

Maine Coastal News

Volume 39 Issue 5

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FREE

MMA STUDENTS REPOWER LOBSTER BOAT FOR RACING



This Holland 30 is getting repowered and upgraded by three students at Maine Maritime Academy in Castine. In the foreground is the original 210 being replaced by a 485-hp Cummins.

CASTINE - There are always interesting things going on at Maine Maritime Academy in Castine. One project that captured my attention was the repowering of a Holland 30 by Alden Sawyer, Devin Grant, and Griffin Stolp, which is scheduled to make an appearance at this year's lobster boat races.

Heading the project is Alden, who added, "I didn't want to do something like all the other seniors in the five-year marine systems have done for their Capstone project. Capstone is a project that you do that kind of encompasses everything that you've learned throughout your time here. Sometimes it gives back to the community, and some people do things like testing windmills for UMaine power generation. That really wasn't that interesting to me, I wanted to repower a lobster boat and race it in lobster boat races."

Alden then got Devin and Griffin involved. Devin said they were friends and when Alden asked for help, he was on board. Griffin said, "I think we all just kind of got looped in. It's a cool project. There are just so many facets to it. Just an all-around super cool thing to be working on."

The first thing Alden needed to do was come up with a lobster boat. He started by searching the internet and asking around. He looked at a number of boats, took a ride on the South Shore 30 LADY J, but really wanted the 1979 Holland 30 HOOK & LADDER

from Chebeague Island. He contacted her owner and made a deal mid-fall. Alden said, "She was pretty solid. Everything worked. She had a 210-hp Cummins with 7,000 hours. She had a keel cooler, and I think the keel cooler needed to be cleaned out because it would overheat at high RPM. We steamed her up December 2, the day after my birthday. We all stayed down in Falmouth and left at like 4 o'clock that morning out of Royal River Boat Yard."

They were also joined by another classmate, who was a deckie. Her flight had been canceled and she had to fly into Portland and asked for a ride with them, not at first knowing she was going by boat. "I don't think she really knew that we planned on a nine-hour boat ride up to school," added Alden.

This was the only day they had free and the weather looked like it was going to get worse as a nor'easter would be moving in. However, when they got up by Pemaquid Point the weather was not good. They had a couple of good-sized waves crash over the stern onto the platform. Griffin added that some went right over the top of the cabin. Fortunately, when they got into the protection of the Mussel Ridge Channel the seas calmed down and the rest of the run was good.

When they arrived in Castine they put her on the dock at Eaton's Boat Yard. Alden had helped out at the yard here and there and

the following day they put her on the dock at the Academy. She then got hauled out and placed at Eaton's Boat Yard on the hard.

Since the Academy does not allow boats other than theirs to be placed in the waterfront building, they had to make their case so she could go into the work bay. Alden said, "It was like a four-page paper with this is who we are, this is what we want to do, and this is why it will benefit the school. It was a lot of convincing that we had to do in order to get permission to put the boat in the bay. Once we finally got permission, the next day a hydraulic trailer came in to move some of the school's boats and we had him pull our boat over. We then picked it up with a travelift and put it in the bay."

It was now the beginning of the spring semester in January, and they had just finished their Coast Guard exams. Devin said, "The first thing we did was disconnect everything from the old motor, getting it ready to pull out."

Griffin added, "Figuring out where we were going to make the cut to get the engine out too. We consulted a lot with Terry down here at the waterfront and some of the other guys that are knowledgeable about all the fiberglass stuff."

They finally figured going out the cabin top would be less cutting and less glassing. With the engine out they knew they had an issue with her skeg. Alden explained, "When

I bought the boat, I noticed it was bad and I asked the owner what is the deal with the skeg? He said that he bought it like that and it's been fine."

The skeg was made with oak and lag bolted and glassed to the hull. A potential problem is that oak has acid in it and that will not allow fiberglass to stick well to it. Getting the lag bolts out was a challenge even though the wood was rotted. Then they replaced the skeg with the assistance of Matt Sledge from Samoset Boat Works in Boothbay.

The next biggest question was what to do for an engine? Alden said, "We were planning on going with a 6.7 liter 425-hp Cummins with the original gear. We were going to reuse the shaft, but when we ran shaft calculations the safety factor was not ideal. Then Dominic at Freeport Diesel said that he had an engine. He texted me on Wednesday, I called him and that Saturday I had the engine in my truck and back up at school."

The engine was a 2022 480-hp Cummins with no hours, which had been pulled out of a boat that was never run. The problem was that the gear was a 1.214:1 ZF and that was not the right ratio they needed if they wanted to swing the right propeller. So, the search began for a 1.5:1. Alden called

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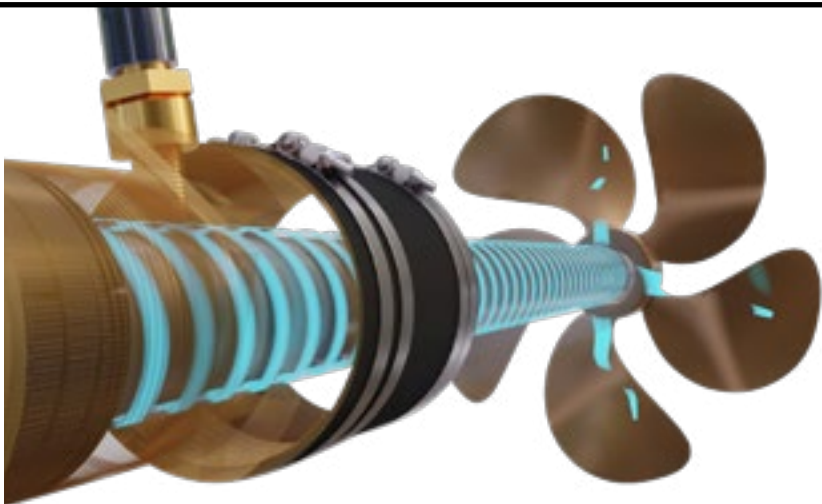
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Advertising Deadlines: The deadline for the June issue is May 8.
The deadline for the July issue is June 5.

Publisher's Note

There is not a shortage of things to write about this month, but do we really want to go down some of these rabbit holes? Well, let us just touch on one of them. We have the clowns from Disneyland on the Kennebec back at when they fined Billy Bob Faulkingham for taking a local minor out on his boat and paying him for the time he spent learning the finer points of lobstering. There was quite an uproar on Facebook defending Billy Bob, adding that this was a tradition that had gone back to the earliest days of this industry. If you followed the story on Facebook, there were a lot that said they have or are doing it. This raises the question as to why is Billy Bob the only lobster fisherman that has ever been fined for this offense? A Facebook post also named the person, a Massachusetts activist, who reported this to the Maine Department of Labor. The next question is how many other industries are also liable? Of course, the worthless Maine media ran the story without saying anything about the story's background. This should be a bipartisan issue, but it seems like some in Disneyland have done this to purposely damage an opponent. Is all fair in love, war and politics? What happened to the moral compass? What happened to bringing up children the proper way, by teaching them to know the value of hard work and learning the lessons of life. When laws are created to make you dependent on the government you have lost your freedoms and for most by the time they realize this is what happened it will be too late.

One letter that hit the point perfectly came from author Tim Cotton, who I knew when he worked in fast food, on WKIT with Bobby Russell in the mornings and as a police officer for Hampden and Bangor. He has made quite a name for himself writing. Here is his post:
From Tim Cotton

I don't recognize this place as my state on some days. I raked blueberries at eleven years of age; it's how kids in Downeast Maine paid for their school clothes. I baled hay for a farmer for two summers, learned to hook up hay wagons and grease driveshafts before I was old enough to hold a job at a fast-food joint. That farmer was never charged with a crime, and I learned lessons that stick with me to this day. He was also adamant that we stay away from the power take-off output shafts when the tractor was running, teaching us caution. Yes, he paid me cash, at the end of each day.

Farmer's kids work the fields, operate equipment, milk cows, feed goats, and our Maine commercial fishermen teach important skills to both their kids and other youth living on the coast. It's how we create useful, competent adults. This story regarding a state representative being charged and fined by the Department of Labor is disturbing to me. I'd like to read these reports. Maybe there is something I'm missing. In a time when employers are having a difficult time finding people who want to work, you'd think that Maine would embrace those who are willing to teach a skill to a teenager. Instead, we (they) do the opposite.

I'd tell you my kid worked on a lobster boat for a few summers, but I am afraid I might have to do some hard time for it. When he went for his first interview in his current field of employment, the members of the hiring board lauded his past work history, which included summers spent working on a lobster boat, knowing it was demanding, tough work. It was one of the reasons he was hired. These are important lessons in a teen's life. He points to it, to this day, as a benefit in his upbringing. Working with family at sea, learning skills, and using caution.

Could he have drowned, pulled overboard by a trap line? Yes. Can he get a motorcycle license as a teen and ride around as a target for texting motorists? Yes. We simply tell them to wear a helmet and be careful, but we send them out in cars, full well knowing that that's their best chance of being killed, statistically. His mother and I felt more secure knowing he was working on the ocean with family than hanging around town, maybe finding something more destructive to do with his life. I would say there is a greater chance of death or dismemberment operating a motor vehicle in America than anything he did on the sea.

Given all the things we believe/allow teens to do, with and sometimes without parental permission, it seems that working in a tough environment makes them better employees down the line. No, not all of them; you might not want to allow your kid out on the ocean; that's up to you. Parents should have a say in everything.

What have we become?

From the Jagged Edge, I remain concerned. TC

Oh, and for the record, those who are still claiming lobstering is too dangerous for a youth, citing child labor laws. Attached, please find the outline for the ages allowed to be licensed BY the State of Maine to haul lobster (in their own little boats). Who is to teach them? And where? Oh, wait on a lobster boat.

Key details regarding Maine student lobster licenses: Age Range: 8 to 22 years old (license must be purchased before turning 20, or under specific apprenticeship rules, up to age 23).

Trap Limits:

Age 8-10: Up to 10 traps.

Age 11-13: Up to 50 traps (or 25 in DMI).

Age 14-22: Up to 150 traps (or 50-150 depending on specific regulations).

Requirements: A sponsor with a Class I, II, or III license is required to teach the apprenticeship.

Back in the early 1990s someone said that there were several mothers complaining about what their children had to do in a sport's practice. I believe they did not want to see junior work too hard and they felt push ups crossed that line. Go back in time and see how things were done and how a child learned about life. Compare it to the educational systems of today and we are definitely going backwards. When I was in high school it would have been interesting to see the response a parent got if you told our coaches that Junior should not do the hard aspects of a practice. There are a lot of life lessons taught everywhere, but not if we give them the path to being the Pillsbury Doughboy. They might not make it to being the Pillsbury Doughman!

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum
SARDINELAND
Evolution of the Maine Lobster Boat
Jim Steele Peapod Shop
Art of the Sea
At Home, At Sea, Stories
Working the Bay
Gone Fishing
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum
Re-Sounding
Upon That Isle in Maine
Upta Camp
Historic Watercraft Collection
Watercraft Restoration
Lobster & the Maine Coast
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
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
Bass Harbor
Info: Elean Mitchell (207) 266-6968

JULY
4 Moosabec Reach Lobster Boat Races
Jonesport
Info: Roy Fagonde (207) 610-4607

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Americas' Wood of Washington has New Owners

WASHINGTON, ME – There are always changes whether we like it or not. I have always thought that the changes along the coast have been slow, but recently that does not seem to be the case as numerous companies have changed hands over the last several years. Of course, the big news was Front Street Shipyard becoming part of Safe Harbors, but if you are in the world of wood the sale of Americas' Wood Company is also big news. Rich Simon, who started the company, recently finalized the sale to Ken Boothby, his brother Zach, along with their father mid-winter.

When asked how this all came about, Ken explained, "My family has a long history in Maine. I would've been a 13th generation Mainer, but I was the first generation in my family born out of state. My brother and I were both born in Texas but came to Maine every year as kids growing up. We also lived here for a few years in elementary school in between moving around the world with my dad's career. He was in oil and gas and I was too. I followed in his footsteps out of college. I got my petroleum engineering degree and drilled wells all over the lower 48 and the Gulf of Mexico. I then ended up going and getting my MBA at Rice University. I did that full-time for two years and I like to tell everybody that's where my brain kind of got rotten. I started to realize there are always other things that you could do, and I had always had this weird dream about returning the family to Maine and having our kids grow up here and being part of the community.

"While I was at Rice, I stumbled into a couple of these courses on enterprise acquisition where they teach young MBA students about the possibilities of buying middle-market businesses from folks that are retiring," continued Ken. "Things that

are maybe a little small for private equity to look at, but big enough that there's at least a little gravity to them. That idea kind of stuck with me and at the same time I was doing some coursework, kind of a Capstone project on starting a company from scratch. This is almost 10 years ago, and everybody wanted to do an app. So, there's ten teams and nine of them were the latest and greatest app. There was one really weird team that I ran that wanted to resurrect a defunct wooden boat brand in the State of Maine. My family had always collected old wooden canoes, wooden boats and we had a couple watercraft from a company called Sebago Boat and Canoe Company and they were built in the town that my family is from originally, over in Sebago. I have always loved those boats. I got it in my head that wouldn't it be cool. You see some of these Western Maine towns where the economic engine was ripped out. Seeing some of the defunct mills having a really cool resurrection story and a new manufacturing story. The idea was so popular that initially it was kind of a running joke in the class. I had all of these nine teams laughing at me. We would give our weekly update, and everyone would go through their app and then the wooden boat guy would get up to give his spiel. A few weeks in, everybody was kind of over the apps and all they wanted to hear about was how the wooden boat team was doing."

What Ken learned was how hard it was to start a company in the State of Maine. He also discovered that true boat people simply love boats, no matter what.

At the end of the course, they pitched their idea to angel investors. Ken added, "I get to the end of my presentation and one of them says, 'Are you going to do this?' I said,

Continued on Page 6



Zach and Ken Boothby, along with their father, are the new owners of Americas' Wood Company in Washington.

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Americas' Wood of Washington has New Owners

Continued from Page 5

'I might, but I do have a job offer lined up right now.' He says, 'Well, your excitement is palpable and you shouldn't lose that.' That always stuck with me. Maybe this resonated beyond just what was economically sensible, but there is an element to the boating world, the manufacturing story, and the story of a resurrection that really excited people, it excited my team, it excited my classmates and it excited this wealthy group of investors."

Ken went back to the world of corporate planning. "One thing I took away from all of my research was that it was going to be really difficult to start a business in Maine," said Ken. "Anything new that gets started you are kind of up against it in regards to regulatory and taxation. The mills that we were looking at repurchasing had all sorts of red tape and paperwork from the regulatory agencies just to get into the initial conversation about what we could do with the property. I needed to find a business that survived in spite of the challenging environment and thrived. As I started peeling the onion I found a lot of great businesses with a lot of great people that in spite of the challenges had weathered the storm with compelling growth trajectories. I was at this crossroads in my career. Do you re-up and go heavier into the white-collar corporate planning world or do you really tackle something that excites you? My wife said, 'You aren't going to be happy unless you try.' So, I started hunting. I looked for companies in Texas and Maine, but I kept coming back to Maine in spite of all of the challenges. So, I kept hunting and I realized that there are a lot of deals that are hiding off market. One of the Portland brokers mentioned a really interesting guy with a

really interesting company that might want to talk to me, but his business isn't listed. He hadn't decided if he wanted to sell. I said, 'Give him my number and we will see.' The next day the broker called and said, "Okay, he might talk to you, but you need to write an essay explaining why a guy from Texas might want to come up here and take over a wood company.' I said, 'That's fair, I would probably be curious if I was him too.'" So, I wrote a paper and explained the family history and the story I just gave you and it was compelling enough, he picked up the phone. We started talking and he explained the business, but he wouldn't tell me what the business did. He wouldn't tell me who the customers were. He just said, 'We sell high-end wood and it's a good business.' It has a lot to do with boats and that kind of tripped my radar. So, we flew up here and met him, sat down in this room, and talked for a while and then he started as we worked through things to tell me who the core customer base was. You are dealing with guys like Pete Kass at John's Bay Boat, Hinckley, Brooklin Boat Yard, Rockport Marine and so on. To me it's the last bastion of real American craftsmanship. I think there's so much in life today that is coated with a veneer of quality. It is designed to give the allure of quality, but it's not real. You can't fake what these guys do. Every day we are interacting with them and getting to send material to be part of what I view as the most beautiful boats in the world. I could have this amazing opportunity and help in many of these projects and be part of that community. That has been wildly cool. They have been beyond welcoming, beyond understanding."

The main aspect of this business is to supply the highest quality of wood to the high-end craftsmen of the state, especially

the boatbuilders. They have calls come in from all over the United States the West Indies and up into Canada. Ken stated, "Americas' Wood is never going to be Home Depot or mass market. It is not what I want, it certainly wasn't what Rich wanted."

"My brother and I were sitting at this table after we bought the company and were trying to reinvent the tag line," said Ken, "how would you describe the company? We came up with 'Fine Wood for Discerning Craftsmen' and there's no more discerning craftsmen than yacht builders. I think it puts this brand in a unique place where you are defending that commodity more than trying to push the commodity."

Ken came to respect Rich for what he had accomplished. He said, "He built all of this from scratch out of a couple 18-wheeler bodies he would sell wood out of. Rich would never sacrifice what he viewed as the best use of the wood. He wasn't going to give it to somebody that didn't deserve it. I think it was the defense of the resource. That is a unique position, and it creates the ethos of what Americas' Wood is. It is a privilege to do business here, not because of who we are, but because it puts you in the realm of all these other craftsmen that call this place home and call this industry home. For the industry to continue to prosper you have got to make sure that it is going to people that need it. It is not a place for hobbyists; it is not a retail facility."

When you drive by the company there is no sign on the road. There is a small one

on the first building, which will tell you the name of the company and that they only sell wholesale. They have talked about a retail store, but they do not see that in their future. They are happy to try and help people get what they need, but their first commitment is to the high-end craftsmen. They have talked about putting pre-milled packages together and that might happen at some point.

Ken added, "I think anything we do will be a measured approach and it is not going to be with the idea of moving as much product as possible. If anything, it will be trying to encourage younger groups of craftsmen and people that may not know this resource is here. I think we are opening aperture to the home building community. Americas' Wood has always been very selective about dealing with high-end home builders. It seems like a lot of the folks that appreciate fine boats, appreciate fine homes and there is a little bit of overlap in that world. We are interested in talking to more of those folks."

Ken feels that one thing Maine has done really well, is keeping the identity of craftsmanship. He said, "I have been coming to Maine all my life, and the mid-coast boatbuilding industry in Maine is incredible. That story of home builders we work with is incredible. The cabinet makers we work with are incredible. If we can help tell that story we might be able to drive more activity to them. The things we make are going to be really good. We are not here to compete in mass. We are here to compete on quality."



Brian Robbins was honoured at the Maine Fishermen's Forum on 7 March for his work at Commercial Fisheries News and his time on the board of the Maine Fishermen's Forum.

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Maine Lobster Boat Racing Spring Meeting

Dana Beal, president of the Maine Lobster Boat Racing Association (MLBRA), called the meeting to order at the Maine Fishermen's Forum (MFF) just after noon-time on 7 March. Treasurer Amy Tierney and secretary Jon Johansen, were in attendance, but poor vice president David Johnston was recovering from an appendix operation and could not make it. There was also several of the race venues represented, which included Bass Harbor, Friendship, Long Island, Moosabec, Portland, Rockland, and Stonington.

When asked about the financials, Amy said that MLBRA had about \$8,000 in their account. It was suggested that we donate to the student scholarship fund, which is what the MFF supports. This was agreed on by the members and we pledged \$2,000. The Portland races is a fund raiser for the scholarship fund and they raised \$3,000. So, in total \$5,000 was given to the MFF Scholarship Fund.

Dana added that he had been talking with last year's sponsors of MLBRA and all agreed to do it again. It was announced that Xtratuf has also come on as a sponsor and would also work with venues to sponsor what they do.

When asked about other business, Jon said that there was a problem with memberships being signed up late in the season and this caused a problem last year. After a brief discussion, the decision was made that if you are racing for points, you must be signed up the day of the Friendship Races. There will be no latitude given.

Another issue that was raised was venues that wanted winners of prizes to be present at the awards ceremony in order to receive their winnings. The issue is for those that need to make a long trip, the weather or get from one venue to another. The problem is the venues do not want to deal with getting prizes to someone who is not there, which is understandable. A solution was suggested that if there was a representative there to accept them would that work? It was agreed to, but that the representative had to be noted on the race entry list. Stonington has agreed to this, and it was hoped that other venues would also go along with this solution.

The only change to the rules was that a member needed to be signed up by the end of the Friendship races.

The only changes made in the classes were to their naming. The classes that were affected were M(A), M(B), N(A), and N(B), which is now as follows:

WORK BOATS UNDER 24 FEET

Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old.
Class B, Inboard, Outboard or Outdrive, 31 to 90 hp.
Class C, Inboard, Outboard or Outdrive, 90 hp and over.

GAS POWERED WORK BOATS 24 FEET AND OVER

Class A, Four and Six Cylinder, 24 feet and over.
Class B, V8, Up to 383 ci, 24 feet and over.
Class C, V8, 376 to 525 ci, 24 feet and over.
Class D, V8, 376 ci and over, 24 feet and over (Non-working racer).
Class E, V8, Over 525 ci, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous.

DIESEL POWERED WORK BOATS 24 FEET AND OVER

Class A, Up to 235 hp, 24 to 31 feet 11 inches.
Class B, Up to 235 hp, 32 feet to 39 feet 11 inches.
Class C, 236 to 335 hp, 24 to 33 feet 11 inches.
Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches.
Class E, 336 to 435 hp, 24 to 33 feet 11 inches.
Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches.
Class G, 436 to 550 hp, 28 to 35 feet 11 inches.
Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches.
Class I, 551 to 700 hp, 28 to 35 feet 11 inches.
Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches.
Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches.
Class L, 901 hp and over, 28 feet to 39 feet 11 inches.



FOOLISH PLEASURE and BLACK DIAMOND battling it out in the Gasoline Free-for-All.

Class M, 40 feet and over, up to 500 hp.
Class N, 40 feet and over, 501 to 750 hp.
Class O, 40 feet and over, 751 to 1000 hp.
Class P, 40 feet and over, 1001 hp and over.
Class Q. Non-working boats, any length, any horsepower

Wooden Boat Race A, Any hp., up to 35 feet 11 inches.

Wooden Boat Race B, Any hp., 36 feet and over.

Gasoline Free-for-All

Diesel Free-for-All

Fastest Lobster Boat Afloat

MLBRA does not sanction the Work Boats, the Free-for-Alls, and the Fastest Lobster Boat races. A venue can change these, or they can add in specialty races, which a number do.

An old topic, which is brought up consistently is the cheating. Last summer

it was brought to the attention of MLBRA that there was an advertisement that stated some racers' horsepower exceeded the class parameters they were racing in. When the racers were asked they disputed the horsepower stated by the ad and MLBRA had no reason not to believe them. There is not a good solution to the problem. Unfortunately, it is based on an honour system and at times that does not work very well.

The last topic discussed was the Lobster Boat Racing Hall of Fame. The board consists of Winfred Alley, Dana Beal, Randy Durkee, Richard Hildings, Jon Johansen, Travis Otis, and Wayne Rich. No one has been inducted since 2020, and it was thought five names for each year missed should be added this year.

Those in the Hall of Fame are: **2012:** Gus Alley; Benny Beal; Isaac Beal; Merle

Continued on Page 22



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U. S. COAST GUARD NEWS

Coast Guard responds to capsized fishing vessel near Race Point

March 5, 2026

WOODS HOLE, MA — The Coast Guard is searching for a missing man in the water near Race Point in Provincetown, Mass., Thursday.

At 11:58 a.m., Coast Guard Sector Southeastern New England (SENE) watchstanders received a report from two Good Samaritans of a capsized vessel later identified to be the F/V Yankee Rose which had two people on board.

The Coast Guard directed the launch of an MH-60 Jayhawk helicopter and a HC-144 Ocean Sentry fixed-wing aircraft crews from Air Station Cape Cod, along with response boats from Station Provincetown and Cape Cod Canal. Massachusetts Environmental Police and local responders, including Towboat U.S. assisted in the search.

At approximately 12:27 p.m., Massachusetts Environmental Police recovered a person from the water.

At approximately 3:48 p.m., the Coast Guard helicopter crew confirmed that the F/V Yankee Rose sank with an adjacent debris field.

“Our thoughts are with the families of the crew of the F/V Yankee Rose and

the local fishing community,” said Cmdr. Thomas Wieland, Sector SENE Search and Rescue Mission Coordinator. “Coast Guard crews are continuing to search the area, and we remain committed to doing everything possible to locate the missing mariner.”

The Coast Guard is continuing search efforts for the second crewmember.

U.S. Coast Guard authenticates keels for first three Waterways Commerce Cutters

March 9, 2026

WASHINGTON – The U.S. Coast Guard authenticated the keels for future Coast Guard cutters Allen Thiele, Fred Permenter and Samuel Wilson on Friday in Bayou La Batre, Alabama.

In a special proceeding, the keels for three cutters were authenticated simultaneously, a departure from the traditional single-vessel ceremony. Keel authentication is a time-honored maritime tradition in which the ship’s sponsor welds their initials onto a ceremonial plate that is permanently affixed to the cutter, signifying the foundation of the vessel.

“Today marks a monumental step forward in the modernization of our inland fleet,” said Master Chief Petty Officer of the Coast Guard Phillip Waldron. “The new

fleet has been designated the ‘Chief Petty Officer’s Class’ and the crews onboard who carry out critical missions on behalf of the Nation will honor the legacy of the senior enlisted leaders whose names they bear.”

The “Chief Petty Officer Class” designation for these cutters highlights the close involvement of the chief petty officer community, many of whom were in attendance.

All three cutter sponsors attended the ceremony. They are Delia Corbley, sponsor for future cutter Allen Thiele and daughter of the cutter’s namesake; Kristin Permenter Melvin, sponsor for future cutter Fred Permenter and granddaughter of the cutter’s namesake; and Barbara Wilson, sponsor for future cutter Samuel Wilson and widow of the cutter’s namesake.

Master Chief Petty Officer Allen Thiele, a boatswain’s mate, served in the Coast Guard from 1958 to 1990 and was selected as the fifth master chief petty officer of the Coast Guard.

Chief Petty Officer Fred Permenter, a boatswain’s mate, was awarded the Gold Lifesaving Medal in 1952 following the rescue of four of five crew members when St. George’s Reef Light Station’s motor launch capsized as it was lowered in heavy seas.

Chief Petty Officer Samuel Wilson, a boatswain’s mate, was awarded the Coast Guard Medal of Extraordinary Heroism in 1979 during the rescue of 81 crew members from the Japanese Fishing Vessel Ryuyo Maru No.2 that ran aground on St. Paul Island, Alaska.

The cutters are the first three of 30 future WCCs that will replace the Coast Guard’s legacy inland tender fleet, which will strengthen the Coast Guard’s capabilities to facilitate commerce vital to economic prosperity, strategic mobility, and maritime dominance. The WCC fleet will will play a

critical role in controlling, securing, and defending America’s ports and waterways, and maintaining the United States’ 12,000-mile marine transportation system. This critical waterway network supports more than \$5.4 trillion in annual economic activity and millions of American jobs.

Acquisition of the WCC fleet is supported by funding from the One Big Beautiful Bill Act – the largest single funding commitment in Coast Guard history – which included \$162 million to accelerate production rates and deliver three cutters ahead of schedule. The first Waterways Commerce Cutter is expected to be completed in 2027.

Coast Guard Rescues 3 Fishermen off the Coast of Boothbay Harbor

March 11, 2026


BOSTON, MA — A crew from U.S. Coast Guard Station Boothbay Harbor rescued three people from the water approximately 23 miles south of Boothbay Harbor Wednesday morning at 9:02 a.m.

Station Boothbay Harbor crew located the vessel at 9:01 a.m. and rescued three mariners from the water within one minute of arriving on scene. One mariner reported minor hypothermia, while the other two had no reported injuries.

At 7:03 a.m., Sector Northern New England received a mayday call, via VHF channel 16, from the crew of a sinking 40’ ridge liner vessel, Vesta Renee. The mariners reported that the vessel was taking on water and that they intended to abandon ship.

At 7:13 a.m., Sector Northern New England launched a 47-foot motor lifeboat crew from Station Boothbay Harbor and an

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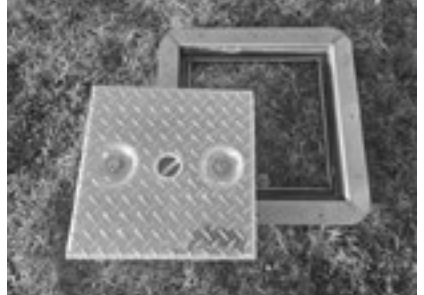
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2 x 4'	25 3/8 x 49 7/8"	23 1/4 x 47 1/4"	\$1,651.00
3 x 3'	38 3/4 x 38 3/4"	3 x 3'	\$1,748.00
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U. S. NAVY NEWS

Keel Laid for Future USS Philadelphia

From Team Ships Public Affairs

04 March 2026

PASCAGOULA, MS - The keel for the future USS Philadelphia (LPD 32), a San Antonio class-amphibious transport dock ship, was authenticated at HII's Ingalls Shipbuilding division, March 3.

The ship is named in honor of the historic city of Philadelphia and its maritime legacy. The city is the birthplace of the U.S. Navy and Marine Corps and was home to the Philadelphia Naval Shipyard from 1801-1995, which constructed numerous Navy vessels.

Keel laying authentication ceremonies are a centuries-old tradition marking a significant construction milestone where a ship transitions from design to reality. The keel was authenticated when the initials of the ship's sponsor, Ms. Maureen Paparo, were welded onto a steel plate. Paparo is a Philadelphia native and the spouse of Adm. Samuel Paparo, the 27th Commander of U.S. Indo-Pacific Command. This plate will be permanently affixed to the ship's hull, remaining with the vessel throughout its entire service life as a symbol of its beginning.

San Antonio-class amphibious transport dock ships (LPD) are warships that embark, transport, and land elements of a landing force for a variety of expeditionary warfare missions, humanitarian assistance, and disaster relief. They provide the Navy and Marine Corps with modern, sea-based platforms that are networked, survivable, and built to operate with 21st-century transformational platforms such as air-cushioned landing craft (LCAC), modern helicopters, and vertical take-off landing craft (MV-22).

Today's ceremony underscores the Navy's commitment to building America's Golden Fleet. For 250 years, American naval power has projected strength globally. That mission continues – and intensifies. We operate forward 24/7, 365 days a year.

This operational tempo demands continuous capability delivery, and the Golden Fleet is our answer.

As a Department of War acquisition organization, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships and support ships.

U.S. Navy to Christen Future USNS Hector A. Cafferata Jr.

06 March 2026

SAN DIEGO, CA - The U.S. Navy will christen the final Expeditionary Sea Base (ESB) ship, the future USNS Hector A. Cafferata Jr. (ESB 8) during a ceremony at General Dynamics (GD) NASSCO Shipyard, Saturday, March 7 at 9:00 a.m. (PDT).

The principal address will be delivered by Sgt. Maj. Carlos Ruiz, Sergeant Major of the Marine Corps. Additional speakers will include The Honorable Benjamin Kohlmann, Assistant Secretary of the Navy for Manpower and Reserve Affairs; Vice Adm. John Wade, commander, U.S. Third Fleet; Rear Adm. Benjamin Nicholson, commander, Military Sealift Command; and Mr. David Carver, president of General Dynamics NASSCO.

In a time-honored tradition, ship sponsors Heather Cafferata, daughter of the namesake, and Jessica Cafferata, granddaughter of the namesake, will christen the ship by breaking a bottle of champagne across the bow.

The ship is named in honor of U.S. Marine Corps Reserve Pvt. Hector A. Cafferata Jr., a Medal of Honor recipient recognized for his life-saving heroism at the Battle of Chosin during the Korean War. Surviving the Battle of Chosin Reservoir, he is among those called "The Chosin Few".

Today's ceremony underscores the Navy's commitment to building America's Golden Fleet. For 250 years, American na-



GROTON, CT – Portsmouth Naval Shipyard safely undocked Los Angeles-class attack submarine USS Albany (SSN 753) March 26 at Naval Submarine Base (SUBASE) New London, marking a significant milestone in its maintenance and modernization availability. (U.S. Navy photo by Neil Boorjian)

val power has projected strength globally. That mission continues – and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Golden Fleet is our answer.

ESBs are optimized to support a variety of maritime based missions, including Special Operations Forces, Airborne Mine Counter Measures, Crisis Response Force Sea Basing, Intelligence, Surveillance, and Reconnaissance and Unmanned Aviation Systems. The ESBs, which include a four spot V-22 sized flight deck, mission deck and hangar, are designed around four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets.

As a Department of War acquisition organization, PEO Ships is responsible for executing the development and procurement

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Can You Believe it!

By Sheila Dassatt

In all my years, I never thought that it would come to this in our fishery or in our great State of Maine. I'm sure you are all familiar with the charges that were made against our Downeast Representative Billy Bob Faulkingham for child labor violations. When I heard it, I could not believe it. This is a case where political hatred has been carried way too far. We cannot run this country or our state on hatred, it just makes it all worse.

I feel sorry that we need to devote time and space to recognize that these kinds of things are actually happening. Everyone is reeling about this, so I thought that my article is a good place to start. I will get back to the fun things in my next issue. I have some suggestions lined up from readers that would like to share. Thank you so much for reading and participating in my articles!

To my understanding, this person (who doesn't warrant the attention of giving a name), observed Billy Bob as much as two years ago with this observation. This person is also a native of Massachusetts and has been observing and irritating us for a while now. Forgive me, but why doesn't he do this crap to the state that he is from? This is no reflection on the natives from Massachusetts. I have been paying a lot of attention to this, belonging to the Downeast Lobstermen's Association as well and have been seeing this coming up the pike for a while now. First, why attack Downeast Maine? The fishery is the most that we can hang onto for our living and heritage. There are no shopping malls and sprawls of restaurants and

strip malls in Downeast Maine. The fishery is our mainstay and I believe it always will be.

What do we have in Downeast Maine? We have blueberry season, clambers, lobstermen, bait dealers, boat yards and builders. There are also wood cutters and great supplies of wood for heat. I can't leave out the wreath makers that so generously make these wreaths for "Wreath Across America." We have one laboratory that is run by Brian Beal called the Downeast Institute. It is also called the School of Marine Sciences.

I am very grateful for all the Mainers that have shared pictures of their family working on the boat. This is very generational for most of us here. There have been pictures of boats with family, pictures of the potato fields in Northern Maine with families, blueberry fields that kids always had summer jobs raking blueberries. This was our mainstay here. Thank you for all of the suggestions from everyone that has participated with me. Going back in time, we had newspaper boys and girls, kids used to mow lawns (we didn't use professional landscapers), and also shoveled driveways before plows became popular. I worked on a farm where we were transported to the farm by one of our mothers and picked strawberries, green beans and whatever else that needed to go to the local markets. This list can go on and on and I am proud of the work ethic that was instilled in all of us. The glory of this work was that it gave us kids spending money that we earned ourselves.

Let's not get carried away with all of

this political mumbo jumbo and ruin it for our kids and families. We do not need the infiltration that is happening at the Kittery Bridge. When they put Vacationland on our license plates, we did not mean to come here, vacation and then buy up all of the property and take it all over with political agendas. This is also why we had to establish an association to protect our waterfronts, called Working Waterfront. At this point, we have very little working waterfront that leaves access for our fishermen to work, pile their gear, access for the boats to ground out and even launch their boats in the spring. The boatbuilders need access to the waterfront to launch when a boat is finished and ready to go overboard. The need goes on and on and it is diminishing more each year.

If you're reading this, I have one question about this, did you ever buy your newspaper and pay a young person to deliver it to you every day? Or perhaps you had a group of young people wash your car and you paid them for their cause? How about the little fellas that set up a lemonade stand and also had something like whoopie pies to sell along with the lemonade?

Here in Maine, we are going to teach our kids work ethic and try not to have their

faces in a phone or I pad. This is what society is trying to do, brainwash our kids with all of this exposure to things that will actually deter them from socialization with fellow human beings.

I also saw a blurb about promoting safety. All of the student lobster license programs and our apprenticeship programs require taking a safety course. We have access to safety programs such as John McMillan's safety program that also takes place at the Maine Maritime Academy. We also teach safety any way that we can. My daughter, Christy, grew up to be a safety manager at the International Paper Company in Auburn. This is the result of her working when she was a child growing up either on the boats or the trap shop. Our nephew Ed, also worked in the trap shop and grew up to be the Port Engineer in Portland, Maine with McAllister Towing. We are very proud of these "kids" that worked hard when they were young. If you ask them, I believe they actually enjoyed the work and having something constructive to do during the summer months.

Keep up the good work and we are proud of all of you!

Maine Dept. of Marine Resources

2025 Maine Commercial Fisheries Value Again Tops \$600 Million

March 6, 2026

AUGUSTA, ME – According to preliminary data released by the Maine Department of Marine Resources (DMR), Maine's commercial harvesters earned \$619,053,489 in 2025, which was the 14th consecutive year commercial fishery earnings surpassed \$500 million.

"Once again, Maine fishermen and sea farmers in 2025 delivered premium products sought by consumers around the world who value nutritious, sustainably harvested seafood," said Maine Governor Janet Mills. "Through their hard work and dedication, Maine's fishermen and aquaculturists are providing a strong foundation for our economy and preserving Maine's heritage for generations to come."

Maine lobster harvesters landed 78.8 million pounds in 2025 and again topped all other fisheries with an overall landed value of \$461,384,405 on the strength of a \$5.85 per pound boat price, which is the third highest boat price on record.

However, while the boat price and overall value for lobster remained relatively high, buoyed by strong consumer demand, inflation took its toll on the industry. "When adjusting for inflation, the overall value of lobster in 2025 was more in line with the value earned in 2008," said DMR Commissioner Carl Wilson.

"The impact of inflation on fishermen in 2025 not only challenged their bottom line, but when combined with market uncertainty due to tariffs, and a late molt that limited access by the summer fishery to new shell lobsters, it may have caused many to change fishing behavior, including limiting trips," said Commissioner Wilson. In fact, according to DMR's landings program, Maine lobster harvesters took over 21,000 fewer fishing trips in 2025 than in 2024, a nearly ten percent decline in fishing effort. "This combination of factors likely contributed to the decline from 2024 to 2025 in the lobster harvest of more than eight million pounds and a decrease in the overall value of more than \$75 million."

Maine's softshell clam fishery was again the state's second most valuable in 2025 with an overall value of \$21,591,878, a jump of nearly \$6 million over 2024. Maine clambers increased their harvest over 2024 by 441,578 pounds and saw an increase in price

at the dock from \$2.72 per pound in 2024 to \$3.49 per pound in 2025.

Atlantic Menhaden, a favorite bait for Maine lobster harvesters, was the third most valuable fishery in Maine in 2025, earning fishermen \$18,962,057, an increase of more than \$5 million over 2024. Landings in the fishery jumped from 26,735,331 pounds in 2024 to 31,394,325 pounds in 2025.

Maine oyster harvesters and growers continue to see increasing demand for their product, which was the fourth most valuable in 2025, at \$16,179,031. "The reputation for Maine oysters continues to grow as consumers prize their clean, briny, sweet flavor which comes from the cold clean, nutrient rich waters along our coast," said Commissioner Wilson.

Maine scallops were the fifth most valuable commercially harvested species in 2025, earning both fishermen and aquaculturists \$9,344,477. "Maine scallops continue to provide a vital winter fishery for harvesters, an emerging opportunity for aquaculturists, and a delicacy for consumers," said Commissioner Wilson.

Elver fishermen harvested 7,797 pounds of baby eels in 2025 and earned \$6.9 million, placing the fishery as the sixth most valuable.

More information on 2025 landings, including the value of each fishery adjusted for inflation, can be found on the DMR website.

Chris Welch Receives 2026 DMR Andy Mays Award of Excellence

March 9, 2026

Department of Marine Resources Commissioner Carl Wilson presented Chris Welch of Kennebunk the annual "DMR Andy Mays Award of Excellence" at the recent Fishermen's Forum in Rockport.

Commissioner Wilson praised Welch, Chairman of Maine's lobster management Zone G Council, for his work with lobstermen in southern Maine to implement a rapid and coordinated response during last winter's unprecedented aggregation of North Atlantic Right Whales (NARWs) near Jeffreys Ledge. "Chris was instrumental in bringing lobstermen to the table to craft a solution to avoid entangling the nearly 100 NARWs, while allowing fishermen to keep gear in the water," said Commissioner Wilson.

"This was a unique challenge that had

Continued on Page 20

Commercial Fishing News

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

From the Director –

Here we are working on the May issue already! Today is actually Easter and we really haven't seen Spring yet. It is cold and raining. This has been without a doubt, the longest "winter" that I have seen in a long time. We will keep the faith and try to get ready for this year's season "one day at a time."

We already have the Fishermen's Forum behind us. It is hard to believe because the event is always a year in the making. We are already having meetings to do with how the event went and what can we do to improve it. Please, if you have any suggestions or observations about the Forum, please let us know. This has become such a large event with a lot of participation involved to make it go well without a hitch.

We don't always have a presentation of the Distinguished Service Award, but this year we were proud to present it to Brian Robbins. Brian goes back to the beginning of the Forum as a participant, then he served on the Board of Directors, entertained us with his magical guitar and always helped above and beyond with getting all those massive diesel engines inside and displayed on the ground floor. He also spent many years working for the Commercial Fisheries News and always put himself in harm's way to take oncoming pictures of newly launched fishing vessels. At the end, he kept the publication going until he just had to say enough, but he put his best effort into it. Thank you Brian!

We had a big hit with the accusations aimed at Rep. Billy Bob Faulkingham recently. The associations as well as our fellow fishing families have weighed in on this situation. One "trouble maker" took Billy Bob to the Department of Labor, along with fines and accusations that is exactly what it is, just causing more trouble for our Maine

Fishery. D.E.L.A. has been promoting for years about protecting Downeast and our traditions and heritage. It was just a matter of time before it "hit." There are so many posts and messages concerning this that I don't know which one to believe. I just know that we all need to stick together and uphold our heritage or it will be gone forever.

I am proud of each and every one of our kids for generations for the mentoring and guidance that our kids have received by working with their parents, relatives or good neighbors. It is much better than having our kids on their phones, letting the real life just pass them by and not learn anything useful. We did receive a letter from our Commissioner reassuring us that they will do their best to protect our fishing families. We can't let these troublemakers take advantage of our wellbeing. They know nothing about it and don't have a nickel in it.

D.E.L.A. welcomes a new member, Craig Hugel of Yarmouth, Maine! Welcome aboard Craig, the more that belong, the stronger our voice is with the issues. Please remember that with each new membership, you will receive the Maine Coastal News in the mail. If you haven't received yours, let me know so we can get you on the mailing list. You are also welcome to send along your opinion about an issue, we will share and listen to what you have to say.

Get ready with your opinions as the Zone meetings are coming up again. The draft agenda for these meetings are Maine Lobster Marketing Collaborative Nominations. This is a good opportunity to have a seat on the Board and weigh in on the marketing side of our lobster industry. DMR Business: Lobster science update, Marine Mammal Science Update, Lobster Advisory Council Conservation Management Discussion. Then there is always the opportunity to discuss new business or a subject that you'd

like to bring up. Try to attend if you possibly can.

Another upcoming announcement is the Winter Survey of the Maine Research Wind Energy Area that has been extended to begin in April 15th. No, it has not gone away yet, we must always pay attention to what is going on around us. If the survey is unable to operate due to density of gear within the survey sites, DMR will send out additional notices providing details as to when gear would need to be removed. The F/V Northern Lights will be monitoring channel 16.

We are still getting questions with concerns about the gauge and vents for our future season. This goes along with concerns about the ropeless gear, the comments for the whale rule and now we are looking at the labor laws. Please understand that all of the associations are staying in touch with this and although we may not always agree individually, we all work together for these same causes that affect our future. We en-

courage membership more than ever. As we have always said, the more the membership, the bigger the voice. We have membership forms in this issue of Maine Coastal News.

Take care and good luck with the future of this new season. Take care, Sheila




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The Ocean's Underwater Ears: Tracking North Atlantic Right Whales Using Sound

Scientists are acoustically monitoring endangered North Atlantic right whales in the Southeast U.S. The data we collect help us understand their presence in their calving habitat.

March 02, 2026

In the vast, blue expanse of the U.S. South Atlantic, a mystery unfolds every year. The North Atlantic right whale, one of the world's most endangered large whales, embarks on a long journey from northern feeding grounds to southern calving waters. But how do you discover the movement patterns of a giant that spends most of its life hidden beneath the waves?

Meet the SoundTrap—the underwater audio recording device that's changing the game for monitoring whales. SoundTraps are passive acoustic monitoring devices built for long-term, continuous archival recording. They're typically deployed by NOAA Fisheries scientists for 6-months at a time. Later, scientists retrieve these units to analyze the vast amount of underwater audio captured during their time on the seafloor—including sounds from vocalizing animals.

Monitoring Right Whale Movements

Monitoring the North Atlantic right whale isn't just about curiosity; it's a science-based strategy for supporting the conservation of a species with approximately 380 individuals remaining. We use the best available science to inform management decisions.

We monitor the movements of right whales in the Southeast United States because this region serves as the species' only known calving grounds. It's not just the mom-calf pairs that are seen here; nearly a quarter of the existing population can be found in the South Atlantic during the winter and spring months. NOAA Fisheries scientists use passive acoustic monitoring to detect these whales in their calving grounds, and to monitor and understand shifts in their migration patterns. Acoustic detections recovered from passive acoustic technologies like SoundTraps can help scientists identify new migratory patterns and understand where specific whales were at specific dates and times. This helps us promote a sustainable coexistence between thriving marine industries and North Atlantic right whales.

Beyond distribution monitoring, these

acoustic data are a goldmine for understanding habitat use, behaviors, and vocal variation. This is important so we can identify key behavioral patterns that allow us to take an active approach in species conservation. These data also give insights into how whales interact with human-made threats like vessel traffic.

From Sound Waves to Migratory Maps

By acting as the "ears" of the ocean, SoundTraps provide a continuous, high-fidelity window into the movements of the North Atlantic right whale. We strategically deploy SoundTraps throughout the entire southern region of the species' range. For the 2026 right whale calving season, we placed SoundTraps from Hatteras, North Carolina, all the way down to Cape Canaveral, Florida. All of this work is conducted from a small boat that is trailered up and down the Southeast.

Once we retrieve these recorders, scientists use the Low Frequency Detection Classification System, a specialized detector. It sifts through months of audio to pinpoint upcalls, the signature vocalizations used by North Atlantic right whales of all ages.

Experienced analysts then verify these acoustic detections, transforming raw sound into a detailed map. By identifying patterns in the data, researchers can monitor exactly when right whales are moving south to calve or north to feed, revealing how these cycles shift annually or over decades.

Efficiency of 24/7 Underwater Monitoring

Researchers have historically relied solely on aerial surveys and vessel-based operations for real-time monitoring and mitigation, photo identification, and genetic sampling. The advent of long-term acoustic recorders has revolutionized how we monitor habitat use of these endangered giants. Long-term, continuous recorders allow for acoustic monitoring 24 hours a day, 7 days a week, for extended periods of time and in all sorts of weather. This level of monitoring isn't feasible for human researchers. The use of passive acoustic technologies reduces limitations such as daylight, visibility, good weather conditions, and personnel requirements.

Complementing aerial and vessel monitoring with advanced technologies like SoundTraps allows scientists to form a clear and often continuous, after-the-fact, picture of species behavior in the absence of any

visual observations.

While acoustic monitoring is still subject to challenges like vocalization rates and background noise from shipping traffic, it offers a remarkably continuous and reusable monitoring platform. Perhaps most importantly, the raw data captured serve as a permanent archive. This allows future generations of scientists to revisit and analyze these underwater recordings for decades to come.

As the sun sets over the Southeast coast, the SoundTraps remain active, silently documenting the movements of North Atlantic right whales. Each retrieval brings us closer to understanding the shifting rhythms of the species, providing the evidence-based roadmap needed to aid species conservation.

More Information

Learn more about how you can help right whales. Remember to report all right whale sightings from North Carolina to Florida to (877) WHALE-HELP/(877) 942-5343, and from Maine to Virginia to (866) 755-6622.

New Research Reveals Broad Spawning Distribution for Bluefin Tuna

Larval and reproductive sampling from 1955 through 2021 reveals that bluefin tuna may have a nearly continuous spawning area from the Northwest Caribbean to the Slope Sea.

March 12, 2026

Atlantic bluefin tuna migrate over long distances and spend much of their lives in the open ocean, making them notoriously challenging to study. A question persisted for decades: Where exactly do they spawn in the western Atlantic? Now, new research provides more clarity.

Diving Deep into Seven Decades of Bluefin Tuna Data

Working with partners, NOAA Fisheries scientists did a deep dive into bluefin tuna spawning patterns. They compiled a large dataset from fisheries surveys, archive and museum specimens, and research cruise reports going back to the 1950s. Their analysis included more than 35,000 plankton tows, and they examined nearly 5,000 individual tuna larvae. The results, published in *Progress in Oceanography*, indicate that bluefin tuna have a much broader spawning distribution than previously recognized. In addition to the known spawning ground in the Gulf of America, bluefin spawn in: Northwest Caribbean Sea; North of the Bahamas; Blake Plateau; Off of the Carolinas shoreward of the Florida Current; and Western Slope Sea (an area off the Northeast U.S. continental shelf, between the shelf break and the Gulf Stream).

Of these areas, the northern Gulf in the late spring and the western Slope Sea in the early summer produce the most larvae. The results suggest that bluefin spawn in a continuous area during a prolonged spawning season. Spawning starts in April in the southernmost areas—the northwest Caribbean and southern Gulf of America—and ends in early August in the northernmost spawning area, the Slope Sea.

Research fish biologist Dave Richardson, the lead author of the study, explained, "Previous larval studies outside the Gulf of America were often based on a single year of sampling. When we compiled data from many surveys, the consistency was remarkable. When you sample the same area at the same time of year, you consistently find bluefin larvae. This confirmed the pattern we've seen in recent years has been going on for a long time. For example, bluefin larvae have been collected from the 1970s through the 2000s in both the Yucatan Channel in the south and the Slope Sea in the north."

Historically, bluefin tuna have been managed as two stocks—one that spawns in the Mediterranean Sea (the eastern) and the other that spawns in the Gulf of America (the western). Recent larval and reproductive sampling added the Slope Sea to the list of known spawning grounds. Previous research suggests that the populations may mix in the Slope Sea. The scientists conducting this study wanted to know where else bluefin tuna spawn. Mapping all of their spawning grounds is critical to provide a more realistic picture of the population structure. It could also show the extent to which there are unique groups of fish that primarily interbreed with one another.

How do scientists know where fish spawn?

This collaborative team set out to evaluate bluefin tuna spawning patterns in the western North Atlantic since the 1950s and uncover potentially undocumented spawning grounds. They also wanted to understand how long-term environmental change might be affecting where and when bluefin spawn.

The most reliable way to document where fish spawn is either to catch adult fish in spawning conditions or to collect larval fish—most are fewer than 10 days old—in plankton tows. These direct methods provide high confidence, but they require sampling the right place during the right season, which can be tricky. This is particularly a challenge for highly migratory fish like bluefin tuna. Sending a research vessel into the open ocean to search for larvae is expensive and labor intensive.

Researchers can also predict where fish spawn using indirect methods like habitat models and geographic data from electronically tagged adult fish. These methods can cover a larger area and provide clues that tip off researchers to previously undocumented spawning grounds. However, they still need larval or reproductive samples to be certain.

Both direct and indirect methods helped scientists pinpoint bluefin spawning grounds. They used sea surface temperature patterns and data from electronically tagged bluefin to identify areas and seasons that might support spawning. Previous research indicates that bluefin tuna spawn at temperatures from 73–82 degrees F (23–28 degrees C). They then relied on larval or reproductive sampling to confirm whether those areas were spawning grounds.

Bringing Dark Data into the Light by Exploring the Archives

For this comprehensive study, scientists analyzed larval and reproductive data for bluefin from: Research surveys; Museum and archive samples dating back to 1972; and Cruise reports, published data, paper records, and field notes dating back to the 1950s.

Most of the research surveys had other objectives that happened to bring them to bluefin spawning grounds at the right time to collect larvae.

The Southeast Area Monitoring and Assessment Program, a state-federal program that collects fishery-independent data in the southeast United States, contributed the most bluefin larvae to the analysis. Since 1982, the program has been consistently sampling the northern Gulf of America during the peak spawning times of April and May.

Plankton sampling on NOAA Fisheries Northeast protected species monitoring surveys also contributed larval samples, particularly the Atlantic Marine Assessment Program for Protected Species. Because these NOAA Fisheries surveys have used consistent larval sampling protocols since the 1970s, scientists were able to use them to compare larval abundance between areas.



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Museum and archived samples were critical to this analysis. Scientists measured larval bluefin tuna abundance in previously unsorted plankton samples collected from 1982 through 2021. They also reanalyzed museum collection samples dating back to 1972. Many bluefin larvae were actually “hiding in plain sight”—not identified at the time because larval fish guides stated that bluefin larvae were only found in the Gulf.

“Larval fish look nothing like their adult selves. Fins, pigment, even mouth and eyes develop over the first few days or weeks after hatching,” explained Katey Marancik, a research fishery biologist and co-author.

“We need to rule everything else out to confidently identify the species. This takes skill and experience. It comes down to minute details under a microscope, like specific and unique pigment patterns, that change as the larva develops. We did this several thousand times.”

This re-analysis was possible because of academic and government institutions that preserve and store plankton samples: Harvard Museum of Comparative Zoology; College of Charleston Grice Museum; Smithsonian Museum of Natural History; Virginia Institute of Marine Science Nunnally Ichthyology Collection; North Carolina State Museum of Natural Science; University of Rhode Island; Oregon State Ichthyology Collection; NOAA Fisheries larval fish archives at the Northeast and

Southeast Fisheries Science Centers.

“When we think of fisheries, we think of the adult fish that we catch and enjoy as seafood. This study shows the value of ichthyoplankton data—data on fish in their egg and larval stages. It also demonstrates how archives and museums allow researchers to go back and reexamine samples and data from the past,” said Jon Hare, director of the Northeast Fisheries Science Center.

“It is exciting to see this careful and thorough analysis change what we know about one of the ocean’s most iconic species.”

Finally, scientists used reproductive data from fisheries survey reports, published data, paper records, and field notes from exploratory longline surveys going back to the 1950s. From the 1950s to the 1970s, scientists were evaluating the commercial viability of tuna fisheries with exploratory longline surveys. During these surveys they were also often documenting the reproductive status of the fish they caught. Later, during the 1980s and 1990s, scientists focused on sampling the well-documented spawning grounds in the Mediterranean Sea and Gulf of America. They assumed minimal spawning was happening outside of these areas. Based on new evidence, scientists today are looking more broadly again for bluefin spawning grounds.

Continued on Page 22



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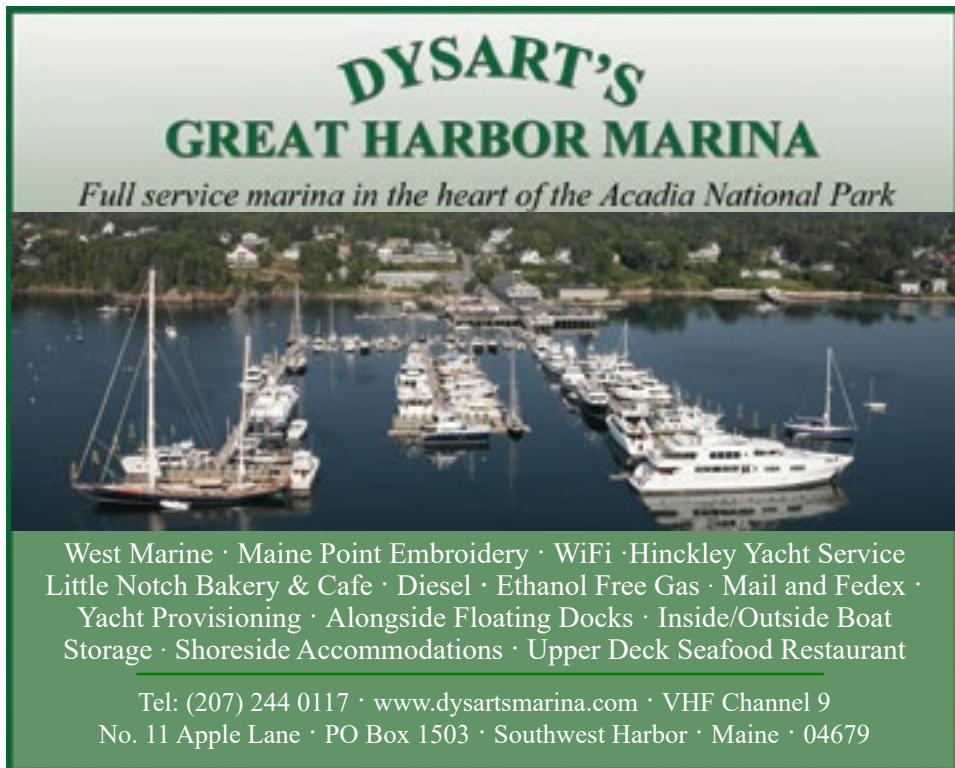
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Boat And Ship Yard News



This is a South Shore 42, which is being finished out as a tuna boat for a customer from Montauk, New York at A. R. Kennedy Custom in Steuben.



In the far bay is a Wayne Beal 36, which is being finished out as a split wheelhouse lobster boat at A. R. Kennedy Custom in Steuben.

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A. R. Kennedy Custom Steuben, ME

The big project this winter has been finishing out a South Shore 42 as a tuna boat for a customer from Montauk, NY. The owner basically will be living on board and the fish he catches will be sold to New York restaurants.

For accommodations, this boat has a full captain's quarters to starboard, a full head with separate shower to port and a crew's quarters with two berths, upper and lower in the bow. On the starboard side forward is a place to store a number of rods and reels. Up in the main salon there is a galley, with a microwave and refrigerator; four pull out drawers to starboard; a settee with dining table, a day berth to starboard and two helm seats. Out in the cockpit there is a live-well, tuna coffin, 80 gallons of water and 720 gallons of fuel.

She will also have a 10,000-watt generator, two air conditioning units, one down below and the other up in the shelter; a surveillance system, forward looking infrared, satellite TV and Starlink.

This is a high-end build where everything will be Awlgrippped with a small amount of wood trim. Roger is not a fan of wood trim, but he has an employee who

loves wood trim. There will also be a 2-inch drop ceiling and all the pieces in that will be a nice hardwood with a good finish that does not have to be maintained. The fiberglass hatches are custom with drain gutters and finished flush to the deck.

If you are wondering how well the finish is underneath the washboards it is absolutely smooth as well as under the toe kicks. This took almost two months to make perfectly smooth. Roger Kennedy, owner of the shop, explained, "When we agreed to do this project it was all going to be gelcoat. Well, I can do a gelcoat finish 10 times quicker than we can do all this for Awlgrip, because Awlgrip shows everything. It has to be perfect."

Roger added, "It is going to be something when were done and I will be super happy when it's done. I don't want to do another, but I'll probably will because I don't know any better. It's a lot more fun to do a quick lobster boat like that 42 Mussel Ridge we did last year."

In the next bay over they have a Young Brothers 42 lobster boat in for her 20-year upgrade. When she was built, they used to put the centre bearing in because they used inside and outside boxes. The centre bearing had come loose and hollowed out the inside of the keel. They have rebuilt the keel and Roger's brother B redid the hauler. They then just did her regular annual maintenance, Before the Young Brothers 42 they

had JANICE ELAINE, a Northern Bay 38 lobster boat, in for a major upgrade. Roger said, "We redid the floor in Philly-clad, re-gelcoated under the washboards, outside of the wheelhouse and just gave her a spruce-up. She is 19."

Roger and his son Lance have been finishing off a Wayne Beal 36 as a split wheelhouse lobster boat for Lance on weekends. They have added a set of chines and Roger said that it took a lot of work to make them look right. To do that he cut them so that they could curve them up. Another change came when they cut the windshield and converted it from four to three windows. He added, "I love three windows, but mostly I did it because if you stand right at the helm your visibility is perfect with a split wheelhouse. You don't see anything in the way. Plus, I like three windows because they give you that lower squatted look with wider than tall windows. Kind of looks like a 1950s Merc. chopped."

For accommodations she can sleep two comfortably down below with a big settee, a place to store tuna fishing rods and a galley that will contain a microwave. She will also be fitted with a full rope locker for trawls and a tailgate.

This boat will be powered with a 505-cu. in. 350-hp Cummins. "She will not be the fastest, but this is his first official boat and so long as he can get from A to B, that



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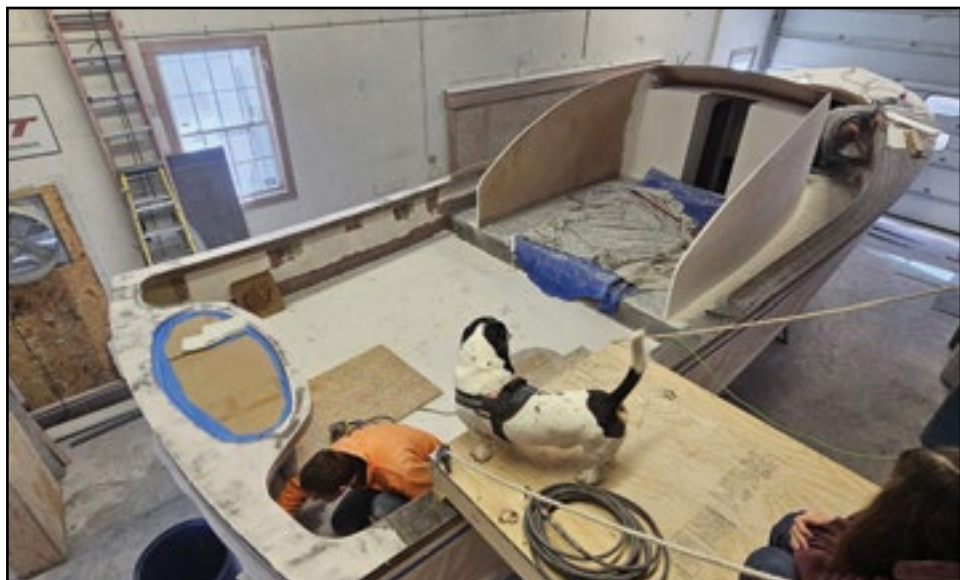
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Boat And Ship Yard News



This JC 31 came in and was supposed to be a simple rebuild into a sportfishing boat at Eaton's Boat Shop on Deer Isle. However, that has changed dramatically becoming a walkaround center-console with a V-berth and head.

The 47-foot Downeast cruiser under construction at Brooklin Boat Yard in Brooklin is really taking shape.

is good," said Roger. "I am sure he is going to play at the races, but it isn't going to be a 40-mph boat. His budget wasn't at 40 mph, but she will go good."

her accommodations will include a head, a hydraulic room, and a small V-berth.

Eaton's Boat Shop Deer Isle, ME

In the shop the last two winters has been a JC 31, which came in as a relatively simple upgrade, but that has become a little bit more complicated. She came in last year and they opened her up to see just what they were dealing with. When they got her opened up, they realized this was going to be a bigger project than they first thought, basically they have taken a 40-year-old boat and made a new boat out of it.

To create the centre-console, Jeff Eaton, owner of the boat shop, said "This boat was going to be just one level all the way forward, nothing down in the bow, with just an engine box that you could move out of the way, and a steering helm with a four-post stainless steel top. Then the owner went down to the Keys and saw a boat that he liked and took some pictures of it and said, 'This is what I want now.'"

She had been a twin engined boat, but that has been changed to a single engine, by plugging all the holes, grinding down the inside and outside of the hull and reglazing, adding a full keel, new fuel tanks, bow thruster, a new 550-hp Yanmar with a 2:1 Twin Disc gear, and all the running gear (shaft log, shaft and boxes). Down below

When asked about the centre-console, Jeff explained, "To be honest with you, I made this with four tires off my truck. I took two threaded rods and bolted all my snow tires together and laid up a thin layer of hard glass. I placed it right around the tires and fastened it on each side and then glassed over it. Once it cured it held the shape and I popped it off. It came out pretty good. I am happy with it. It looks like an old Studebaker when you stand back and look at it."

Continued on Page 18

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Boat And Ship Yard News



Peter Kass announced his retirement last year and began finishing of a 34-foot pleasure boat for himself on the left work bay at John's Bay Boat in South Bristol.



The former lobster boat SUSAN JANE is being converted from a lobster boat to a pleasure boat at John's Bay Boat in South Bristol.

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Continued from Page 15

Down the sides are the washboards and they are made of Coosa, which will have two or three rod holders on each side. They also made sure that the height of the rail was above the knee making it safer to fish from. They will also put a coaming on the inside and a guard on the outside.

Up on the bow Jeff thinks he would like to put a windlass on the bow for hauling the anchor and find a stainless-steel bracket so the anchor can be hauled up right over the stem.

Presently they were glassing in some cubbyholes around the cockpit and Jeff was fairing the inside of the hull. Then they will add some knees to strengthen the washboards.

This project will take them right into the spring and they are thinking that she will not be done when they need to be ready

for lobstering. Jeff was hoping to get it far enough along that he could ship it over to Long Cove Marine to get the wiring and mechanical items completed.

The owner arrives on Deer Isle around the first of spring and leaves mid-fall and then heads to Florida and they hope to have her done so she can go south.

So, if the JC 31 is not finished that will be the first project they tackle next year. Then Jeff's brother-in-law, who has a Mitchell Cove 20, needs a new top. They patched it up, but it really needs to be replaced. The owner of a Calvin Beal 36 is looking to have some work done. The work includes adding a visor, putting down a rubber floor in the cockpit and some other minor upgrades. Jeff's boat needs some work on his fiberglass rudder done. She shows wear and the last time he grounded out the rudder box was leaking and that needs to be removed and rebedded. Then there is the usual annual

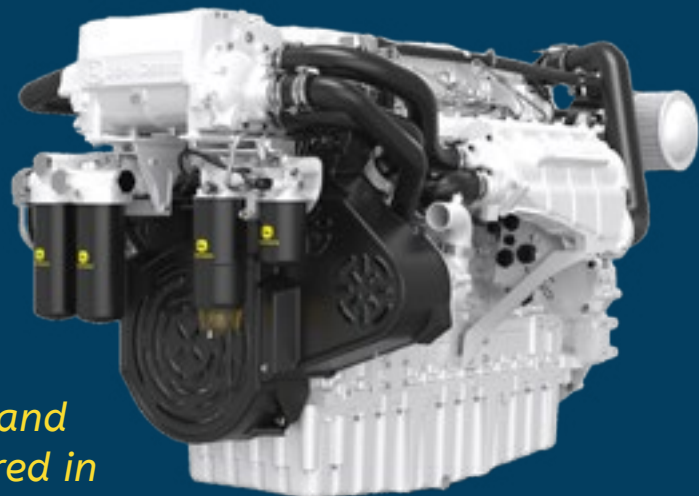
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Boat And Ship Yard News



This a view into the main salon showing the roughed in interior of the former SUSAN JANE, which is being converted into a pleasure cruiser at John's Bay Boat in South Bristol.

maintenance. He is hoping that there will be several minor projects next year and not one huge project as he would like to fit in a trip south with his wife and the dogs.

John's Bay Boat Co. South Bristol, ME

The 38-foot lobster boat SUSAN JANE, built by John's Bay Boat back in the late 1990s, came in the middle of November and has been undergoing a major transformation. She is going from a work boat to a pleasure cruiser. As soon as she was in the shop last November, they began by removing the shelter and her 3116 Caterpillar diesel engine. She is now repowered with 6.7-liter Cummins, which has been moved back behind the bulkhead, which meant they had to shorten the shaft. They also had to replace some of the main bulkhead. The shelter is currently being replaced and has been made longer so as to house a helm seat, galley, and settee. This has all been roughed in and now just needs the final finish pieces added. They have done some work on the accommodations, but the owner's plan is to finish that next year.

With all the big work done they feel good about getting to a point that they can launch her later this spring and her owners can enjoy her during the summer and bring her back to have the rest completed next fall.

As soon as she is in the water, they will begin their railway work, which will keep them busy from spring to fall.

Peter Kass' personal boat is coming right along. She is a 34-foot pleasure boat, which he and his wife will enjoy cruising the coast of Maine. The hull is done and painted, the deck and trunk is complete and he is now working on her interior. Peter had also just learned that his gear was in and that he could pick it and the engine, also a 6.7-liter Cummins, up anytime. Peter said she will not be done this year, but definitely the following year.

J. D.'s Marine Fabrication Yarmouth, ME

Jake Dugas, whose father owns Royal River Boat Yard in Yarmouth, has left their

employment to open his own fabrication business at the yard. He officially opened up in October and has been getting busier and busier and is now booked out through mid-summer.

Jake started welding in vocational school through his high school. He then went to work for D & G Machine for a brief time in 2013-2014. He left there and went to work at Cumberland Iron Works for about six years before returning to the boat yard for several years. His love was with fabricating and that is the reason he opened his own shop.

He has the ability to work with steel, stainless steel, and aluminum welding either at the shop or on the road. He recently completed a stern extension on a Wayne Beal 36 lobster boat in Harpswell; adding a tailgate on a Calvin Beal 44, which is now in Gloucester scalloping and is now working on a rudder that needed some changes made to it. Next, he will be building a trap rack. This will be followed by a lobster tank, a radar mast, and some aluminum benches.

Jake also said that he has not given up on doing boat repair, which he would do if the project is interesting.

Little River Boat Shop Cutler, ME

Presently in the shop they have the Wesmac Superwide 46 lobster boat BOTTOM LINE from Corea. They pulled the propeller shaft and put a new stern cutlass bearing in the shaft tube and added new rubber isolators underneath the engine. To pull the propeller shaft they had to remove the rudder. Some

Continued on Page 20



In for drive train work and minor repairs is BOTTOM LINE at Little River Boat Shop.



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Maine Department of Marine Resources News

Continued from Page 10

no playbook,” said Commissioner Wilson. “Chris brought lobstermen together to work with DMR on a plan that relied on a combination of NARW sightings data from survey teams across the region including DMR’s whale monitoring program and data from vessel trackers on federally permitted lobster vessels to identify areas that had the highest risk of entanglement in lobster gear.

“Chris helped coordinate a meeting with fishermen and DMR staff within days of the first sighting of the whale aggregation in January to develop a novel solution involving fishermen dropping one of two vertical lines on their string of traps,” said Commissioner Wilson. “Lobstermen leaned into this challenge and proactively developed a plan to reduce entanglement risk.”

Throughout the NARW’s range survey scientists from many organizations document most of the individuals in the population each year and, to date, no entanglements of any whales from the aggregation have been observed.

“The input of fishermen to craft an out-of-the-box solution has paved the way for future efforts to manage risk to this endangered species in a way that also protects the livelihoods of Maine lobstermen,” said Commissioner Wilson.

“Chris is a natural born leader. He’s been on the Maine Lobstermen’s Association (MLA) board since 2016 and currently serves on the MLA executive board, providing strategic guidance for MLA. His ability to think critically and work collaboratively to solve complex problems has benefited this industry for years,” said Commissioner Wilson.

The award is named for Southwest Harbor fisherman Andy Mays who passed away in 2017, but who left an important legacy of participation in the management and regulatory process.

Evan Whidden Named Maine Lobstermen’s Association Marine Patrol Officer of the Year

March 10, 2026

Marine Patrol Specialist Evan Whidden was again honored with the Maine Lobstermen’s Association Marine Patrol Officer of the Year Award during the recent Fishermen’s Forum. Specialist Whidden, who joined the Marine Patrol in 2020 and serves in Section Two which runs from Harpswell

to Bremen, also received the honor in 2023.

In nominating Specialist Whidden, Sergeant Wesley Dean recognized both his work ethic and professionalism. “In 2025, Evan logged 683 hours underway and hauled 9,421 lobster traps, making him the most productive Marine Patrol Specialist in the state and helping ensure the lobster fishery remained well monitored and effectively enforced,” said Sergeant Dean.

“As captain, Evan’s steady leadership and sound judgment are valued by officers within his section and division,” said Sergeant Dean. “Officers trust his decision-making, appreciate his experience, and seek opportunities to work with him. He is self-motivated, knowledgeable about the fisheries, and leads by example during day-to-day operations”

His work to successfully investigate two complex trap molesting cases was an example of the high professional standard he demonstrated in 2025. “Evan’s knowledge of the fishery was clearly demonstrated in these investigations,” said Sergeant Dean. “Trap-molesting cases are among the most difficult cases to successfully investigate and prosecute, requiring detailed knowledge of fishing practices, gear identification, and careful follow-through. In 2025, Evan successfully investigated and prosecuted two complex trap molesting cases, an outcome that is rarely seen in a single year.”

As a former lobsterman, Specialist Whidden brings a unique understanding of the fishery to his job. “Evan’s background as a lobster fisherman gives him practical knowledge and perspective that are well respected within the fishing community,” said Sergeant Dean. “This experience, combined with his steady leadership and consistent performance, makes him a valuable asset to Marine Patrol and deserving of recognition.”

The award, presented last Saturday night at the Fishermen’s Forum in Rockport, is an annual recognition of Marine Patrol Officers who provide outstanding service in support of the Maine lobster industry.

DMR Solicitation of Public Comment Regarding the 700 Acre Island Dredge Project in Islesboro, Penobscot Bay

March 17, 2026

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental

Protection with an assessment of the impacts on the fishing industry of a proposed dredging operation. Gibson Point LLC is proposing to dredge an area behind an existing bulkhead adjacent to 700 Acre Island, off Islesboro, in Penobscot Bay. The project purpose is to ensure safe, all-tide, emergency access to the island.

The area will be mechanically dredged using barge mounted equipment, dewatered on a barge, and transported by truck to an upland disposal site. A map of the upland route from the dredge location to the disposal site can be found in the link below.

The total dredged area will be 14,828 square feet with a total volume of 1,270 cubic yards. The area will be dredged to a water depth of 14 feet. The dredging operation is expected to occur in October 2026.

DMR will accept verbal and written comments about the potential impacts on fishing in the area to be dredged. If 5 or more persons request a public hearing prior to April 20, 2026 DMR will hold a hearing. Comments should be sent to DMR at the email or mailing address listed below by 5:00 pm, April 20, 2026.

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

DMR Solicitation of Public Comment Regarding Dredging of the Kennebec River Federal Navigation Project, Bath

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with

an assessment of the impacts on the fishing industry of a proposed dredging operation. The US Department of the Navy is proposing to conduct maintenance dredging of the shoaled portions of the Kennebec River Federal Navigation Project between Phippsburg and Bath, Maine.

The Navy plans to dredge approximately 60,500 cubic yards (cy) of clean sand from shoaled areas at Doubling Point, Popham Beach, and Bath Reach and place it at a previously used in-river placement area north of Bluff Head (in about 95-100 feet of water) and at a 500-yard diameter placement area located 0.4 nautical miles south of Jackknife Ledge (in about 40-50 feet of water), respectively. Approximately 35,500 cy of material will be removed from the Doubling Point area, approximately 10,000 cy of material will be removed from the Popham Beach area mouth, and approximately 15,000 cy of material will be removed from the Bath Reach area. On average, the combined dredging at Doubling Point, Popham Beach, and Bath Reach takes approximately 8-11 days to complete. Historically, dredging occurs in 2-3 hour periods separated by a 1-hour transit to and from the disposal site. Dredging may occur day or night. Dredging operations are scheduled to begin in 2026 and are expected to occur periodically over ten years between December 1 and March 1.

The material is proposed to be dredged using either a hydraulic hopper dredge or a mechanical dredge. Material will be transported by scow to either the in river disposal site or Jackknife Ledge Disposal Site. The haul route from the Popham Beach dredging location to Jackknife Ledge will be the same route as previously used.

DMR will accept verbal and written

MMA STUDENTS REPOWER LOBSTER BOAT FOR RACING

Continued from Page 1

around and in the end Greg Sanford at Billings came up with a gear that would work. Now it was getting everything in and hooked up. The new two-inch shaft came from Billings Diesel & Marine and that meant the rudder shaft also needed to be 2-inch. They also replaced the fiberglass rudder with a stainless steel one. This they made right in the welding department from designs they had created.

The steering and hydraulic pump were belt driven off the front of the old engine. Alden stated that they thought they could run a PTO (power take-off) stack off the new engine and that would give them more room in the cabin.

They also needed to replace the steering system, which was not a big job.

Griffin added, “We are moving the thru hulls back for the water pickup. The calculations that we have done up at ABS shows the bow coming out more so if we left the thru hulls where they were at for the raw water cooling, we would just be sucking air at full speed.”

An interesting aspect of this project was the work they did with the design of the boat. They had lots and lots of information, but figuring out what it all meant was challenging. They developed a speed power curve, where you can see the hull pressures. They put spray rails on the boat, just to see how spray rails worked, and Devin said it did not really affect the boat, which surprised them.

Several years ago, Doug Reed of the Academy, also the advisor on this project, was trying to come up with an alternative tri-hull lobster boat and the boat they put

up against it was the Holland 38. The Holland 38 actually performed extremely well against the tri-hull showing just how efficient the Holland hull is.

They are now in the final stages and just in time as they need to be out of the bay in mid-March. Fortunately, the boat the Academy has in the bay will not be ready till the end of the March giving them some leeway.

“None of us really knew what we’re doing,” said Alden. “Every step of the way we are learning, figuring it out and making it work. I’m really glad that we chose to do this project, because I am learning so much more than if I did any other project.”

Griffin added, “We can do all of this math and naval architecture-style stuff with the professors and then we have got all the salty Mainers who just come in and give us advice and throw parts at us when we need it.”

When finished they are hoping to make the lobster boat races but are not quite sure which ones since everyone in the team has to do a co-op during the summer.

Alden has been coming to the lobster boat races since he was very young. He said, “We would go on my mother’s 19-foot Eastern TEA CUP. We would watch the races, and I got wicked interested in it. When I was older, I would go out with my friends to the races. We would all raft up and do the whole ordeal. My mother bought her boat (WILBUR, a Holland 32) probably five years ago and she likes to race it at Harpswell, Long Island and Portland.”

All are trying to find a local co-op so they are around and can do some of the races so let us hope they can make at least a few.

Boat Yard News

Continued from Page 19

of the hatches were leaking and they redid them. They buffed and waxed the hull, added new trim tabs, and then did her annual maintenance. She will be back in the water the second week of April. What impressed me on this boat was the metal fabrication, mainly the quarter guards, which were made by Nautilus Marine in Trenton. They had taken a 3-inch shaft and split it on the waterjet. They then welded bolts to the inner side and bolted it on. These will never fail protecting the hull.

Just before this an Osmond 40 from Cutler was in for some modifications. Another Osmond 40 had gone ashore in Jonesport and this boat was destroyed, but the five-foot hull extension was not damaged. The owner of the wrecked boat sold the extension, and this was added to the Osmond 40 from Cutler, minus about a foot. Getting everything to line up was a challenge, but after a lot of manipulation they had were just the way they wanted. What they did was elevate the extension up two inches. Nick Lemieux added, “We didn’t want to drive

the bow down. I believe that originally this was a 38 and they added two feet at H & H and made the 40 mould. The rudder and propeller is ahead a decent amount, so, when you get that much more stuck out over the back it could cause a problem.”

To make sure everything was strong enough they tore up some of the floor and added bulkheads to tie everything together. They then sprayed the hull, new gelcoat on the roof and trunk and repainted the cabin. They built a new aluminum stern extension, added rubber isolators underneath the motor, and put in a new R. E. Thomas inside box.

This boat arrived the second week of January and was back in the water the end of March.

Next in will be OBSESSION [Young Brothers 40], which is coming in for her annual maintenance and electronics work.

She will be followed by a Dixon 45, which had been recently redone by Rich’s Boat Yard in West Tremont. She is in to have a rope locker added, put a winch on the davit and then she will be put up for sale.

With all the scheduled work done the crew will be ready for the fishing season.

Maine Department of Marine Resources News

comments about the potential impacts on fishing in the area to be dredged. If 5 or more persons request a public hearing prior to April 26, 2026 DMR will hold a hearing. Comments should be sent to DMR at the email or mailing address listed below by 5:00 pm, April 26, 2026.

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

Shad Season Nears: Study Highlights How Better Fish Passage Could Rebuild Run

March 26, 2026

Anglers across Maine are gearing up for the thrilling spring arrival of American shad in Maine rivers. Known for their powerful runs and strong fight on light tackle, shad provide a short but exciting seasonal challenge. Popular fishing spots include the lower Kennebec River, Androscoggin River, Saco River, Mousam River, Penobscot River, and Narraguagus River.

Shad have a storied history. During the American Revolutionary War, large runs on the Delaware River helped feed George Washington's troops after a harsh winter.

Once abundant in Atlantic coastal rivers, the shad population today is considered depleted due to several factors including inadequate passage at dams. Despite restoration efforts that have contributed to increasing adult returns to Maine rivers, much of their historic spawning habitat today lies upstream of hydropower dams, where fish passage is often limited or ineffective. Statewide there are 23 rivers that have historical or known populations of American shad, however 18 have a mainstem dam that limits upstream passage. Five of these rivers have no capacity for fish passage beyond the first dam. Yet with over 2,545 river kilometers of potential habitat upstream of these dams, the potential for recovery is significant.

To support efforts to rebuild the shad population, Department of Marine Resources (DMR) scientists and partners have published a study that identifies standards for fish passage at hydroelectric dams that will allow the shad population to recover.

The new study in Transactions of the American Fisheries Society shows that rebuilding shad runs requires very high fish passage - often more than 80 percent of adults need to pass upstream, with high survival for downstream migrants. "Our analysis shows populations can recover, but dams must allow a very high percentage of fish to successfully migrate," said Lars J. Hammer, lead author of the study.

"Maine still has tremendous potential for stronger shad runs," added Sean Ledwin, Director of the Bureau of Sea Run Fisheries and Habitat. "This study provides a framework for making fish passage decisions at dams that will support the restoration of this iconic recreational spring fishery and the many ecosystem benefits shad provide.

While the commercial harvest of shad in Maine waters was closed in 1998, the state has since allowed limited a recreational harvest of shad, restricting the harvest to two fish per day using only hook and line gear.

Shad typically arrive in mid to late May, offering a dynamic start to the spring fishing season. Anglers wishing to target shad should have the appropriate Maine Department of Inland Fisheries and Wildlife freshwater license or saltwater fishing registry documentation before heading out.

Maine Department of Marine Resources Announces 'Alewife Days' Spring Field Trips for Students Statewide

March 30, 2026

The Maine Department of Marine Resources Bureau of Sea-Run Fish and Habitat (BSRFH) is announcing the return of Alewife Days, a spring program that connects students with Maine's annual alewife run through hands-on field trips timed with peak

alewife migration in local rivers and streams.

Each spring, alewives return from the ocean to Maine's lakes, creating a short, high-activity window for observation. Through Alewife Days, students visit local fishways during the run to watch fish climb ladders into their spawning lakes and, in some locations, see sturgeon jumping in the Kennebec and Androscoggin rivers. In 2025, schools from Yarmouth to Calais participated, and BSRFH is working to expand access to more schools statewide in 2026.

"This is a unique window each spring when alewives return in large numbers, and it's an incredible opportunity for students to experience that natural event firsthand," said Sean Ledwin, Director of the Bureau of Sea-Run Fisheries. "We hope students not only see the fish, but also enjoy the natural beauty of Maine's rivers, whether that's spotting eagles overhead or other wildlife along the way."

BSRFH is inviting schools to apply for transportation support to nearby alewife runs during the spring migration. DMR will offset busing costs for schools that qualify. DMR personnel can be available as nature interpreters in select locations.

Schools can register their visit at: <https://forms.office.com/g/n7zaNmQnJT?origin=1-prLink>

Alewife Days coincides with a World Fish Migration Day year, with events happening globally leading up to May 23. Participating schools are encouraged, but not required, to register their trip as part of this international effort, themed "We Are River People." Learn more at: <https://www.worldfishmigrationday.com/>

For additional information, please contact: Theo Willis at theodore.v.willis@maine.gov or 207-894-4537.

Volunteer Opportunity - Spend Your Summer on an Island in Maine!

March 31, 2026

We're looking for a Volunteer Island

Caretaker Duo for the 2026 season on beautiful Burnt Island Light in Boothbay Harbor.

Welcome visitors, share the rich history of the coast, and help care for one of Maine's most beloved lighthouse destinations - all just a mile offshore.

The Department of Marine Resources is seeking two volunteers (retired couple, siblings, friends, or partners) to serve as seasonal caretakers of Burnt Island, working closely in partnership with us at the Keepers of Burnt Island Light.

Position Overview: Caretakers will live on Burnt Island for the duration of the season. The selected couple will stay in the upstairs portion of the historic Burnt Island Keeper's House, which includes private bedrooms and bathroom facilities for their use. The downstairs level serves as a public museum. Kitchen facilities are shared in the Education Center. CPR and First Aid training will be provided. Please note, smoking is not permitted on Burnt Island.

Primary Responsibilities: Greeting visitors and creating a warm, welcoming atmosphere; Providing tours and sharing the history and significance of Burnt Island Light; Routine lawn care and light gardening; Keeping island facilities neat, tidy, and presentable; Serving as calm, courteous points of contact during busy days or challenging situations.

Candidates should bring: A passion for history, storytelling, and Maine's marine environment; A friendly, kind, and courteous demeanor; The ability to remain calm and helpful in stressful situations; Comfortable living in a one-mile off shore, boat-access-only setting.

This is an extraordinary chance to live on the coast of Maine, contribute to public education, and care for a beloved historic landmark.

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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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U. S. COAST GUARD NEWS

Continued from Page 8

HC-144 Ocean Sentry aircrew and MH-60 Jayhawk helicopter aircrew from Air Station Cape Cod.

The Coast Guard Northeast District requested that the mariners activate their Emergency Position Indicating Radio Beacon to assist in finding their location. The mariners did not have a life raft or personal flotation devices.

“Our crews are constantly training for situations like this so they can respond as quickly as possible when lives are at risk,” said Lt. Jeanpierre Freeman. “Because of that preparation and the crew’s fast response, all three fishermen were recovered from the water within minutes of arriving on scene.”

U.S. Coast Guard Cutter Polar Star completes Operation Deep Freeze 2026 mission, departs Antarctica

From U.S. Coast Guard Pacific Area
17 March 2026

SOUTHERN OCEAN — The U.S. Coast Guard Cutter Polar Star (WAGB 10) departed McMurdo Sound, Antarctica, on March 1, after operating for 55 days below the Antarctic Circle and traveling 14,000 miles in support of Operation Deep Freeze 2026.

USCGC Polar Star escorts the motor vessel Stena Polaris, the largest fuel tanker ever to reach McMurdo Station, through the ice-covered Ross Sea during Operation

Deep Freeze 2026, Jan. 21, 2026. Pacific Air Forces operates on a 24-hour basis to provide the U.S. National Science Foundation complete joint operational and logistic support for Operation Deep Freeze. (U.S. Coast Guard photo by Ensign Madelyn Greene)

The cutter marked its 50th year of commissioned service on Jan. 17 while breaking free a cruise ship trapped in pack ice during a six-hour evolution. The Australian-owned cruise ship Scenic Eclipse II contacted the Polar Star for assistance after encountering denser ice than expected, roughly eight nautical miles from McMurdo Station. The Polar Star’s crew conducted two close passes to break the vessel free, then escorted it approximately four nautical miles to open water.

A few days later, the Polar Star and its crew finished establishing a seven-mile channel through fast ice, creating a navigable route for vessels to reach McMurdo Station. Shortly after its establishment, the Polar Star escorted the 600-foot fuel tanker Stena Polaris into and out of Winter Quarter’s Bay through the brash ice-filled channel to deliver more than 6 million gallons of fuel to McMurdo Station.

“I am so proud of how this crew, once again brought their best energy and worked together through every single challenge this year’s mission presented,” said Capt. Jeff Rasnake, commanding officer of the Polar Star. “Despite the heavy toll Operation Deep

Freeze exacts on each individual, mentally and physically, our spirits remain high as we point our compass north and start our journey home.”

In late January, the cutter spent five days moored at McMurdo Station, where crew members helped unload 300,000 gallons of fuel.

After departing, the Polar Star removed the 4,200-ton floating ice pier from Winter Quarters Bay into McMurdo Sound during a joint operation with the National Science Foundation. This cleared the bay for the arriving vessel Plantijngracht to conduct cargo operations via a U.S. Army Modular Causeway System. Shifting ice floes necessitated the Plantijngracht requiring an escort from the Polar Star to reach the protected waters in Winter Quarters Bay.

After cargo operations were complete and the Plantijngracht departed, the Polar Star conducted its fifth and final escort of the season to bring the tug Rachel through late-season pack ice to deliver the new NSF Discovery Pier to McMurdo Station.

“The delivery of the new NSF Discovery Pier is a landmark achievement that will significantly enhance the logistical support for the U.S. Antarctic Program for years to come,” said Cmdr. Samuel Blase, the Polar Star’s executive officer. “This multi-year effort culminated this year with the remarkable trek of the pier from Oregon to the McMurdo Sound, and teamwork between the Coast Guard, National Science Foundation, U.S. Navy Seabees, U.S. Army Corps of Engineers, the New Zealand Antarctic Program, and Tug Rachel for its installation.”

The 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 continuous critical scientific research in one of the most remote regions on Earth.

The Polar Star and its crew also demonstrated its continued support to the Conven-

tion on the Conservation of Antarctic Marine Living Resources (CCAMLR) efforts by safeguarding resources and U.S. national interests through monitoring activity on the high seas in the Antarctic region.

The Polar Star is the United States’ only surface asset capable of providing year-round access to both Polar Regions. It is a 399-foot heavy polar icebreaker commissioned in 1976, weighing 13,500 tons and is 84 feet wide with a 34-foot draft. The six diesel and three gas turbine engines produce up to 75,000 horsepower.

Coast Guard, partner agencies to support historic Artemis II launch

March 31, 2026

JACKSONVILLE, FL — Coast Guard and partner agency crews are scheduled to support NASA’s Artemis II launch beginning Wednesday at the Kennedy Space Center in Cape Canaveral.

Coast Guard crews are scheduled to apply and enforce limited access areas for the launch, which include a security zone, regulated navigation area and a safety zone, to mitigate safety risks to the maritime public and to protect launch infrastructure.

During the Artemis II launch, the Coast Guard’s main priorities are to ensure the safety of the public, astronauts and the marine transportation system in the event of a space vehicle malfunction, and to reduce the risk of mission interference.

Mariners must remain clear of Coast Guard limited access areas when established. To make inquiries about limited access areas or to request approval to transit through or remain within a limited access area, mariners should hail the Coast Guard on VHF channel 16.

Beyond the Coast Guard limited access areas, it is recommended that all mariners remain clear of the launch hazard area for their safety until after a successful rocket launch. The launch hazard area is the area of water along the planned rocket flight trajectory in which hazardous conditions may be present in event of a space vehicle malfunction. These hazards may include free falling debris and descending vehicles or vehicle components under various means of control, which could cause injury, death, and damage to vessels.

MISC. COMMERCIAL FISHING NEWS

Continued from Page 13

Understanding Spawning is Key to Management

Documenting where and when bluefin tuna spawn is critical to understanding their population structure, which is necessary to effectively manage the species. Bluefin tuna are highly valued by both recreational and commercial fishermen. The species has a history of stock depletion from the 1970s to the early 2000s, but recent population trends have been positive.

A new genetic method called close-kin mark-recapture can help evaluate connectivity between spawning grounds. This method uses genetic data to identify half-siblings or parent-offspring pairs, and can resolve complex population structures.

“These new data tell us where bluefin tuna are spawning and when, which gives us an idea of where they are migrating and how much they are contributing to future generations,” summarized Trika Gerard, co-author on the paper and deputy director at the Southeast Fisheries Science Center. “This, combined with information about genetics and population structure, helps managers decide the most appropriate way to sustainably fish for this prized species.”

Timing, Not Location, of Ideal Spawning Conditions has Changed

This study mapped 42 years of sea surface temperatures and looked for changes in suitable areas and times for bluefin spawning. Between 1982 and 2023, spawning areas reached ideal spawning temperatures earlier in the year due to warming ocean temperatures. The Slope Sea in particular is warming faster than other spawning grounds. However, there is little indication that the location of bluefin spawning has changed over the time series.

“Our findings re-affirm that bluefin tuna spawning is related to biology and habitat qualities, rather than arbitrary geographic boundaries. Like most tuna species, they spawn when their internal cues for spawning, including their gonads and energetic stores, match up with external habitat cues,

including water temperature,” clarified co-author Christina Hernandez, an assistant professor of biological sciences at Old Dominion University. “Because of this, they may be more resilient to environmental change than if they only spawned in one area, for example, the Gulf.”

The Windward Passage, between Cuba and Hispaniola, is the only area that was once a documented spawning ground that may no longer be. Longline surveys found fish in reproductive condition there in April from 1955 through 1961. However, a targeted survey in 1976 failed to catch bluefin. We have also rarely observed tagged bluefin migrating to this area in April over the past couple of decades.

A Mystery Left to Solve in the Northwest Sargasso Sea

While this study broadens the known spawning grounds for bluefin tuna, it also makes it apparent that sampling over the years has been uneven. Scientists often rely on finding larvae in plankton samples taken during surveys for other purposes. There could be additional bluefin spawning grounds yet to be discovered.

In particular, scientists are interested in sampling the Northwest Sargasso Sea—south of the Gulf Stream and east of the Florida Current—for bluefin larvae. Bluefin tuna adults occur there in June when the temperatures are right for spawning. Despite including more than 35,000 plankton tows in their analysis, none came from that area. It could be the missing piece to confirm whether bluefin have a continuous spawning distribution.

“We are keeping our eyes open for opportunities to sample in June in the northwest Sargasso Sea, a few hundred miles east of the Carolinas,” explained Richardson.

“The plankton tows we use to collect bluefin larvae are quick, typically taking only 10–15 minutes. The challenge and expense is getting to these areas of the open ocean. ‘Piggybacking’ on existing research surveys can be a cost effective way to sample and ultimately answer longstanding questions about bluefin population structure.”

LOBSTER BOAT RACE MEETING

Continued from Page 7

Beal; Richard Duffy; Jerry Farrin; Will Frost; Corliss Holland; Ernest Libby, Jr.; and Young Brothers, Arvin, Arvid, and Colby. **2013:** Andrew Gove; Freddy Lenfesty; Brian Robbins; Lewis Stuart; David Taylor. **2014:** Calvin Beal, Jr.; Sid Eaton; Jim Preston. **2015:** Osmond Beal; Bill Hallinan; Glenn Holland. **2016:** Clive Farrin; Bert Frost. **2017:** Donn Page; Spencer Lincoln. **2018:** Keith Young; Richard Weaver. **2019:** Galen Alley; Wesley Lash. **2020:** Vance Bunker; Wayne Canning; Doug Carter; Keith Otis; and Chuck Williams.

Names that have been suggested include: Victor Ames, Jim Beal, Willis Beal, Steve Carver, Jim Clemons, Glen Crawford, Doug Dodge, Don Drisko, Brian Fraser, William Grant, Andrea Holland, Allen Johnson, Andy Johnson, Steve Johnson, Royal Lowell, Alfred Osgood, David Osgood, Leland Peabody, Bobo Rackliffe, Lawrence Ray, Wesley Shute, James West, and Richard “Gweeka” Williams. We try not to induct someone who is still racing. For those that have followed the racing scene for a lot of years, who is missing?

2026 LOBSTER BOAT RACING SCHEDULE

JUNE

20 Boothbay Harbor Lobster Boat Races
21 Rockland Lobster Boat Races
28 Bass Harbor Lobster Boat Races

JULY

4 Moosabec Reach Lobster Boat Races
12 Stonington Lobster Boat Races
19 Friendship Lobster Boat Races
26 Harpswell Lobster Boat Races

AUGUST

8 Winter Harbor Lobster Boat Races
9 Merritt Brackett Lobster Boat Races
15 Long Island Lobster Boat Races
16 Portland Lobster Boat Races

OCTOBER

17 Annual Meeting & Awards Banquet

All Races:

Sign up: 8 to 9 am
Race start: 10 am
Follow on VHF 10

Exception: Long Island

Sign up: 1000-1100 AM
Race start: 1200 PM

U. S. NAVY NEWS

Continued from Page 9

of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships and support ships.

Navy Accepts Delivery of Ship to Shore Connector, LCAC 115

From Team Ships Public Affairs

12 March 2026

NEW ORLEANS, LA – The U.S. Navy accepted delivery of Ship to Shore Connector (SSC), Landing Craft Air Cushion (LCAC) 115 from Textron Systems on March 10.

The delivery of LCAC 115 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

With delivery complete, the craft will transition for fleet integration, crew training, and certification in preparation for operational employment.

LCAC 115 increases the Navy's capacity to move personnel, vehicles, and equipment across contested littoral environments, directly supporting distributed maritime operations and global crisis response.

The SSC program restores critical over the beach maneuver capability essential to amphibious operations. Textron Systems is in serial production for LCACs 116-129.

SSC retains the dimensions and well deck compatibility of the legacy LCAC while delivering capabilities with designs for improved reliability and maintainability. Fully compatible with well deck equipped amphibious ships, the craft carries a 60-to-75-ton payload and transports weapon systems, vehicles, cargo, and assault personnel across open ocean and over the beach.

As a Department of War acquisition program, PEO Ships is responsible for executing the development and procurement of destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships, and support ships.

PCU Harvey C. Barnum Jr. (DDG 124) Sailors Arrive in Boston for Scheduled Port Visit

16 March 2026

BOSTON, MA – U.S. Navy Sailors assigned to the Arleigh Burke-class guided-missile destroyer Pre-Commissioning Unit (PCU) Harvey C. Barnum Jr. (DDG 124) arrived in Boston, Massachusetts, March 13 for a scheduled port visit.

During the visit, the PCU Harvey C. Barnum Jr.'s crew will participate in community outreach engagements with local organizations and members of the ship's commissioning committee. The ship will also host public tours, offering visitors the opportunity to step aboard and learn more about life and operations on a U.S. Navy warship.

"Our arrival in Boston is a meaningful milestone as our crew prepares to commission the Navy's newest destroyer and bring this warship to life," said Cmdr. Ben Cantu, commanding officer of PCU Harvey C. Barnum Jr. "Every port visit and engagement is an opportunity for our Sailors to represent the legacy of our namesake, Medal of Honor recipient Col. Harvey 'Barney' Barnum Jr., while continuing the work of preparing this warship to join the fleet. Our crew is proud to represent this warship and excited for the moment when USS Harvey C. Barnum Jr. officially enters service."

Port visits provide Sailors opportunities to engage with the communities they serve while strengthening the Navy's connection with the American public.

PCU Harvey C. Barnum Jr. is named

for Medal of Honor recipient U.S. Marine Corps Col. Harvey C. "Barney" Barnum Jr., who was awarded the Medal of Honor for extraordinary heroism during the Vietnam War. The ship is the first warship to bear his name.

PCU Harvey C. Barnum Jr. is a Flight IIA Arleigh Burke-class guided-missile destroyer designed to conduct a wide range of maritime operations, including anti-air warfare, anti-submarine warfare, and anti-surface warfare in support of national security and global maritime stability. Once commissioned, the ship will be capable of operating independently or as part of carrier strike groups, surface action groups, and expeditionary strike groups.

The future USS Harvey C. Barnum Jr. (DDG 124) is scheduled to commission April 11, 2026, in Norfolk, Virginia, and will be homeported at Naval Station Norfolk.

Advanced Shipbuilding 'Factory of the Future' Opens in Alabama Facility will help accelerate submarine production

20 March 2026

Funded in part by Navy investments provided in the One Big Beautiful Bill Act (OBBBA), the advanced manufacturing company Hadrian officially opened a new facility in Cherokee, Alabama March 20th that will boost production of U.S. Navy nuclear submarines.

The 2.2 million square foot site will host a highly-automated "factory of the future," known as F4, which will mass produce components for Virginia-class attack submarines and Columbia-class ballistic missile submarines. The Navy's \$900 million investment of OBBBA funds combine with \$1.5 billion in private capital for a total investment of more than \$2.4 billion. According to Hadrian, up to 1,000 high-paying manufacturing jobs are being created in the venture.

"Both chambers of Congress delivered the generational investment required to rebuild our shipbuilding capacity, bring those jobs back to Alabama and put American skilled laborers back at the center of American strength," said Secretary of the Navy John C. Phelan. "I look forward to building on this progress together in the months ahead, because we are just getting started. This factory is the first of three facilities designed to address the most critical bottlenecks in the maritime industrial base."

Using advanced manufacturing techniques, workers at the new factory will be able to mass produce components that are needed to build Virginia-class and Columbia-class submarines. A dedicated production plant focused on these components frees up submarine shipyards in Rhode Island, Connecticut and Virginia to focus more resources on submarine module production, increasing capacity in the submarine industrial base.

"We call this distributed shipbuilding, and it's a key tenet of our plan to achieve required shipbuilding production rates," said Mr. Jason Potter, Performing the Duties of Assistant Secretary of the Navy for Research, Development & Acquisition (ASN RDA). "These factories of the future might be several states away from the yards where the ships are ultimately built, but by taking on this work they reduce bottlenecks, having a profound effect on the speed of delivery."

The Factory 4 project is estimated to take 18-24 months from initiation to full-rate production, including stand-up of automated production facilities, qualification of components, compliance qualifications like submarine safety program (SUBSAFE), and low-rate initial production. By the third year, the facilities will operate sustainably

through delivery of submarine product lines.

Portsmouth Naval Shipyard Undocks USS Albany Ahead of Schedule at Naval Submarine Base New London

From Hanna Lanoie

30 March 2026

GROTON, CT – The Los Angeles-class attack submarine USS Albany (SSN 753) undocks from the floating dry dock, Auxiliary Repair Dry Dock (RDM 4), on Wednesday, March 26, 2026 at Submarine Base New London in Groton, Conn. Albany has undergone repairs, structural inspections, and replacements of mechanical and electrical systems. As America's leader in attack submarine maintenance, repair, and modernization, PNSY delivers the decisive edge required to master an era of evolving threats. It stands at the forefront of America's commitment to peace through strength, delivering combat-ready submarines that are lethal, resilient, and prepared to win.

Albany arrived at SUBASE New London in summer 2025, and has since undergone repairs, structural inspections, and replacements of mechanical and electrical systems. This extensive work enhances the submarine's capabilities, modernizes critical systems and equips Sailors — the engine that powers the fleet — with the most advanced undersea platform possible, ready to meet operational demands.

To support the availability, an advanced team of Portsmouth Naval Shipyard personnel spent much of 2025 coordinating with SUBASE New London to prepare facilities and support a large temporary duty workforce. At peak manning, more than 400 PNSY personnel were deployed to New London to execute the effort.

"Despite the inherent challenges of executing an off-yard availability, compounded by multiple winter storms, the teaming demonstrated by the crew of Albany and the shipyard workforce drove through every obstacle, completing Albany's docking period ahead of schedule," said Capt. Jesse Nice, shipyard commander. "This speaks to the resilience of the Portsmouth Naval Shipyard team and the impact that a focused team of experts can have to safely accomplish great things at the pace the nation needs."

Completion of a submarine's docking period is a critical first step in its return to the fleet and directly supports the Navy's focus on combat-ready platforms, increasing operational availability and contributing to credible, sustained deterrence.

As America's leader in attack submarine maintenance, repair, and modernization, Portsmouth Naval Shipyard delivers the decisive edge required to master an era of evolving threats. It stands at the forefront of America's commitment to peace through strength, delivering combat-ready submarines that are lethal, resilient, and prepared to win. Through a focus on innovation, accountability, and fostering a culture of warfighting excellence, PNSY strengthens the maritime industrial base and invests in its highly-skilled workforce. The work done at the shipyard is a direct contribution to national security. Submarines leave the shipyard more capable than ever before, ensuring the U.S. Navy remains the most dominant maritime force and that the nation's warfighters are prepared for any mission, anywhere in the world.

Navy Commissions Submarine USS Massachusetts (SSN 798)

From Petty Officer 2nd Class Kaitlin Young

30 March 2026

BOSTON, MA — The Navy commissioned the Virginia-class fast-attack submarine

USS Massachusetts (SSN 798) in a traditional ceremony held March 28 at Boston Harbor.

The ceremony culminated a years-long process to bring Massachusetts into service. It is the fifth U.S. Navy vessel named after the commonwealth of Massachusetts, following the most recent, USS Massachusetts (BB 59), a South Dakota-class fast battleship that participated in nearly every major Pacific campaign from 1943 to 1945 and earned 11 battle stars for its World War II service.

Cmdr. Michael Siedsma, Massachusetts' commanding officer, spoke proudly of his crew's efforts. "To the crew, the plankowners, the Iron Patriots of the USS Massachusetts, we did it," Siedsma declared. "Your hard work and unshakable dedication is evident. I am amazed and humbled by what we have accomplished."

Sheryl Sandberg, the ship's sponsor and co-founder of Sandberg Bernthal Venture Partners, gave the traditional order to "man our ship and bring her to life." The crew responded, "Aye aye, ma'am," before ceremonially running aboard the submarine.

Sandberg also reflected on the Navy's enduring legacy, asking, "In three months, our nation will celebrate the 250th anniversary of the signing of the Declaration of Independence. But as many of you here know, the Navy already celebrated this milestone last October. What does that tell us? It tells us: We don't have a Navy because we have a country; we have a country because we had a Navy!"

Following the hoisting of the colors and commissioning pennant, Adm. William Houston, director of Naval Reactors, highlighted the crew's hard work and the unit's role in national defense, saying, "Massachusetts is playing an incredible role in our security," Houston said. "Your crew represents the best that our Navy and our nation has. You train relentlessly to bring this warship to life and earned the trust placed on you."

Other speakers at the ceremony included David Denton, general counsel of the Navy, who delivered the principal address; Massachusetts Gov. Maura Healey; U.S. Rep. Seth Moulton; and Kari Wilkinson, president of Newport News Shipbuilding.

Massachusetts (SSN 798) is the seventh Block IV Virginia-class submarine, built under a teaming agreement between General Dynamics Electric Boat and HII-Newport News Shipbuilding. The submarine was christened at the Newport News Shipbuilding yard in Newport News, Va., May 6, 2023, and is the 12th Virginia-class submarine delivered by the shipyard.

As it joins the fleet, Massachusetts (SSN 798) brings significant warfighting capability, underscoring the nation's asymmetrical advantage at sea. Virginia-class fast attack submarines have enhanced stealth, sophisticated surveillance capabilities and special warfare enhancements that enable them to meet the Navy's multi-mission requirements.

Each Virginia-class submarine is 7,800 tons and 377 feet in length and has a beam of 34 feet. It is designed with a reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs while increasing underway time.

The commissioning of the USS Massachusetts underscores the Navy's commitment to building America's Golden Fleet. For 250 years, American naval power has projected strength globally. That mission continues — and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Golden Fleet is our answer.

More History of the Fishing 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.

1883

20 April
Page 6
FISH AND GAME.
L. Maddocks, Boothbay, is building a

fish canning factory near his store on the east side.

One hundred and twenty-five barrels of lobsters were shipped from Green's Landing, Deer Isle, last week.

A sturgeon seventeen feet long was recently discovered high and dry on the rocks at Fiddler's Reach, near Bath.

Schooners ISLAND QUEEN and LETTIE S. REED, owned by C. D. Thomas, of Portland, landed 125 barrels of mackerel at New York Thursday—the first catch made by the Portland fleet.

The right to the alewife fishery in the stream at Damariscotta Mills, for the coming season, was sold last week to S. Nickerson & Sons, of Boothbay, and Hon. James W. Clarke and James Oliver, of Nobleboro.

It brought \$2680, more by \$135 than ever before. There was a large attendance at the sale and bidding was sharp.

The Yarmouth (Nova Scotia) Times says that Captain John Boudrot, of Messrs. H. Porter & Co.'s brigantine ST. MICHAEL reports in long. 55, lat. 27, south of Bermuda, about February 5th, he passed an enormous squid, apparently asleep on the water. It was about 170 feet long, with suckers at least 40 feet long and two feet thick at the roots. The great creature loomed up ten feet out of the water. The Captain and crew vouch for the accuracy of the above statement.

The Eastport Sentinel says the young salmon placed in the fish hatchery at Dennysville are doing well and a large number of them will be saved to place in the river. A number of wealthy sporting men from Boston have engaged board at Allan's Hotel during the fishing season, and have been negotiating to control a part of the river fishing. Dennysville is destined to become famous for its fine salmon fishing privileges if its people continue to protect this valuable

source of revenue.

St. John Fishing Notes.—A salmon was caught in the harbor on Wednesday and sold yesterday for \$1 per pound. This is the first of the season and goes to New York. The Gasperaux fishing is very good for this early season of the year. The large schools of herring that have visited our bay and harbor during the past few months have brought in their wake more important members of the finny tribe. On Wednesday a large whale besported himself in the vicinity of Shad Rocks, attracted thither, no doubt, by the prospects of a good meal of fresh herring. Two large shipments of halibut have been made this week to the States. [Daily Sun, 13th]

COASTWISE TRAFFIC OF EASTERN MAINE.

(Machias Union.)

As stated in the Union, when the projectors of the Machias and Portland Line of steamers were looking up business for the boat, in 1865, they consulted stage lines along shore, the lobster packing business,

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More History of the Fishing Industry from the 1880s

general freighting as well as passenger business from Castine to Machias inclusive, and the highest estimate as to the probable gross earnings of the boat for the first year was placed at \$30,000. Captain Charles Deering, who then was a steamboat master of considerable experience and tolerably well acquainted with the business from Rockland up the Penobscot Bay to Castine, and Castine eastward to Mount Desert came from Portland to Castine, Mount Desert and Machias in December, 1865, looking over the business of these and the intermediate places with a careful eye, and he made an estimate of \$65,000 as the probable earnings of a suitable boat the first year; result, by actual proof, \$67,000. It is to Captain Deering more than any other that credit is due for bringing the Maine sea shore and its beautiful resorts in summer to the notice of capitalists and pleasure seekers.

Page 8.

EASTERN INDUSTRIES.

Hiram T. Jones, whose headquarters are at the office of the Hinckley & Egery Iron Works, this city, owns extensive salt works at Turk's Island from whence he imported last year to places along the coast, 200,000 bushels of salt, and will increase his shipments the coming season. His salt is of the best quality for curing fish or meat, and cargoes can be delivered at any point along our coast at short notice. Note his business card in another column.

27 April
Page 6.

FISH AND GAME.

The shore fishing schooners are being fitted up for their summer campaign.

Herrick & Byard, Sedgwick, are fitting out their fleet of fishing vessels for the Banks.

A twenty-four pound salmon was taken in a weir at Searsport, Saturday, and shipped to Boston.

Smelts are being taken in large numbers along the Maine coast. The fish are retailed at about a dollar a bushel.

Work has been commenced on Lamson's sardine factory at Lubec and they expect to complete it by the first of May.

A Rockland exchange says that a monstrous sea spider, with legs a foot long, is on exhibition at a fish market in that city.

The Mount Desert Herald says a million whitefish were put into Eagle Lake last week, by order of the State Fish Commissioners.

Burnham & Morrill's lobster canning factory at Englishman's River, is being put in order and business will soon be lively in that locality.

During last week sixty-three barrels of lobsters were shipped from Rockland to Boston. Nineteen were from the pond at Vinalhaven and forty-four came from Seal Harbor and Port Clyde.

During the three months of January, February and March, 850 tons of frozen salmon, smelts and other fish passed through this city over the Maine Central from New Brunswick to the Boston markets.

A down river exchange says the lobsters are so small this season that it takes twenty-four to make a dozen. If the diminutive

specimens which reach this locality are fair samples of the catch on the Maine coast, we coincide in the opinion.

The Eastport sardine factories have generally commenced their season's work. The Eagle Preserved Fish Co., the American Sardine Co., George O. Grady and Young & Thompson have all started up, having received a supply of fish last week.

A new sardine factory is to be built this season at Lubec, by Pike Bros.; it will be in readiness to commence operations by the first of August. One of the Lubec factories has started up and the others will soon follow. The fish command from \$15 to \$17 per hhd. at present.

The first Penobscot River salmon of the season to reach this market were caught at North Bucksport on Tuesday night by Messrs. Stubbs and Eldridge, of that place. The fish, two fine specimens of twenty pounds each, are on exhibition at Kidder's market, Exchange street.

The U. S. Fish Commission this week shipped 225,000 seven weeks old Penobscot salmon to the headwaters of the Delaware, to be followed in a few days by 225,000 more. Prof. Baird is making a final test as to the possibility of acclimating salmon in waters south of the Connecticut River.

A number of wealthy Boston gentlemen have engaged board at Allan's Hotel, Dennyville, during the salmon fishing season, and have been negotiating for control of a part of the river fishing. The Eastport Sentinel says the young salmon placed in the fish hatchery at Dennyville are doing well and a large number of them will be saved to place in the river.

The Dominion Government steamer NEWFIELD left Halifax for the International Fisheries Exhibition with a steamer full—from a whale and a shark to a minnow and even spawn of salmon. A model of a fish-hatchery is shown, and the process will be practically exhibited at the Exhibition. Huge refrigerators of salmon, cod, etc., fresh and frozen into the ice solid; in fact there are fish from the egg to old age, fresh, pickled, canned, smoked, dried, frozen, preserved in alcohol, and alive.

The Pictou (Nova Scotia) News says the outlook for the lobster packing business the coming season in this locality is somewhat more encouraging than of late years. Prices abroad have been very fair recently, and are now quite firm, with good prospects of an advance. In consequence of the closing up of a large number of competitive factories in different places, those at present in running order will have a better opportunity of obtaining good markets for their produce. In one part of Prince Edward Island there are now only five where were formerly eighteen factories. Besides three on Pictou Island, there will be in full operation this summer between Pictou harbor and Cape John, five factories. The block tin and tin plate used in the manufacture of cans are brought from England, but a very large amount of ready cash is distributed among the working population by the success of these enterprises. In addition to the capital invested in buildings, plant and a variety of machinery, a considerable outlay is expended on labor in the manufacture of cans and cases, while each factory pays an average of \$800 a month for wages during the packing season, and upwards of \$1,500 a month to fishermen. Th average exports net about \$12,000 per

factory.

Page 8.

EASTERN INDUSTRIES.

The Castine Packing Company have transferred their business from Castine to Swan's Island. A building is now being erected at the Island which will be occupied by the company's superintendent, Mr. McHowell.

4 May

PERSONALS

CAPTAIN KNOWLES, of Surry, has gone on his fourth voyage to the Arctic Ocean, as master of a whale ship. Two vessels, one of which he was mate, and one, master, have been caught and crushed in the polar ice. [Ellsworth American]

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GRAND MANAN

A correspondent of the St. John Sun, writing from Flagg's Cove, Grand Manan, says: Spring opens with every indication of a prosperous season. The shores, wharves and docks present a lively appearance, around which may be seen fishing boats, vessels, etc., receiving their regular coat of paint and necessary repairs for the coming season. Mr. William Flewelling, our enterprising boat builder, has turned out several handsome fishing boats and has on hand more orders in his line. He has all the work he can attend to all the year round. The herring fishery has again opened up and very good catches are reported. Cod and hake fishing also promises to be good. The farmers have already commenced ploughing their land and report the frost almost entirely out of the ground.

W. P. Colchester, the enterprising manager of the fertilizer and fish oil factory at this place, has a number of competent workmen preparing to commence operations in a few weeks. This industry, which is the first of the kind in this Province, promises to prove a success. Mr. Colchester has spared neither time, labor or money to make it so. It will prove a great benefit to our fishermen and the Island generally. The factory will consume all the fish offal, gurry, etc., which otherwise would (to a large extent) be wasted on our gurry grounds. Thus our fishermen are benefited by receiving a good price for the same, and their labors on the fishing grounds are fully recompensed, as every particle of the fish caught is saleable, and there is nothing wasted. The factory, which is fitted up in the very best style with all the modern improvements of the age, will employ from 10 to 20 hands and pay good wages. Mr. Colchester has made an extended tour through the United States, visiting all the large porgie factories, and is well prepared with all the latest improvements, etc., to make his enterprise a success, and all seems to depend upon the catch of fish.

At Woodward's Corner the people are mostly engaged in rebuilding their weirs. At Long Island Frank Ingersoll, Esq., is making extensive preparations for the fishing season. It is estimated that he will spend \$10,000 in improving his now valuable fishing privileges. He will have the largest and most complete smoke house in the parish; a steam donkey engine will also be ordered, which will save a large amount of manual labor. Work has also commenced at Duck Island, White Head, Grand Harbor and Seal Cove. A number of the capitalist of Grand Harbor (including Isaac Newton, Esq., Captain Warren Cheney and others) have located a large crew of men at Dark Harbor for the summer, where they will build large weirs and carry on an extensive fishing experiment.

Owing to the lack of steam communi-

cation with the mainland the traders have not received their full stock of spring goods. Captain Fred Cronk (formerly of the schooner FRANK GOOLD) has placed on the route between St. John and Grand Manan the large new schooner GAZELLE.

The telegraph cable has not been repaired as yet, which is another drawback to the traders and fishermen.

The hotels are preparing for the summer traffic.

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Cutler — The Machias Union says: Vessels of small tonnage are in demand here. Captain G. W. Maloon has gone to Vinalhaven to buy a vessel suitable for the fishing business on this coast. Captain George Gardiner and Benjamin Sears have gone away to buy a vessel suitable for coasting and fishing. There will be six or more vessels fitted out for fishing from here this season, which will give employment to forty men and be quite a source of income to our people and bring thousands of dollars trade to our traders and ice dealers. We are glad to see our enterprising young men turning their attention to this particular branch of industry. Certainly there is not a place on the coast of Maine that affords so many facilities for carrying on the fishing business to a large extent successfully as this place. Plenty of bait can usually be obtained here or within a few hours sail from here. The facilities for making fish are not surpassed on the coast of New England. There is also a natural ice pond within a quarter of a mile from the wharf, from which may be harvested ninety thousand tons of ice annually. A large number of fishing vessels from Cape Ann and other fishing ports are furnished with ice by the dealers here. M. B. Stevens and S. B. French have housed a large quantity of ice the past winter, and are ready to furnish customers at the market prices.

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FISH AND GAME

There is talk of building a sardine factory at South Lubec.

Salmon are being taken in large numbers on the south shore of Nova Scotia.

Thirty to forty barrels of live lobsters are being shipped from Eastport by every steamer.

The number of vessels going to the Banks this season from Lunenburg, Nova Scotia is 67; they carry 423 boats, and 1052 men. The total value of the vessels is about \$321,000, and the outfits about \$90,000. This is said to be a large increase over last year.

The biggest marine yarn of the season, thus far, is that of Captain Augustus Hall, of schooner ANNIE L. HALL, recently arrived in Gloucester from a fishing trip. He reports having seen in Lat. 44-10 N., Long. 34 W., a trunk turtle 40 feet long, 30 feet wide, with flippers about 20 feet in length; the weather was too rough to capture it.

Sardine packing is one of the most important industries of Eastern Maine. The Calais Times says that nearly half a million cases of little herring were packed the past year, and that the business is growing. The business was originally started in a small way, but was not successful until the packers adopted labels printed in the French language. The trade being established, the tendency is now to return to the use of American labels.

More History of the Fishing Industry from the 1880s

The Halifax New Era says: Some very fine sea-trout have recently been exhibited in the city, caught at Cole Harbor. It is reported that these were caught in nets inside the dyke, contrary to the provisions of the statute relating to the protection of game. The attention of the Secretary of the Game Protection Society, it is understood, has been called to the matter, and the lovers of the gentle sport of angling will rejoice if prompt measures are taken to put an end to the destruction of this fine trout fishing ground.

The Moncton (New Brunswick) Times says: "The peaceful inhabitants of Shepody were greatly alarmed a few days ago on beholding a formidable looking warship cruising around the mouth of the Memramcook River. She was described by the excited party who first discovered her in the offing as a rakish looking craft of low build fore and aft, with a huge turret in the center which covered the paddlewheels and from which protruded two smoke stacks, the rear one having an undulating motion and emitting a volume of flame. The wildfowl, although at first somewhat frightened by the strange object, seemed soon to acquire a friendly interest in it, and finally played around it in the water unharmed notwithstanding the guns from the turret kept up and unceasing uproar. Just as the excitement was hottest and the coastguards along the dykes had been doubled, Cole, the ferryman, arrived and reported that he had hailed the stranger on his way over and that it was only Messrs. S. E. Wilson and W. D. Wilbur out gunning for the first time in their new gunning boat.

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EASTERN INDUSTRIES

S. E. Smith, Lewiston, has received large orders from Boston for the manufacture of seine buoys. He made one shipment of 3000 buoys.

There is now a lively trade among the stores in Eastport. Some twelve sardine factories are in full operation, furnishing employment to a large number of people.

11 May

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The Eastport Sentinel says: Since the sardine factories started up the International steamers have been crowded with freight, and with two trips a week cannot keep the freight house clear. An extra trip was made last week, the CITY OF PORTLAND leav-

ing here Saturday noon for Boston with a full freight, and the FALMOUTH arriving from Boston Saturday evening. We learn that another extra trip will be made this week.

DEER ISLE INDUSTRIES—PAST, PRESENT AND FUTURE 1.

(From the Deer Isle Gazette.)

To begin with what we consider might have been the most important industry of our town if it had been properly managed - the Marble. It is to be regretted that the Marble Quarry and Mill, started some years since on the north part of our Island, failed to make a paying business for the projectors, for had they succeeded it would have given employment to many men and left a large sum of money in town. It is now too late to inquire into the cause of the failure, but it would seem to an outsider that it might have been made a success had the requisite depth been reached in quarrying. The marble that was worked (taken from the surface) was a beautiful black streaked with green, known as verd-antique, and capable of taking on the highest polish; but although serviceable for small indoor work it would not stand exposure to the weather, and became worthless when used for window sill, caps for doors and windows of large buildings.

Another enterprise was the Lime Quarry and Kiln, started near the Marble Quarry and at about the same time. The cause of the failure of this was that, although strong, the lime was dark in color, unfitting it for plastering purposes. No considerable amount was either quarried or burned. Within our remembrance there have been three grist mills in active operation; one at the Reach, one at Deer Isle and one at South Deer Isle. At present there are none. Among our past industries may be reckoned the mackerel fishery. Though quite a number of our men now go to Portland and Gloucester to man vessels belonging to those ports, there are at this time but two fishing vessels owned in this town, where there were formerly sixty, employing on the average twelve men each, besides ten to fifteen kept re-packing on shore.

Among the newest enterprises are the Silver Mines, situated on the southwest part of the Island. Although the "Belle of Deer Isle" is now resting, it was worked for some time and to the depth of some fifty feet. The "Deer Isle Junior" is in the same plight, for although a shaft house 24x40 feet was erected and a hoisting engine put in, the mine was worked only to the depth of sixty feet

and a drift about forty, and then abandoned in the summer of 1880, no ore having been found, though all indications were good, and several practical miners have said that they left off work within four feet of ore. The Deer Isle Consolidated has a shaft-house 25x50 feet, but no machinery. The shaft is down about eighty feet, but is not in ore; work is suspended here also. The oldest and best of these mines, the Deer Isle Silver, is down about two hundred and fifty feet, and has numerous drifts. Owing to the mismanagement of someone this mine is now under a cloud, but it is under a new charter and known as the Deer Isle Zinc and Silver Mining Co.

In our largest village, Deer Isle proper, we have five country stores all doing a good business; the largest of which stocks annually about twenty thousand dollars, besides which there is a market, furniture and undertaking shop, jewelry and millinery establishments, two express offices (the Boston & Bangor and the American), telegraph and post offices, hotel, a number of boarding houses, a weekly paper (the Deer Isle Gazette), also the usual trades of shoe-making, sail-making, blacksmiths, a wool carding mill, etc. There is a thriving lodge of Freemasons located here. There are about thirty-five coasting vessels owned here, which carry lumber, granite, ice, coal, hay, spiling, bricks, etc. to and from domestic ports, and are for the most part manned by our townsmen, averaging perhaps five to each vessel. Several new houses were built here last year and quite a number thoroughly repaired.

We have communications (at different parts of the town), with all parts of the country, East and West, by the steamers of four separate lines, which leave heaps of freight and crowds of passengers. The Boston & Bangor Co.'s steamer MOUNT DESERT makes three trips weekly (in summer) from Rockland to Sullivan, touching here at Green's Landing. The Rockland & Blue Hill Co.'s steamer HENRY MORRISON three trips weekly from Rockland to Ellsworth, touching here at Deer Isle and Green's Landing. The Portland, Bangor, Mount Desert & Machias Co.'s steamer LEWISTON, two trips per week from Portland to Machias via Rockland, where all steamers mentioned above connect with Boston boats. The LEWISTON touches here at North Deer Isle. The Bangor & Bar Harbor Co.'s steamers CUMBRIA and QUEEN CITY each make two trips per week from Bangor to Bar Harbor, touching at North Deer Isle. The Portland

and the Blue Hill lines also run winter boats. (Continued Next Week.)

Page 6.

FISH AND GAME.

Men and boys on Orr's Island make from \$1.50 to \$3 per day digging clams.

Nine fishing vessels owned in Harpswell, paid large dividends last year. The fleet will be considerably enlarged this season.

Herrick & Byard, Sedgwick, are obtaining about fifty barrels of clams per day, for their fishing vessels which are fitting out.

From January 26 to April 20, the American Express Company transported 770 barrels of live lobsters from the pond at Vinalhaven to the Boston market.

Some sixteen to eighteen men are now at work at the sardine factory in Brooklin, and a soon as the fish come in a large number of women and boys will find employment.

A. E. Howard of Waldoboro and T. J. York of Damariscotta Mills have contracted for the surplus alewives at Waldoboro. The understanding is that Messrs. Howard and York take all fish not called for by ticket holders. They will build immediately a smokehouse of the capacity of 75,000 fish and will also be prepared to salt.

A monster codfish, weighing 100 pounds, was caught near Portland, a few days since, by a boat fisherman with a hand line. The fish was 5 feet 5 inches long, and the length of its head, from tip to nose to extremity of gill flap, measured 17 1/2 inches. The girth of head was 32 inches. This is said to be the largest cod captured for a long time.

The Eastport Sentinel says the sardine factories have had an unusual good run of fish during the past week for this season of the year. Such a run of fish was not expected by the fishermen and many of the weirs had not been repaired or rebuilt, as they have to be every spring, but work on them is being rapidly pushed forward now. There seems to be a scarcity of girls to work in the factories this spring, some of the factories having only half packers enough. Good packers make good wages at this business.

WHO OWNS THE FLATS?

As clamming has become quite an important industry in the town of Friendship, considerable discussion has been going on,

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More History of the Fishing Industry from the 1880s

of late, as to the rights and privileges of clam diggers in connection with the owners of flats or clamming grounds which border on and are connected with land owned by private individuals. The old law, it is understood, gives the owner of land located on the shores one hundred rods from high water mark, of flats or land submerged by high water, provided it does not cross a channel or creek; so that nearly all the clamming grounds are thus owned by individuals. The law of last winter, however, gives towns the right to fix the times at which clams may be taken, and also the prices for which the municipal officers may grant permits therefor. Now if individuals own the flats, by what authority can municipal officers grant permits as to time and price. Friendship, at its meeting of last March, by authority of the Legislature, voted to exclude clam diggers from other towns and appointed a strong force to execute the will of the people as expressed by the vote of the meeting. But when our men the very men who voted to exclude the clam-diggers coming from other towns, went to dig, they were told by the owners of such clamming grounds that they had no right there, and thus the excluders were excluded. There seems to be a conflict of law. The question is who owns the clam flats, the individuals or the town? If individuals, the law passed at the last session of the Legislature is a nullity. [Rockland Opinion]

Page 8.

EASTERN INDUSTRIES.

Lord & Co., Kennebunk Depot, are building an extension of forty feet to their twine mill. The firm are doing a large and rapidly increasing business.

25 May
Page 6.

FISH AND GAME.

Upwards of fifty men left Round Pond, Bristol, last week for the porgie fishing grounds at Long Island, NY.

The Lincoln Record says that Pemaquid has as fine a fleet of fishing vessels as there are on the coast, but their crews are doing simply nothing for want of bait.

Small herring, from which American sardines are made, formerly brought fifty cents per hoghead. Now the factories at Eastport are compelled to pay \$22 per hoghead.

The salmon caught this season in the Penobscot have nearly all weighed over twenty pounds apiece and it is thought by fishermen that the run of salmon will this year be larger.

The Waldobora Alewife Fishery was opened last Monday, to continue every Monday, Wednesday and Friday during the fishing season. The catch as yet has been

small on account of cold weather. Messrs. Albert E. Howard of Waldoboro and Thomas J. York of Nobleboro take the surplus fish and have erected a building for curing them.

Charles A. Dyer & Co., Portland, have commenced the season's operations in their mackerel packing establishment on Custom House wharf. They started up the first of last week, since when they have put up an average of more than 6000 cans daily, a large business for so early in the season. The fishermen obtain high prices for their mackerel.

Among a lot of lobsters brought in by two Kittery fishermen a few days since was one of a remarkable color, different from anything any of the fishermen had ever before seen, the ordinary greenish-black or blackish-green of the lobster being thickly sprinkled with large spots of a bright orange color, the claws, and legs and feelers being thus handsomely variegated as well as the body. This dandy lobster was quite lively and of good size, weighing about five pounds.

The total results of the hatching season just closed at the Massachusetts and New Hampshire hatching house at Livermore Falls, NH, are 200,000 whitefish, 130,000 landlocked salmon, 425,000 Penobscot salmon and 75,000 brook trout. Of these, 200,000 whitefish are already in New Found Lake, 10,000 brook trout distributed near Manchester, 5000 at Marlboro, 5000 at Hillsboro, 5000 at Grantham, and the remainder will soon be sent on application and compliance with certain conditions.

On Saturday last, A. N. Hawes, an oyster dealer of Portland, planted about twenty bushels of Connecticut oysters in the Spurwink River. He also deposited in the river with the oysters a large quantity of oysters shell, and is in hopes that from this plant he will be able to raise an oyster bed as is done by large dealers in New Haven, CT. Mr. Hawes is confident of success. He says that the consumption of oysters is so great that the supply is being rapidly exhausted, and dealers in different sections of the country are becoming alarmed and adopting plans similar to the above. He says he shall examine his plant next year, and if it should prove not a success he will try once again, using Prince Edward oysters.

The new tariff gives the boat and other shore fishermen the same remission of duties on salt used in curing fish, as has heretofore been given deep water fishermen of the United States. To make these provisions for free salt for fishermen more beneficial, Secretary Folger has established new regulations for the withdrawal of salt for use in curing fish, which simplify the requirements, and make it now easy for fishermen to obtain their salt. These simplified requirements are the result of the investigations and recommendations

of Hon. T. H. Simonton of Camden, who was detailed by Secretary Folger to examine the subject. Mr. Simonton and all concerned will have the thanks of the fishermen for this important change in the law and its administration.

A Warren correspondent of the Rockland Free Press says: The alewives have made their appearance again in our river, and in somewhat limited quantity. These useful fish, which from time immemorial have frequented our river and ponds, are likely to be destroyed, unless better opportunities are afforded them for getting up and down our stream. With the weirs and seines below and the poorly constructed fishways to get through the dams, it would seem a hard chance for the poor fish to get up to their spawning places; but hard as this may be, their chance for getting down again is much worse. When the water is high enough to flow over the dam, the old ones all pass down without injury; but when the water is low, as last year, the most of them pass through the wheel of the woolen mill and are killed. Of what practical use are our fish laws, if no better protection can be given our fish than this? Where are our Fish Wardens and

what are they doing? Is the money paid by our State to these officers to be used for the enforcement of the laws and the protection of our fish, or shall the laws be violated while they pocket the money and take their ease?

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18' 2026 Scout 188 Sportfish w/ Yamaha F115LB, New Venture Single Axle Trailer, Alpine Gray Hull, Console Cover, Trim Tabs, Dual Integrated Swim Platforms, Bimini Top & Much More - Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com

POWER



19' 2026 Scout 195 Sportfish w/ Yamaha F115XB, New Venture Single Axle Trailer, Fusion Bluetooth Stereo, Console Cover, Powder Coated T-Top & Much More - Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com



20' 2005 Boston Whaler 205 Eastport w/ Mercury Optimax 150hp Outboard - 275 Hours, 2006 Tandem Axle Trailer, GPS & Livewell. Asking \$25,000 - Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com



21' 2026 Scout 15 XSF w/ Yamaha F150XC, New Venture Tandem Axle Trailer, Midnight Blue Hull, Powder Coated T-Top, Removable Teak Bow Table & Much More! Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com

POWER



23' 2021 Scout 235 Dorado w/ Yamaha F300UCA Outboard, Black Hull, Garmin GPS, Garmin VHF Radio, Fiberglass Hardtop, Bow Cover, Electric Head & Much More - Very Clean - Asking \$97,500 - Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com



23' 2020 Steiger Craft 23 Miami w/ Yamaha F200XCA Outboard - 64 Hours, 2020 Venture Tandem Axle Trailer, VHF Radio & Garmin GPS. Asking \$92,000 - Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103.

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

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

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POWER



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. Sale Price \$140,000. 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 18XHD Marine Radar, Garmin VHF 315 Radio, Bianca Cushion Package Upgrade, Battery Charger, Rocket Launchers, Lumitec Light Bar, Windshield Wiper, Diaphragm Overboard Discharge & Electric Head Upgrade. - Call or stop by for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com

POWER



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. \$199,000 - Call or stop by for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



32' 2004 Boston Whaler 320 Outrage w/ Dual Mercury XXL Saltwater Series 225hp Outboards, 2004 Tri-Axle Trailer, (2) Garmin GPS, Garmin XHD Radar, VHF Radio & Much More - Asking \$79,000 - Call or stop by for more details - Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com

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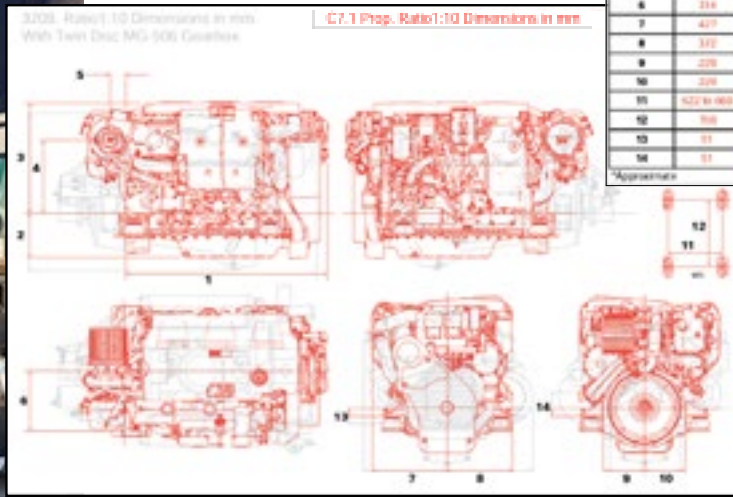


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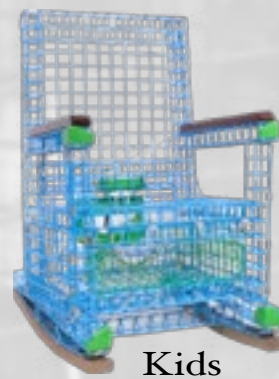
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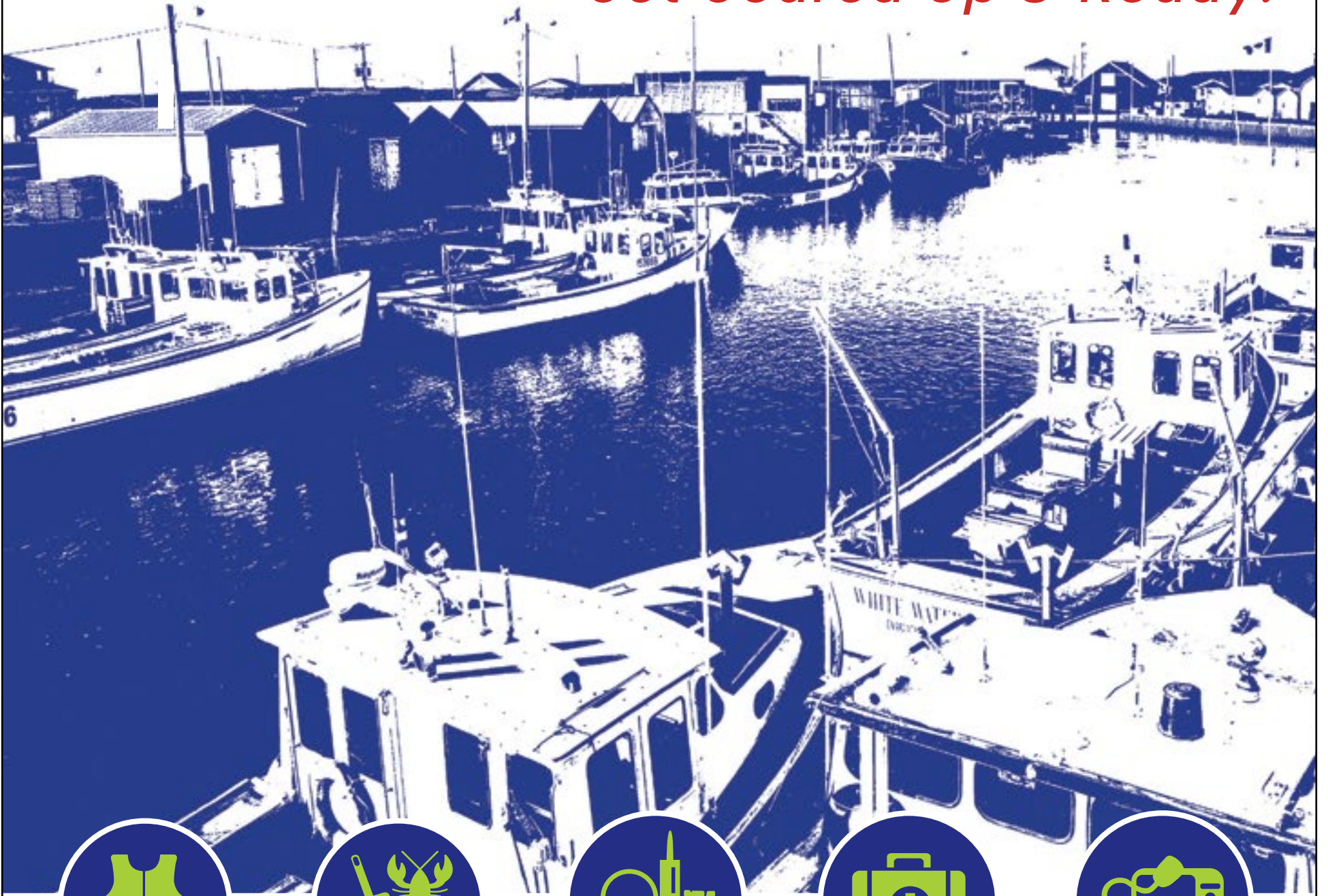
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