institution (WHOI), indicates it may lack modern-day tectonic activity at the seafloor that sheds new light on this topic. Using models that account for Europa's size, rocky core, and Jupiter's gravity, the team concludes that the moon likely lacks the tectonic activity, or seafloor volcanism, that gives rise to dramatic "black smoker" hot springs on Earth.

Beneath Europa's ice and ocean is a rocky interior, not unlike Earth's, but this study indicates that Europa's core should have long since cooled, more like Earth's present-day Moon.

With no way to physically explore the moon's seafloor, researchers had to combine known facts about Europa with inferences drawn from the geology of Earth and other bodies.

"Europa likely still has some tidal heating, which is why it isn't completely frozen, and it may have experienced much more heating in the distant past," said Paul Byrne, lead author of the study and an associate professor of Earth, environmental, and planetary sciences at Washington University.

"But we don't see much evidence of active geology on Europa's icy surface today. Our calculations suggest that the geological processes operating at the seafloor, considering tides, long-term interior cooling, and mantle convection, aren't strong enough to drive significant activity right now."

The findings from this study feed directly into a new five-year, \$5 million NASA project that WHOI has been selected to lead. Investigating Ocean Worlds brings together experts from 16 U.S. laboratories to study how organic compounds are generated and altered as they move through an ocean world's subseafloor, and how those compounds may continue to evolve as they travel upward through the ocean and onto the icy surface, where future spacecraft could detect them.

"One of the core components of that new project, inspired by this work, will be an investigation of fluids circulating at lower temperatures beneath the seafloor of an Ocean World like Europa," German said. "We will investigate how these fluids continue to release nutrients, synthesize organic molecules and, perhaps, even host primitive microbial life, just as they do here in Earth's deep oceans."

"This is an exciting time to be starting the next stage of our investigations," he continued. "By 2031, when the Europa Clipper begins flybys of that moon, we plan to have much more information available to help interpret the precise measurements of its ice caps and oceans that the spacecraft will make. We plan to be ready."

Oil Residues Can Travel Over 5,000 Miles on Ocean Debris

When oily plastic, glass, and rubber washed ashore on Florida beaches in 2020,

it appeared at first to be a local mystery. But through a collaboration that paired community observations with world-leading oceanographic and chemical expertise, scientists traced the contamination across more than 5,200 miles of ocean.

In a new study published in ACS Environmental Science & Technology, researchers from Woods Hole Oceanographic Institution (WHOI) and Northeastern University, in collaboration with community scientists from Friends of Palm Beach, show that petroleum residues can survive long-distance transport by adhering to floating debris, dramatically extending how far oil pollution can travel in the marine environment.

Using advanced ocean current modeling and chemical fingerprinting developed at WHOI, the team linked the Florida debris to a massive oil spill that occurred along Brazil's coastline in 2019.

From beach cleanup to basin-scale discovery

The investigation began when Friends of Palm Beach, a long-running beach cleanup organization, noticed an unusual influx of black, oil-coated debris—plastic bottles, glass containers, and large rubber fragments—on Florida shores. With no nearby spills reported, the group shared their findings online, catching the attention of scientists.

Community members partnered with an international research team led by WHOI and Northeastern University to uncover the debris's origin. The multilingual labels on the bottles, including Portuguese, Spanish, and English, hinted at a distant source.

"Without the sharp eyes and persistence of the Friends of Palm Beach, this research would never have happened," said Northeastern's Bryan James, lead author of the study, and former WHOI postdoc. "Their local knowledge turned an odd observation into a globally significant scientific finding."

Tracing oil across the Atlantic

Oil typically degrades within a few hundred miles due to sunlight and microbial activity. But the research team hypothesized that oil adhering to plastic and rubber could survive much longer.

To test this, the researchers combined ocean current simulations, which traced the debris backward in time to potential origins in the Gulf of Mexico, Central America, and Brazil; Drift-time modeling, showing the debris could plausibly travel for about 240 days, consistent with transport from Brazil to Florida; and WHOI-based chemical fingerprinting, revealing that the oily residues on Florida debris matched petroleum from the 2019 Brazil spill and showed signs of refining.

Expanding the concept of "petroplastic"

Reddy said the findings highlight a previously underappreciated interaction between oil pollution and plastic waste.

"This work shows an additive contaminant effect," he explained. "Plastic doesn't just pollute on its own—it can act as a vehicle for oil, transporting petroleum contamination across oceans. This expands our understanding of what we call 'petroplastic,' a complex and emerging form of pollution driven by human activity."

The study underscores the global consequences of marine debris and the critical role of interdisciplinary science—combining community observations, oceanography, and chemical forensics—to understand and mitigate pollution in the world's oceans.

"WHOI has long been at the forefront of understanding the fate of pollutants in the ocean," said Reddy. "This study demonstrates how our expertise in oil spill forensics and ocean circulation can illuminate hidden pathways of contamination that operate on a global scale."

New Study Quantifies Sargassum's Multi-million Dollar Impact to U.S. Coastal Economies

A newly published study led by researchers at the Woods Hole Oceanographic Institution (WHOI) and the University of Rhode Island (URI) provides the most comprehensive assessment to date of the economic damage caused by recurring sargassum seaweed inundation events across U.S. coastal regions. The research quantifies multi-million, and in some areas potentially billion-dollar, annual losses affecting Puerto

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Wood's Hole Oceanographic News

Rico, the U.S. Virgin Islands (USVI), and Florida's Atlantic coast.

Funded by NOAA's National Centers for Coastal Ocean Science (NCCOS) Competitive Research Program in 2020 the study addresses a critical knowledge gap. "While the ecological and public health impacts of sargassum inundation events (SIEs) have been widely documented," said Tracey Dalton, a professor of Marine Affairs at URI, the lead principal investigator of the URI-WHOI collaborative project on assessing societal impacts of harmful macroalgae blooms in the Caribbean, "their direct and indirect economic costs to governments, coastal communities, and private industries had not previously been quantified."

"Understanding the economic scale of sargassum impacts is essential for informed decision-making," said Di Jin, a senior scientist at the Marine Policy Center at WHOI, and the lead author on the study. "Our findings provide resource managers with evidence-based estimates that can guide investments in forecasting, response, and long-term mitigation strategies."

WHOI led the study's economic modeling and analysis, examining impacts across three sectors central to coastal economies: tourism, recreation, and fisheries. These sectors are particularly vulnerable to sargassum accumulation, which can foul beaches, disrupt fishing operations, damage coastal infrastructure, and deter visitors.

The research integrates economic modeling, satellite observations, tourism, and fisheries data, and long-term sargassum monitoring to translate environmental disruption into actionable economic evidence.

"NCCOS' partnership with WHOI underscores the value of applied science in delivering actionable information for coastal managers, from guiding investments in effective Sargassum response and cleanup strategies to helping communities protect livelihoods, tourism, and long-term economic resilience" said NCCOS director Sean Corson.

To quantify these impacts, the research team integrated multiple data sources and analytical approaches, including national income and employment statistics for marine and coastal industries, NOAA's Sargassum Inundation Reports and field observations from the Sargassum Watch database to estimate the frequency and duration of inundation events, estimated tourism losses due to hotel cancellations and reduced visitor spending, and estimates on declines in commercial and recreational fishing landings. This multi-sector approach allowed researchers to develop a robust, region-specific picture of the growing financial burden imposed by increasingly frequent and prolonged sargassum seasons.

The study shows that sargassum seasons are beginning earlier and lasting longer across the Caribbean and western Atlantic, increasing the frequency and severity of coastal impacts. Puerto Rico, the U.S. Virgin Islands, and southeast Florida face the highest risk of severe sargassum inundation, with

annual economic losses already reaching multi-million-dollar levels in Puerto Rico and the USVI and potentially rising to billion-dollar impacts along Florida's Atlantic coast. Despite these growing challenges, existing sargassum forecasting tools are performing well and can play a critical role in supporting improved planning, preparedness, and response efforts.

"These results highlight the urgency of sustained investment in sargassum monitoring, forecasting, and cleanup infrastructure," Dalton notes. "Without proactive management, the economic consequences for coastal communities will continue to escalate."

The study builds on decades of WHOI expertise in large-scale ocean circulation, biogeochemistry, and ecosystem change. Today's unprecedented sargassum events are not isolated phenomena, but symptoms of broader shifts in the Atlantic Ocean system.

Massive sargassum blooms—now forming what researchers refer to as the "Great Atlantic Sargassum Belt"—stretch thousands of miles from West Africa to the Caribbean, Gulf of Mexico, and U.S. Atlantic coastline. The Great Atlantic Sargassum belt appears to have been initiated by unusual wind and circulation patterns in the winter of 2009-2010, subsequently fueled by high nutrient availability in the tropical Atlantic.

"As the Atlantic continues to change, we're seeing cascading effects that directly connect offshore ocean processes to coastal economic vulnerability," said Jin. "This study links those large-scale environmental drivers to real-world economic consequences."

Critical Atlantic Ocean Currents Remained Active During the Last Ice Age

January 22, 2026

A powerful system of Atlantic Ocean currents continued to transport warm, salty water northwards during the last ice age despite extensive ice sheets covering much of the Northern Hemisphere, according to new research led by scientists at Woods Hole Oceanographic Institution (WHOI) and the University College of London (UCL).

The study published in Nature shows that deep ocean water in the North Atlantic was much warmer during the last ice age than scientists once believed. This deep water, known as North Atlantic Deep Water (NADW), is an important part of the Atlantic Meridional Overturning Circulation (AMOC) that helps regulate Earth's climate.

Even at the coldest point of the last ice age, about 19,000 to 23,000 years ago, the deep waters of the North Atlantic were only about 1.8°C colder than they are today, not close to freezing as previously assumed. These waters also filled roughly the same depths as they do now, extending from about 1 to 4 kilometers below the ocean surface.

The international research team includes WHOI Emeritus Research Scholar Lloyd Keigwin, whose decades of research on ice-age ocean circulation helped place the new findings into a broader historical and climatic context.

These results challenge the long-held view that Atlantic circulation weakened significantly during the coldest phase of the last ice age, with deep water formation becoming shallow and sluggish. Instead, the findings suggest that relatively warm and salty NADW continued to form and flow, keeping the ocean's climate "engine" running even under extreme glacial conditions.

Importantly, the reconstructed ocean conditions closely match those simulated by leading climate models, strengthening confidence in their ability to project future changes in ocean circulation under our changing climate.

"We were amazed to find that the deep Atlantic stayed relatively warm and salty during one of Earth's coldest periods," said Jack Wharton of UCL, Postdoctoral Research Fellow and lead author of the study. "Taken together, our data show that the ocean's circulation system remained resilient even under extreme climate stress. The same models that correctly capture this past behavior also warn that these currents are vulnerable to weakening as the planet warms, with potentially dramatic consequences."

To reconstruct deep-ocean conditions during the Last Glacial Maximum, researchers analyzed microscopic fossil shells preserved in sediments on the ocean floor. These organisms, called foraminifera, record the temperature and chemical composition of the seawater where they live.

Sediment cores were collected from sites across the North Atlantic, including areas off the Bahamas, Bermuda, North and South Carolina, and Iceland, from depths between 1.5 and 5 kilometers. Chemical signals preserved in the fossil shells allowed the team to reconstruct deep-water temperatures and salinity, as well as oxygen isotope ratios that trace the origin of the waters.

The data show that deep waters in the Northwest Atlantic can be traced back to

surface waters in the subtropics, passing through the subpolar North Atlantic and Nordic Seas; clear evidence that large-scale heat transport through the ocean persisted during the ice age.

Keigwin's expeditions that collected many of the sediment cores and his pioneering use of foraminiferal chemistry to reconstruct past ocean circulation contributed to interpreting these temperature and isotopic signals and their implications for large-scale Atlantic circulation.

According to David Thornalley, a co-author on the study and Professor of Geography at UCL, "The microfossils recovered from the ocean floor show that deep waters in the North Atlantic were far from freezing. By examining sites across the basin, we can demonstrate that warm, salty surface waters continued to sink and form North Atlantic Deep Water that reached similar depths to today."

The Atlantic Meridional Overturning Circulation plays a crucial role in regulating Earth's climate by transporting heat northwards from the tropics. As surface waters cool in the North Atlantic, they sink and flow southwards at depth as North Atlantic Deep Water, forming a global-scale circulation system.

While the new findings show that this system remained active during the last ice age, climate models project that ongoing warming could weaken the AMOC in the future. Warmer, fresher surface waters are less dense and less able to sink, potentially slowing the circulation and reducing heat transport to Europe and North Africa.

Model projections suggest that a major slowdown of the AMOC could lead to sharply colder conditions in Europe, reduced arable land, and disruptions to African monsoon systems.

Co-author Professor Mark Maslin, at UCL, said, "This research improves our understanding of how ocean circulation responds to major climate shifts. Many of our best climate models indicate that Atlantic circulation is likely to weaken under future warming, which would have a destabilizing impact on the climate of Europe and North Africa."

The research was supported by the Natural Environment Research Council (NERC), the Leverhulme Trust, the European Union's Horizon Europe program, and the US National Science Foundation (NSF), with collaboration from Utrecht University, the University of Colorado Boulder, and Woods Hole Oceanographic Institution.



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ANDY DUGAS HONORED WITH RISING STAR AWARD

Continued from Page 8

Following his grandfather's passing, Andy stepped forward in 2012 to assume the role of Superintendent of Motorized Events—a responsibility he took on not only out of duty, but out of deep respect for the legacy left before him. Since then, he has continuously gone above and beyond what is expected, ensuring that some of the fair's most popular and complex events operate safely, efficiently, and successfully year after year. These events are a major draw for fairgoers and play a significant role in the overall success and sustainability of the Cumberland Fair.

Andy's impact extends well beyond his department. He is known for quietly stepping in wherever help is needed, often bringing his own equipment, materials, and expertise to support fairground projects. His contributions include excavation and site work, renovations to the racehorse barns, winter protection of historic assets such as the Antique Sawmill and Shingle Mill through shrink-wrapping, and hands-on maintenance of aging mechanical equipment across the grounds. These efforts protect the fair's infrastructure, preserve its history, and reduce costs—demonstrating a level of commitment that truly exceeds the call of duty.

Since joining the Cumberland Farmer's

Club Executive Board as a Director in 2019, Andy has continued to show thoughtful leadership and dedication to the fair community as a whole. He approaches challenges with a problem-solving mindset, considers multiple perspectives, and offers meaningful input that strengthens the organization. Andy may not seek recognition, but his reliability, work ethic, and willingness to lead by example make him an invaluable asset to the Cumberland Fair and a true rising star within the Maine fair community.

Andy is the kind of leader who consistently steps up and gets things done for the good of the Cumberland Fair. He does not seek recognition or praise; instead, he identifies areas where his skills and experience can make a difference and takes responsibility for seeing the job through—always done correctly and on time. While his primary role is within Motorized Events, Andy regularly supports other areas of the Fair, including assisting with entertainment logistics, preparing the Rodeo Arena each summer, coordinating the display of antique equipment in the Museum area, and even operating the crane and scales for the Giant Pumpkin and Squash contest. His willingness to help wherever needed exemplifies his commitment to the overall success of the Fair.

As a Director on the Cumberland Fair Board and a member of the Executive Committee, Andy is thoughtful, observant,

and deeply engaged in the future of the Fair. He listens carefully to differing viewpoints, considers challenges from multiple angles, and contributes practical, well-reasoned input to discussions and decision-making. Andy does not speak simply to be heard; rather, he ensures his voice is heard when it adds value, helping guide the Fair forward with steady leadership and fresh perspective. His behind-the-scenes dedication, broad involvement, and quiet leadership make him a true Rising Star within the Maine Fair community.

Andy serves as a strong role model within our community through both his professional leadership and his commitment to service. As a young business owner and operator, he demonstrates initiative, responsibility, and integrity, showing other young people that hard work and dedication can lead to meaningful success. He leads by example in his business, creating a positive work environment and mentoring new employees, helping them build skills, confidence, and a strong work ethic.

Beyond his business, he actively gives back to the community through his involvement in the Cumberland Farmer's Club. He regularly volunteers his time, materials, and equipment to support events and initiatives, often stepping in wherever help is needed. His willingness to contribute resources as well as personal effort reflects a genuine

commitment to our success.

Through his actions, he models the importance of civic involvement, generosity, and mentorship. His leadership encourages other young people to become engaged, involved, take responsibility, and contribute positively to the community, making him a respected and influential role model.

Andy serves the community through strong leadership in both his professional career and his long-standing involvement with the Cumberland Fair. He is the general manager and part owner of Royal River Boatyard, a multi-generation family business where he has worked since his teenage years. As a fourth-generation owner, Andy is deeply committed to the company's success and sustainability. He oversees day-to-day operations, works closely with employees at all levels, and provides mentorship to younger staff, helping them develop skills and confidence while guiding the business forward in a changing industry.

Within the fair community, Andy holds multiple leadership roles that are critical to the continued success of the Cumberland Fair. He serves as Superintendent of Motorized Events and is also a Director on the Executive Committee of the Cumberland Farmer's Club. In these roles, Andy collaborates extensively with fellow board members, volunteers, vendors, members of other Maine Fairs and participants to plan, coordinate, and safely execute popular events such as the Demolition Derby, Truck and Tractor Pulls, and high-energy thrill shows like RaveX Motocross. These crowd-favorite events require significant organization, technical knowledge, and teamwork, and Andy consistently brings all three qualities to the table.

Through his leadership, hands-on involvement, and willingness to take on responsibility, Andy plays a key role in enhancing the fair experience for participants, volunteers, and the public. His dedication helps ensure that the Cumberland Fair remains vibrant, well-run, and successful year after year.

Congratulations, Andy!

U. S. COAST GUARD NEWS

Continued from Page 9

we've set for ourselves."

Throughout its service life, Polar Star has completed dozens of Operation Deep Freeze missions and numerous Arctic deployments, defending U.S. sovereignty, securing critical shipping lanes, protecting energy and mineral resources, and countering our adversaries' presence in the polar regions. Despite its age, the cutter continues to demonstrate unmatched heavy icebreaking capability, routinely operating in conditions few vessels can navigate.

"At 50 years old, Polar Star remains the world's most capable non-nuclear icebreaker," said Cmdr. Samuel Blase, Polar Star's executive officer. "That's a testament to the crews that have maintained it over the decades. With years of service left to give, Polar Star will continue to guide the way in the high latitudes well into the future."

As the cutter undertakes another demanding deployment, its 50th anniversary underscores both the ship's enduring capabilities and the professionalism of its crew.

"While the term 'historic' has lost meaning through overuse, there is no doubt that this is an amazing ship," said Rasnake. "Polar Star's 50 years of service in the polar regions puts it in the discussion with other great Coast Guard icebreakers such as USCGC Glacier, whose record of Operation Deep Freeze deployments Polar Star matches this year."

As Polar Star presses south through freezing seas and thickening ice, the crew carries forward a proud tradition of service. The 50th anniversary serves as both a celebration of the past and a reminder of the cutter's ongoing role at the forefront of U.S. polar operations.

Coast Guard Holds Memorial to Honor Fallen Crew Members of Coast Guard Cutter Blackthorn

ST. PETERSBURG, FL – Coast Guard Sector St. Petersburg crew members held a memorial service honoring the fallen crew members from Coast Guard Cutter

Blackthorn, Wednesday, at the Blackthorn Memorial in St. Petersburg.

The memorial ceremony marked the 46th anniversary of the 23 lives lost during the collision between Coast Guard Cutter Blackthorn and the motor vessel Capricorn near the Sunshine Skyway Bridge on Jan. 28, 1980. The ship had a crew complement of 50.

"Today, we honor the memory of the 23 men we lost that day," said Master Chief Petty Officer Henry J. Audette Jr., Southeast District command master chief. "They were sons, brothers, husbands, fathers and our shipmates. This memorial ceremony allows us to remember the brave men and women who define our legacy and shape the future of our Coast Guard. We will never forget them."

The Blackthorn collision forever changed the Coast Guard and provided lessons on risk management and training. After this tragedy, the Coast Guard made critical improvements to service readiness, training, and safety. It provided the impetus for the establishment of the Command and Operations School at the Coast Guard Academy in New London, Connecticut. The school offers courses to prepare command-level officers and senior enlisted members for command duty afloat.

The ceremony included a fly over by Coast Guard Air Station Clearwater, wreath laying, an honor platoon representing each Blackthorn victim, laying of roses and presiding official comments from Rear Adm. Adam A. Chamie, commanding officer of Southeast District.

Coast Guard Conducts Search Following EPIRB Activation from Fishing Vessel off New England Coast

Jan. 30, 2026

BOSTON — The U.S. Coast Guard Northeast District is conducting a search and rescue response following an emergency position-indicating radio beacon (EPIRB) activation from a fishing vessel 25 miles off the coast of Cape Ann, Friday morning.

At approximately 6:50 a.m., Coast

Guard watchstanders received an EPIRB alert registered to the 72-foot fishing vessel LILY JEAN. The total number of people aboard the vessel was seven.

The Coast Guard attempted to contact the vessel with no response and issued an urgent marine information broadcast.

Northeast District watchstanders directed the launch of an MH-60 Jayhawk helicopter crew from Air Station Cape Cod and a small boat crew from Station Gloucester to search the area. Coast Guard Cutter Thunder Bay (WTGB-108) was also diverted to assist the search.

The rescue crews located a debris field in the vicinity of the EPIRB activation. One unresponsive body was recovered from the water. A life raft associated with the vessel was found, but unoccupied.

The weather buoy was showing 24 knots wind with four-foot seas. The air temperature was 12 degrees and the water temperature was 39 degrees. An issue at this time of year is ice build-up on the hull and rigging, which make the boat less stable.

The following morning the Coast Guard suspended their search. After consultation between search and rescue mission coordinators and on-scene commanders, the Coast Guard determined that all reasonable search efforts for the missing crewmembers had been exhausted.

"The decision to suspend the search was incredibly difficult. Our thoughts and prayers are with all the family members and friends of the lost crew of LILY JEAN, and with the entire Gloucester community during this heartbreaking time," said Capt. Jamie Frederick, commander of Coast Guard Sector Boston.

Skipper and owner is Gus Sanfilippo, with five other crew members and a NOAA observer (John Paul Rousanidis, Sean Therrien, Freeman Short, Paul Beal, Sr., Paul Beal Jr., and Jada Samitt). Apparently, they were having issues with the winches and were on their way back to port.

The cause of the incident is under investigation by the Coast Guard Northeast District.

Maine Dept. of Marine Resources

Continued from Page 10

growing development pressure and a changing climate that threatens our coastline, WWAPP funds are available to landowners whose properties support these heritage industries and sustain our coastal economy and communities."

"The partnership between LMF and DMR in implementing the Working Waterfront Access Protection Program has been a true success, with the protection of 33 working waterfront properties statewide," added LMF Director Laura Graham. "But there is more work to be done, and we look forward to leveraging our shared resources to ensure Maine's commercial fisheries and aquaculture businesses can access these funds."

"The importance of protecting our heritage industries, like fishing, farming, and forestry, is paramount," said LMF Board Chair and Maine Department of Inland Fisheries and Wildlife Commissioner Judy Camuso. "These are essential to our way of life; they are the cornerstones of our communities and the foundation of our economy. The Working Waterfront Access Protection Program ensures that properties that support Maine's commercial fisheries

Continued on Page 26

2026 MAINE FISHERMEN'S FORUM

THURSDAY SEMINARS

SHELLFISH FOCUS DAY

9:00 a.m. – 10:30 a.m. (Rockport/Rockland Rooms)

Shellfish Advisory Council Updates and Priorities Discussion

9:00 a.m. – 10:15 (Camden Room)

Marine Electrification - Solar Cold Storage, Electric Work Boats, Battery

10:30 a.m. – 11:45 a.m. (Camden Room)

The Latest on Atlantic Bluefin Tuna Populations and US Quota Shares

Walt Golet, lead scientist of the Gulf of Maine Research Institute's Pelagic Fisheries Lab, assistant professor at UMaine's School of Marine Sciences.

10:35 a.m. – 12:00 p.m. (Rockport/Rockland Rooms)

European Green Crab in New England: From Ecological Challenge to Economic Opportunity

1:00 p.m. (Camden Room)

Safety Preparedness for Fishermen

2:30 p.m. – 4:00 p.m. (Rockport/Rockland Rooms)

Shellfish Focus Day Poster and Networking Session

2:30 p.m. – 4:00 p.m. (Rockport/Rockland Rooms)

Maine DMR Shellfish Management Tools Interpretive Booth

2:45 p.m. – 4:30 p.m. (Camden Room)

Improving Safety for Single-handed Fishermen

FRIDAY SEMINARS

9:00 a.m. – 10:15 a.m. (Rockport/Rockland Rooms)

MLA Annual Meeting

9:00 a.m. – 10:15 a.m. (Camden Room)

Advancing the Regional Compensation Fund for Offshore Wind: Update & Engagement Session

9:00 a.m. – 10:15 a.m. (Golf Club)

January 2024 Coastal Flooding, Bad Luck or Things to Come?

10:30 a.m. - 12:00 p.m. (Rockport Room)

Maine Lobster Marketing Annual Report

10:30 a.m. - 12:00 p.m. (Rockland Room)

Eastern Maine Skippers Program Student Project Posters

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We now have a listing of over 150,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman's Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee's notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 6' adding more vessels and updating the ones already listed. Hope to have ready the end of Summer.

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentinel, 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.

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2026 MAINE FISHERMEN'S FORUM

10:30 a.m. – 12:00 p.m. (Golf Club)

Working Waterfront Updates and Project Spotlights

1:00 p.m. - 2:30 p.m. (Rockport Room)

Maine DMR Lobster Science Update

1:00 p.m. - 2:15 p.m. (Rockland Room)

Co-Developing Strategies for a Changing NGOM Scallop Fishery

1:00 p.m. – 2:15 p.m. (Golf Club)

Aquaculture CTE: Students meet the working Waterfront

2:45 p.m.- 4:15 p.m. (Rockport Room)

Open Forum with Federal Fisheries Leadership

2:45 p.m.- 4:15 p.m. (Rockland Room)

Charting the Course: 2026 Outlook for the Northern Gulf of Maine Scallop Fishery

2:45 p.m. – 4:00 p.m. (Golf Club)

Roundtable for Maine Fishing Co-ops

4:30 p.m. – 6:00 p.m. (Golf Club)

MLA Social Hour at the Maine Fishermen's Forum

SATURDAY SEMINARS

9:00 a.m. – 10:15 a.m. (Rockport Room)

Marketing Maine's Seafood: Insights and Strategies from the Maine Seafood Promotional Council

9:00 a.m. – 10:15 a.m. (Rockland Room)

All Hands on Deck: Navigating Safety, Stress, and Strength at Sea

9:00 a.m. – 10:15 a.m. (Camden Room)

Fishermen Informed Research

9:00 a.m. – 10:15 a.m. (Golf Club)

Maine Elver Fishermen's Association

10:30 a.m. – 12:00 p.m. (Rockport Room)

When Every Second Counts: Orchestrating Harbor Response & Community Strengths in a Fishing Emergency

10:30 a.m. – 12:00 p.m. (Rockland Room)

From Idea to Market: Supporting Marine Innovation Through Feasibility

10:30 a.m. – 12:00 p.m. (Camden Room)

American Lobster Initiative RFP Workshop

10:30 a.m. – 12:00 p.m. (Golf Club)

Alewife Harvesters of Maine Annual Meeting

12:00 p.m. (Golf Club)

Maine Lobster Boat Association Meeting

1:00 p.m. – 4:15 p.m. (Rockport/Rockland Rooms)

Gubernatorial Candidates' Forum

1:00 p.m. – 2:15 p.m. (Camden Room)

Maine Scallop Farming Roundtable

1:00 p.m. – 2:15 p.m. (Golf Club)

Maine Commercial Fishing Safety Council quarterly meeting (public)

2:45 p.m. - 4:15 p.m. (Camden Room)

Fisherman collaboration in addressing gear disposal

2:45 p.m. – 4:15 p.m. (Golf Club)

Paths Forward: SEA Maine's Roadmap and Needs Assessment

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

ecosystem-based fisheries management?

I have a lot of family in the Midwest, and they're familiar with what I do. I'll say to them, "Hey, you guys are impacting us. Did you know that?" And they don't know. But the Mississippi River drains into the Gulf. That hypoxic zone in the Gulf comes from farmland. The Midwest is influencing what we're able to catch. And what we're able to catch has huge ramifications on regional and local economies.

It also has huge ramifications on what the national seafood market is—what you're able to get at a supermarket in Iowa or Illinois or Indiana is impacted. And the challenges that you have in the Midwest or the Great Plains, for example, can influence even the Mountain West and Pacific Northwest and some of the salmon there. There's probably fewer direct impacts, but it's all still interconnected. The other thing I emphasize is the market economy and how connected fisheries commodities are with the commodities of other foodstuffs we eat. I don't think people realize that. I didn't realize it before I started looking into it.

When you're working with folks on the coast, it's easier to make that connection, but we need to take a much more holistic approach to building resiliency in these places. We need to employ not just EBFM, but ecosystem-based management, because all ocean use sectors are dealing with sea level rise. They're trying to mitigate those impacts and plan the appropriate infra-

structure to protect from storm surges and other threats. The fisheries are a part of that. They're impacted by those factors, and they also influence them in turn, like dock space.

We need to make sure that we're managing everything at a sustainable level. There's one extreme where you go out and you grab everything. There's another extreme where you don't touch anything and you preserve it forever. We're aiming for that sweet spot in the middle. How do we sustainably utilize these resources so that they maintain vigorous and robust local and regional economies? That's probably an easier connection to make with coastal communities, but showing how one thing might influence another can be challenging, especially for inland communities. That's why we do simulations, modeling, and data analysis.

The last thing that I would say is that the markets are so globally connected. There are some national security considerations we have to think about because of how critical fish are as a food source in certain regions. There are places where the competition to get out and catch food is so severe that it leads to armed conflict, famine, etc. So we have to pay attention to that, and what we're able to produce in other parts of the world has some bearing on that.

It's not only regional economies and it's not only coastal communities. There's geopolitical considerations in the Arctic, the Antarctic, the tropics, the subtropics. At that level of interconnectedness, if you overfish the equivalent of a Burger King Whopper and that goes away, is there an equivalent of a McDonald's Big Mac to take its place? If you're not thinking about this as an entire picture, you could run into trouble fast.

What do you see as the primary obstacles to implementing ecosystem-based fisheries management and how do you think those challenges can be overcome?

I can easily point to the main obstacle: change dynamics or change management. I can't tell you how many books I've read on it. In fact, I was just reading something this morning on change management, not only for my personal life, but also for our organization and to determine how we can best serve our mission and our people.

There are a lot of steps you have to think through. One thing that I always hear is that we just don't have enough data, and we've kind of debunked that myth. There's not enough analytical capacity, but I think we can still do a lot of this.

We do have to pay attention to the technical objections, and they're there, but I think we have the data to do this. I think the biggest challenge is in the way we do business. It's cultural; it's about comfort. Sometimes we would rather do business as usual because even though there are obstacles, we know what the obstacles are. Trying something new where we don't know what the outcomes might look like is more difficult.

But we've done studies and business cases and value propositions. Every time we do, we see that these more systematic, coordinated, trade-off focused ecosystem-based fisheries management approaches come out ahead of what we're currently doing. But there's a sense of, "This is how we've always done it, and at least this gets us an answer." Some of those answers are eroding now, though, and we're missing key things.

For example, if a stock keeps moving farther and farther out of an area that we survey or into another region, how do we continue doing assessments on that stock? That's part of what we're trying to look at: total biomass, total production in an area, movement of different critters, and then replacements of species via the market or even permitting flexibility. How do you handle that? Those managerial challenges

are real and we're having a lot of internal discussions on them.

I think another obstacle that we have is that there's a sense of "Well, we just don't know how to do this." But when I look around the world, and I look at places like Australia and Malaysia and Indonesia, they're surpassing us in some regards because they haven't been using the European-North American fisheries single-species management model. They've had to get innovative and try new approaches. And they're making a lot of progress on managing their fisheries as an entire system, which is fascinating to watch. I think there's a lot of lessons that can be learned both ways.

The other implication embedded in this question is that it's one or the other. You have to do ecosystem-based fisheries management or single species. You can't do both. And I think that's a false dichotomy. I think you're always going to need both, but we have to ask: What are we going to try to do in the Pacific islands versus the Gulf versus the Caribbean? Do we try to do 500 stock assessments, or do we assess the whole system and prioritize the top 10 or 20 species that we really need to pay attention to and do assessments for those?

And I think you need to do both, but we need to do a better job of prioritizing and assessing the entire system. In fact, maybe the full ecosystem is okay, and maybe we can then focus on a couple things instead of trying to do everything all at once in a constrained period of time. I want people to realize there's value in the single-species approach, and we're going to need it. We just might not need it at the resolution or extent that people often think we do, which can shut us down or overwhelm us because it's almost too big of a lift. And I think ecosystem-based fisheries management allows us to tackle some of that in a different way and flip the script, if you will.

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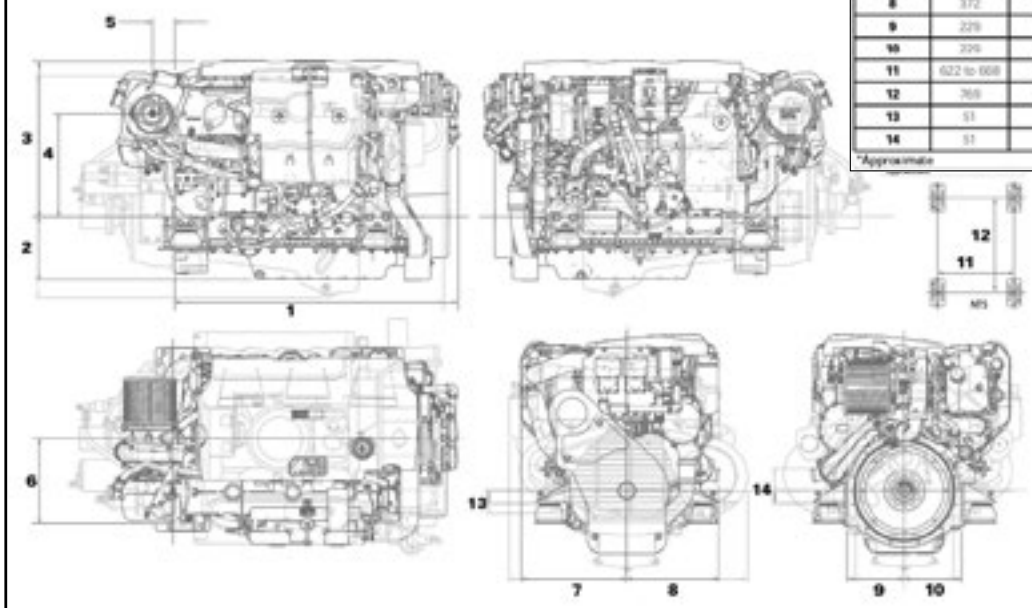
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3	629	591
4	414	NA
5	89	NA
6	314	NA
7	427	476
8	372	485
9	229	NA
10	229	1264
11	622 to 568	572
12	360	394
13	51	90
14	51	97

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More History of the Sardine Industry from the 1880s

The Penobscot Marine Museum in Searsport introduced a two-year exhibit this year called "Sardineland." This has been a major success and increased the number of visitors to the Museum this summer. This industry started in the mid-1870s and thrived for decades, despite its ups and downs. The following are references from the "Maine Industrial Journal," published in Bangor from 1880 till 1918. I have included all the articles on sardines, but also left the ones on canning as there was a close relationship between them all. This will probably take several issues to complete, even though I will only do the 1880s.

1882

15 December, Page 7
Page 8

EASTERN INDUSTRIES

Captain Thomas of Eastport, one day recently, made a shipment of 10,000 frozen herring from Eastport to Boston.

22 December, Page 7

EASTERN INDUSTRIES

The sardine factory in Camden is engaged in putting up head cheese in cans. The cheese is said to be a very fine article, none but the choicest materials being used.

29 December, Page 3

EASTERN INDUSTRIES

The canning factory at Oceanville, Deer Isle, has closed for the season, having put up altogether 200,000 cans of lobster, clams, codfish and herring. Schooner A. H. WHITMORE sailed for Portland on Tuesday of last week with 60,000 cans of clams and herring.

Page 5

EASTERN INDUSTRIES

The exports of canned lobsters from Richibucto, Nova Scotia, during the season were 11,917 cases valued at \$711,142.

The Sentinel says nearly all the weirs that have been catching sardines at Deer Island and Back Bay went down during the heavy gales of last week, so the sardine business may be considered about ended for this season, as the weirs cannot be built again until spring. The attempt to drive herring has also proved a failure this winter.

Page 7

FISH AND GAME

One hundred and twenty-five barrels of frozen herring were shipped from Eastport by steamer on Thursday of last week, with about the same quantity on the previous Monday.

The Eastport Sentinel says that \$1.30 per hundred was paid for frozen herring at the place on Monday of last week. Nearly all that have thus far been shipped will be used for bait by the Gloucester fishing vessels. Expensive bait, but they must have them.

The sardine factories at Lubec have closed for the season. The New England Packing Company have put up 12,000 cases and have cured 10,000 boxes of smoked herring; Mills' factory has put up 6,000 cases; Brown's 3,500; and the North Lubec Company 1,600 cases.

1883

5 January, Page 4

FISH AND GAME

The Eastport Sentinel says that frozen herring are still a very scarce article. Only a few small lots have been shipped the past week. About all the herring have been caught at Grand Manan so far and we learn that as high as \$1.50 per hundred has been paid for them, which we think is the highest price ever paid here. One vessel succeeded in getting a cargo, at Grand Manan, the first caught there during the cold snap about two weeks ago, which was carried to market and sold for \$3,100.

Page 8

EASTERN INDUSTRIES

The Castine Packing Company have lately received about fifteen tons of mutton for canning. With their present force they can pack about two and a half tons per day.

The canning factory at Castine is busily engaged in packing mutton. Twelve hundred carcasses recently arrived there from Belfast

by steamer MAY QUEEN. The meat reaches Belfast by railroad and from the country in teams.

12 January, Page 3

FISH AND GAME

The Eastport Sentinel says that the statement going the rounds of the press that large quantities of frozen herring are being shipped from Eastport is a mistake, as herring have not been so scarce for years; where 1000 barrels have been shipped this year, 10,000 were last. The largest shipment made this season was on Monday of last week when the steamer STATE OF MAINE took about 500 barrels.

Page 7

MAINE FISHERIES

The total catch of the Maine fishing fleet during the year 1882, a total fleet of 289 vessels with a crew of 2,785 men, 74 being on the Grand and Western Banks and 218 on the New England shore and Georges Bank, was 73,806 quintals on the former grounds and 221,911 on the latter, being a total of 295,717 quintals.

Maine Dept. of Marine Resources

Continued from Page 20

and aquaculture industry will be available for generations to come."

A copy of the WWAPP workbook, which includes all information necessary to apply for LMF funds, can be obtained online here.

Eligible applicants for WWAPP proposals include private landowners, nonprofit land conservation organizations, counties, cities, towns, and state agencies.

Potential applicants can contact Melissa Britsch, Marine Resource Management Coordinator with the Maine Coastal Program, at (207) 215-6171 with any questions.

To apply for WWAPP funds, a project must be sponsored by DMR. The first step toward obtaining sponsorship is to submit a letter of intent by Monday, March 9, 2026, by email to Melissa Britsch, Marine Resource Management Coordinator with the Maine Coastal Program at Melissa.Britsch@Maine.gov.

Instructions on submitting a letter of intent can be found in the WWAPP workbook, online.

DMR and Maine Coastal Program staff will review all letters and notify potential

applicants by the week of March 16, 2026, if their project is eligible and they are invited to prepare and submit a full application.

Applicants who are chosen must submit a completed proposal by June 29, 2026, by 5 p.m. EST. One copy of the complete application must be submitted by email to Melissa Britsch at Melissa.Britsch@Maine.gov. Ten hard copies of the completed application must also be submitted by mail to: Melissa Britsch, 32 Blossom Lane, Augusta, ME 04333-0022. Proposals received after June 29, 2026, at 5 p.m. EST will not be considered.

The LMF, a vital component of the Department of Agriculture, Conservation and Forestry's Bureau of Resource Information and Land Use Planning, has been active since its establishment in 1987, thanks to a \$35 million bond approved by Maine citizens. To date, the LMF has been instrumental in conserving 33 working waterfront properties. The program has established 75 water access sites, offering 67 miles of protected shoreline along rivers, lakes, and ponds, and has safeguarded 45 farms, securing 10,517 acres of farmland. Additionally, the LMF has repurposed 158 miles of former railroad corridors into recreational trails. For more information about the LMF program and the conservation projects, please visit maine.gov/dacf/lmf

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More History of the Sardine Industry from the 1880s

The total catch of mackerel for the New England fleet was 349,674, of which 119,547 is credited to Maine vessels.

Among the large catches and stocks reported by Portland vessels off the coast, for the past year, are:

Schooners.	Bbbs. fresh	Cured Net stock.
FANNIE A. SPURLING	1,650	2,063 \$21,581.00
ELIZABETH W. SMITH	1,925	1,777 17,560.00
TITMOUSE	1,500	1,198 13,673.00
H. S. ROWE		1,473 11,671.04
H. E. WILLARD	1,522	14,801.16
E. K. DRESSER	1,668	12,318.82
EDDIE PIERCE		23,000.00

It is found that, if the oyster industry be neglected, Maine ranks second only to Massachusetts in the extent and value of her sea fisheries. If the weight of the products alone is considered, the six principals species, placed in order of their importance, are as follows:

Pounds.	
Cod	56,004,325
Herring	34,695,19
Mackerel	31,694,455
Hake	24,447,739
Haddock	17,728,785
Lobster	14,234,182

If, however, the money value is considered, the relative importance of the species is

somewhat different. The following arrangement represents the fisheries, according to their value.

The statistics are intended to represent the fishing interests for 1880. The first lobster ever canned within the limits of the United States were put up in Eastport, in 1842, and, with the exception of a limited business in Boston, at various times, Maine has always had a monopoly of the industry for the entire country. In 1880 none were canned outside the State, and the table, therefore, shows the extent of the business for the United States. The entire lobster catch of Maine for the year is found to be 14,234,182 pounds, of which 4,739,898 pounds were sold fresh, and 9,494,284 pounds were put up by the 23 canneries located in different parts of the State. Several of these canneries were owned by Boston capitalists, but the great majority belonged to Portland dealers, who, in addition to their home interest, operated 17 canneries in the British Provinces. During the same season according to the statistics furnished by them, they bought 10,588,578 pounds of live lobsters from the Provincial fishermen, from which they put up 2,198,024 cans of the various brands.

The sardine industry is peculiar to Maine. In fact, if we except the menhaden, put up in New Jersey several years ago, under the name of "shadines" and "club-fish", the industry was, up to 1880, confined exclusively to the village of Eastport. Although experiments were made in the preparation of herring as sardines as early as 1866, the business did not practically begin till 1875, since which time it has grown with remarkable rapidity. In 1880, as shown by the tables, it furnished employment to over 1,500 fishermen and factory hands, in addition to 376

fishermen belonging to New Brunswick, and the value of the produce amounted to nearly \$825,000.

The fishing industry of Maine includes 600 vessels, of 17,632.65 tonnage, with 8,110 fishermen and 5,920 boats. There are

2,961 curers, packers and factory hands, and a total of 11,071 persons engaged. There were 202,048,449 pounds of fish taken, of a total value of \$3,614,178. The total capital invested is \$3,375,994.

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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, Maine – 207-865-4103; cascobayyacht.com



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



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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**

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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 for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



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 – Freeport, Maine – 207-865-4103; cascobayyacht.com



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

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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 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 – Freeport, Maine – 207-865-4103; cascobayyacht.com



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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 – Freeport, Maine – 207-865-4103; cascobayyacht.com



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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 18XH Marine Radar, Garmin VHF 315 Radio, Bianca Cushion

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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 - Freeport, Maine - 207-865-4103; cascobayyacht.com



27' SCOUT 275 DORADO, 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 - Freeport, Maine - 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 Bay Yacht Sales, Freeport Maine (207) 865-4103; cascobayyacht.com

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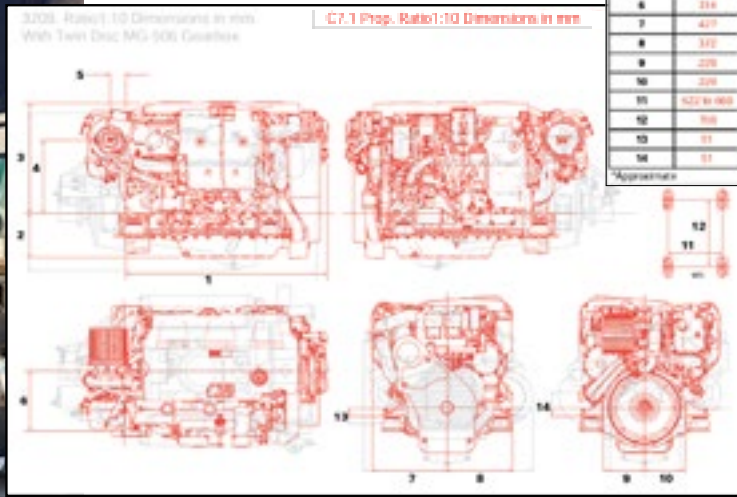
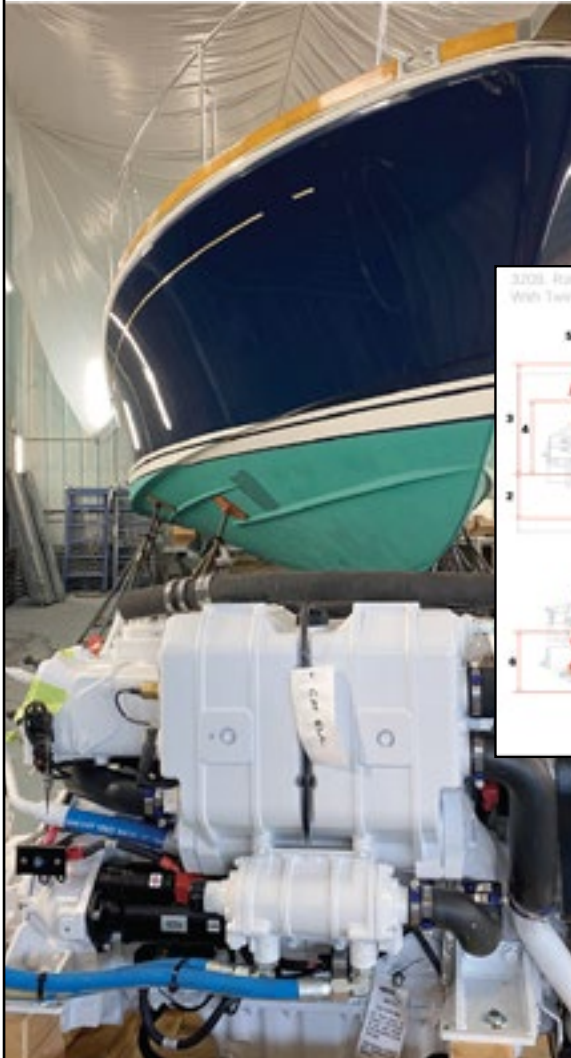
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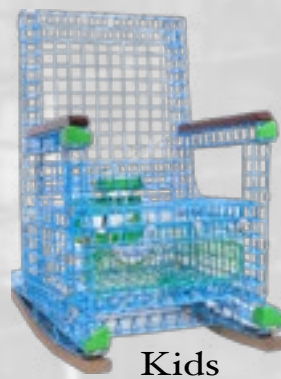
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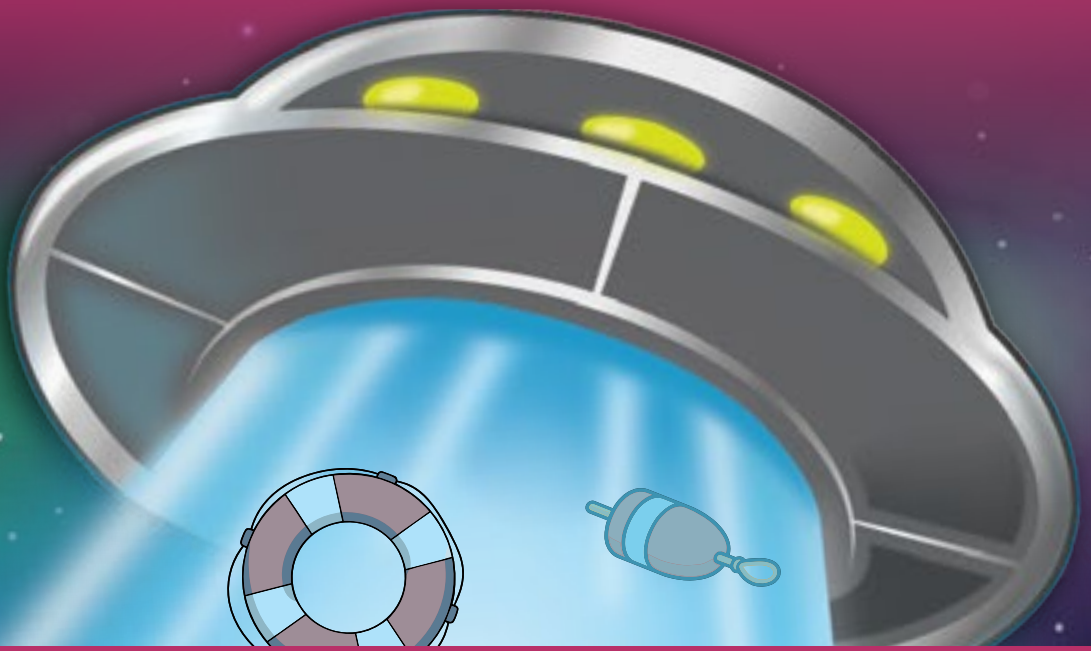
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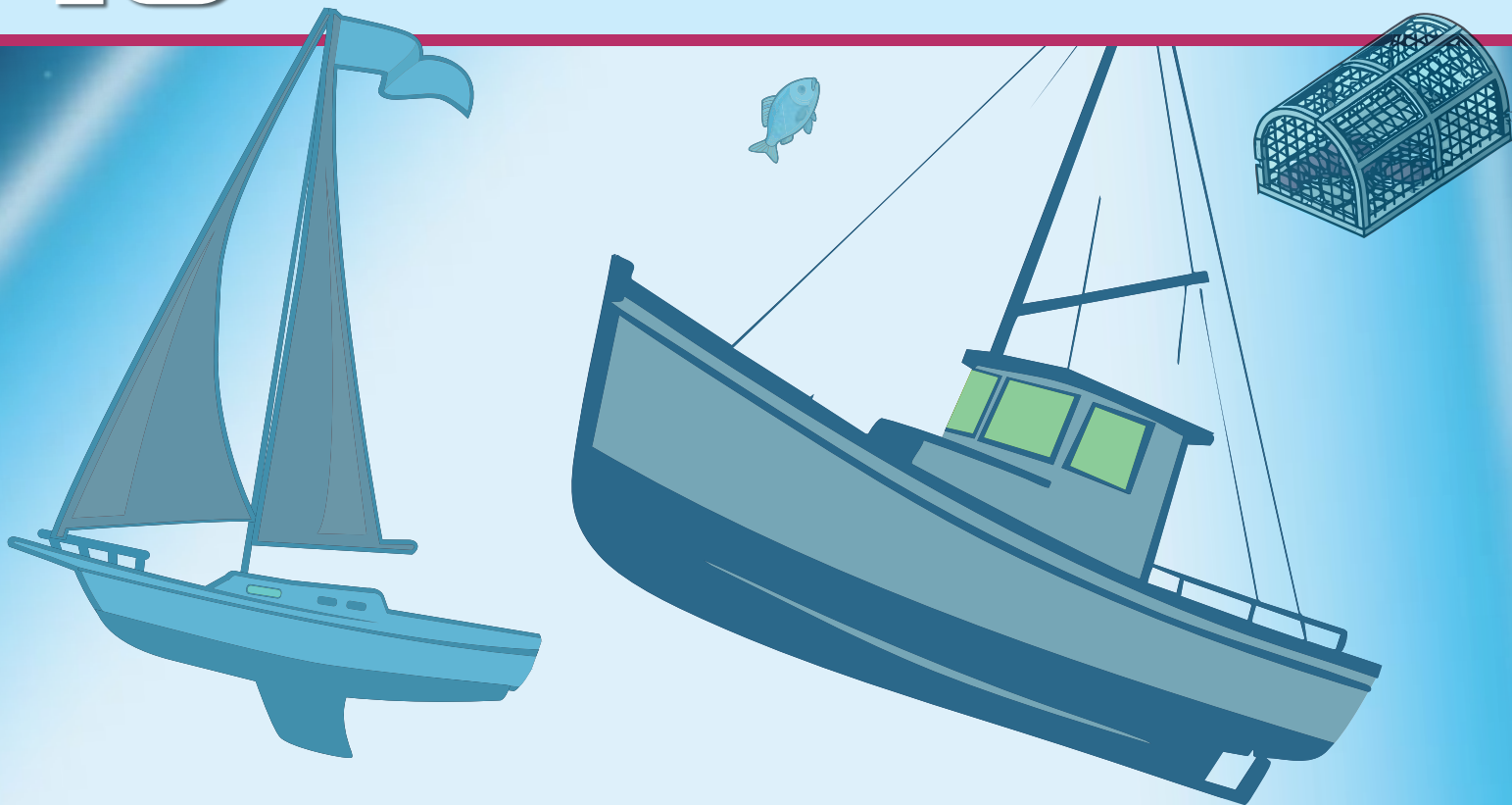
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