

# Maine Coastal News

Volume 39 Issue 7

July 2026

FREE

## SOME BOAT SHOPS EXPERIENCED A SLOWER YEAR, BUT THEY ARE STILL BUSY



Just launched MARTHA MAY, Calvin Beal 38 powered with a 425-hp FPT diesel, finished by Friendship Boat Works in Friendship. See more info below.

### Atlantic Boat Brooklin

The Duffy 35 cruiser MAYA ELIZABETH has been repowered with a C-7 Caterpillar. She also received a new Northern Lights generator, AC/heat units and upgrades to some of her wiring. She was nearly complete and was scheduled to be launched the first week of June.

Next to her had been a LeComte sailboat, which was repowered with a 30-hp Beta and had her interior replaced over the last year. The interior consisted of redoing the entire center of the boat. In the galley they replaced the refrigerator and freezer. They also rewired and added a new charging system from Victron. She is already back in the water and in her homeport on Long Island, Oyster Bay, New York.

In the corner was about a 40-foot wooden sailboat, all teak planks, which had been abandoned. Fortunately, there are a couple of people interested in purchasing her.

In a separate shop is a Duffy 26, which has had an outboard bracket added to her stern making her a 29. On the bracket they are getting ready to hang twin 150-hp Suzuki outboards. This boat started as a prototype and then they were going to use it as a work boat, but this owner from Portland came in and made an offer several years ago.

They did have a launch under construction for a Connecticut customer, but they

have backed out. They had ordered three and they took the first two but discovered they did not have a need for a third one. This one is a water taxi, so she has a canopy and there are a couple of people looking at purchasing her.

Attention is now on the storage customers of which there are over one hundred of.

Work is already being scheduled for the winter. They have a couple of repowers and one of these is one a BHM 34 and the other one is a 37.

### Friendship Boat Works Friendship

**Just launched:** a Calvin Beal 34 hull was sent from SW Boatworks in Lamoine to the yard to be finished off as a pleasure/diver boat for a customer from New Hampshire. She is powered with a 425-hp FPT. Down below she has a full berth forward, storage and head. She also sports a 300-gallon fuel tank, 20-gallon fresh water tank, inside and rear steering stations, live-well, outside shower with hot and cold running water, electric pot hauler with davit, bow thruster, two sliding windows in the back, two windows open in the front and sliders on each corner of the boat, two wipers, shore power, inverter, four batteries and air conditioning. The owner made his own cabinets and installed them. They had yet to do sea trials, but that would come the next day, and they



MAYA ELIZABETH, a Duffy 35, was repowered with a C7 Caterpillar, new Northern Lights generator, AC/heat units and wiring upgrades. She will be going over in early June.

were hoping for more than 22 knots.

Still in the shop is an older lobster boat, which has been on the bottom twice and has balsa core issue in the house and trunk cabin. All the affected areas were removed and were replaced with plywood and covered in fiberglass. They also converted the standard house into a split wheelhouse and raised the height of the house to 6-feet 4-inches.

Next, they have several repair jobs and they have been renting out one of their bays for a mechanic and he has them do all his

fiberglass work.

In the yard they have a 21-footer, which fell off her trailer while going down the road and she is in need for some fiberglass work. This will not take too long to complete.

### JB Boats (Jeremy Beal) Jonesport

This winter has not been as busy as ones in the past. They have had a few repair jobs,

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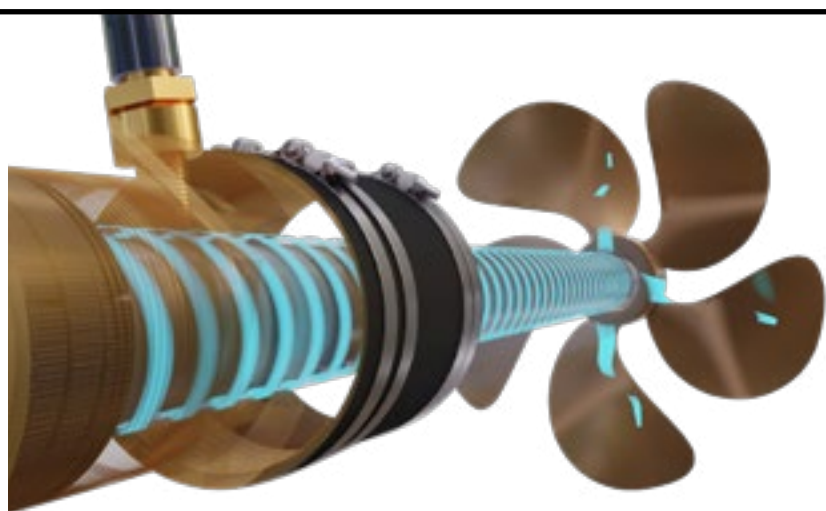
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**Advertising Deadlines:** The deadline for the August issue is July 3.  
The deadline for the September issue is July 31.

# Publisher's Note

Spring did not start out very well, but the last couple of weeks of May and the first week of June have been exceptional. As soon as the weather turned and it stopped raining and the temperatures rose out of the 30s and 40s, boat owners started working on their boats for the upcoming season. I figured I was ahead of the curve as my boat, SARI ANN I (40-foot wooden lobster boat, built by John's Bay Boat Co. of South Bristol in 1998), spent the winter in the water and was looking fairly good. She arrived in Searsport the beginning of May, but time had not allowed me to spend much time with her. Travis Otis, whose boat is waiting for engine parts, had done a couple of 100-mile trips with her and was headed out on another when a distinctive rapping sound developed just off the dock on Monday the first week of June. He instantly brought it back in and began a quick check. SARI ANN I is powered with a 375-hp 3208 Caterpillar diesel, which had performed without issue the past four seasons. The oil looked fine and then he took off the valve covers and all looked good there. He and I discussed the next options. First, we needed a mechanic to dig deeper, so I called Troy Morey, who is very knowledgeable with Caterpillar engines. He arrived first thing Wednesday and he and Travis dug further. They tried to roll her over and that took both of them to do. Next, they removed the oil filters and there were pieces of metal in them. It was obvious that the next thing to do was get the boat hauled and pull the engine so Troy could dig into her further. The news was not getting better. Fortunately, I know where there were possibly two 3208 running take outs and I called and they were still available. I was sent a couple of photographs showing they were all apart and it was thought that they were

in really good condition. I made an offer and they accepted it. This might be the quicker option as it would go in with little to no modifications. Then I discovered that they were 320-hp. So, I held up on going down this avenue and decided to get the engine out and fully diagnosed before I could make an educated decision. A call to Front Street Shipyard in Belfast on Wednesday and they said they could pull SARI ANN I out on Friday at 1300. I also made a call to Jeff Hanley at John's Bay Boat Co. to tell him about the engine issue. SARI ANN I had extensive work done at John's Bay Boat last year and that included redoing the main cabin. Removing the engine would mean cutting into the back of the split wheelhouse and there is a special way to do this, and I wondered if Jeff wanted to assist. On Friday, Travis took me out to SARI ANN I in his Carolina Skiff just before 0800. He then tied to her hip and off we went at about five knots for the six-mile trip to Belfast. The weather was perfect, nice bright sunshine and there was hardly any wind. About an hour later we approached the Belfast Town Dock and Travis brought her in perfectly. We zipped back to Searsport, just in time for me to make a major meeting at the Penobscot Marine Museum at 1000. Then, at about 1100 I got a text saying she was hauled and in building #5 with a nice photograph showing her sitting there. I was also informed that they had time to remove the engine. About 1400 I wandered over to Front Street Shipyard and talked with them, and they will get the engine ready to remove Monday. Also, Jeff said he would be coming Monday about 0900. The hope is that the back of the house comes off and the engine comes out Monday and gets delivered to

Continued on Page 6

# MCN's Calendar of Waterfront Events

## 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/](http://penobscotmarinemuseum.org/)

### Maine Maritime Museum

Upon That Isle in Maine  
Re-Sounding  
Percy & Small  
Historic Watercraft Collection  
Watercraft Restoration  
Lobster & the Maine Coast  
Bath  
Info: [mainemaritimemuseum.org](http://mainemaritimemuseum.org)

### Cape Ann Museum

Among Friends  
Avery, Gottlieb & Rothko by the Sea  
Contemporary Art Wetu  
Native Waters, Native Lands  
Gloucester, MA  
Info: [capeannmuseum.org](http://capeannmuseum.org)

### New Bedford Whaling Museum

"Look pleasant, please" Early portrait Photography in New Bedford  
New Bedford in the 1800s  
Bristol County: Incarcerated  
Coquilla Nut Carving  
Seals and Society  
New Bedford, MA  
Info: (508) 997-0046

### Mystic Seaport Museum

Brickwrecks, Sunken ships in Legos  
Monstrous Whaling and its Colossal Impact  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

## 2026

### JUNE

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

20 Solstice Race  
Rockland Yacht Club  
Rockland

20 Harraseeket Regatta  
Harraseeket Yacht Club  
South Freeport

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: Colyn Rich (207) 479-7288  
Elean Mitchell (207) 266-6968

### JULY

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

11-12 Pilot Regatta  
Portland Yacht Club  
Falmouth

12 Stonington Lobster Boat Races  
Town Dock  
Stonington  
Info: Jeff Eaton, (207) 598-0488

18-19 Boothbay Harbor Regetta & Shipyard Cup  
Boothbay Harbor Yacht Club  
Boothbay Harbor

18 Race to the Graves  
Rockland Yacht Club  
Rockland

19 Friendship Lobster Boat Races  
Town Dock  
Friendship  
Info: Heidi Thibodeau (207) 701-9194

24-25 Camden Classic Cup  
Camden Yacht Club  
Camden

26 Harpswell Lobster Boat Races  
Harpswell  
Info: Amanda Peacock (207) 756-3104  
Kristina York (207) 449-7571

26 Paper Cup Challenge  
Rockland Yacht Club  
Rockland

31 Monhegan Race  
Portland Yacht Club  
Falmouth

### AUGUST

1 Seguin Sprint Race  
Portland Yacht Club  
Portland

3-5 ASMFC Annual Meeting  
Westin Crystal City  
1800 Richmond Highway  
Arlington, VA

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

8 SailMaine Regatta  
SailMaine  
Portland

8 Boothbay Harbor Commodore's Cup  
Boothbay Harbor Yacht Club  
Boothbay Harbor

9 Merritt Brackett Lobster Boat Races  
State Park Restaurant  
Pemaquid  
Info: Brent Fogg (207) 694-4988  
Sheila McLain (207) 677-2100

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

# Portland Propeller Club Celebrates Maritime Day

*Annual event recognizes service, leadership, and the people who help keep Portland's maritime community moving*

**By Hattie Train**

When you think of a working waterfront, a professional port, you think of ships moving through the harbor, tugboats guiding vessels to berth, fishermen heading out before sunrise, cargo moving across docks, and crews working around the clock to keep operations moving safely and efficiently. Here in Portland, Maine, we are fortunate to have all of these things and more. But a true commercial port and working waterfront is built on much more than vessels and infrastructure. It is built on people and the relationships that connect them.

Behind every vessel movement and operation on the waterfront is a network of mariners, pilots, first responders, waterfront businesses, government agencies, and industry partners working together. Much of this work happens behind the scenes, but these are the people who keep commerce moving and make Portland's waterfront the strong maritime community that it is today.

Organizations like the International Propeller Club and, in our case, the Propeller Club of the Port of Portland, help build and strengthen those connections. Founded internationally in 1927 and chartered in Portland in 1938, the organization exists to bring together people from every corner of the maritime industry and support the relationships that help keep our port and waterfront moving.

One of the Club's longstanding traditions is its annual Maritime Day celebration. Observed nationally on May 22, Maritime Day commemorates the 1819 sailing of the steamship *Savannah*, a voyage that marked an important step forward in shipping and commerce. Officially established by Con-

gress in 1933, the day recognizes the maritime industry and the people whose work supports it.

This year's Portland Propeller Club Maritime Day celebration brought together members of Maine's maritime community to recognize individuals and organizations whose dedication and contributions continue to strengthen Portland's waterfront. The event opened with a U.S. Coast Guard Color Guard from Station South Portland, followed by a blessing and a moment of remembrance honoring members of the maritime community and Propeller Club family who passed away over the past year. For many in attendance, it served as a reminder of the lasting impact people leave on the waterfront and within the maritime community.

This year also included a special recognition not traditionally presented annually. Following a significant waterfront incident this past year, the Club presented an Award of Exemplary Service to the Port of Portland to the Portland Fire Department Marine Division, Fireboat, and Crew in recognition of their service and dedication to Portland's waterfront and the people who rely on it every day. Serving as a critical presence throughout the harbor, the Marine Division provides protection not only to Portland's waterfront, but also to island communities, mariners, vessels, and the infrastructure that supports the region's maritime economy. Their dedication was especially evident during the response to the December 2025 Custom House Wharf fire. Chief Chad Johnston and Deputy Chief Jon Hendricks accepted the award on behalf of the department.

The Portland Propeller Club also rec-

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Capt. Walter Russell, President of the Portland Propeller Club discussing the agenda. (Photograph by Cindy Russell)

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# The Evolution of the Wayne Beal Models

JONESPORT – One of the most prominent boatbuilder names in the State of Maine are the Beals of Beals Island and Jonesport. Over the last one hundred years there have been a number of them who made a significant name for themselves. One of them that is still carrying on the tradition is Wayne Beal, who is the younger brother of Calvin Beal, Jr.

I first met Wayne at his shop on Ice Hill Road South in the late 1980s. In 1984 he put up a deck floor in a make-shift building. He added, "That's when Calvin got a chance to do the South Shore boats, so I had the first. I don't know but it was the first three 30s that South Shore did. I started out with a spec boat and sold it to Tom Watson over in Cundy's Harbor. Then the next one I think was mine and I sold it to my father. Then Jeremy (Wayne's son) had it for a while and then it went over to Mill Pond on Beals, Dean Alley's got it now. The next 30 I did went to Allen Carp. He was the guy that tried to sell boats out in New York. He got tangled up with us and he had a friend that wanted one, so, I finished it off for him. That one went down to Long Island. After that I got together with Calvin, Jr. in 1990 and did the 36.

"Well, what that started out as," explained Wayne, "I was going to do a 38. We had the half model built, had the stern built and we were getting ready to do the keel. I think all the moulds were built and we were getting ready to set them up. Ordman Alley came in the shop and he said, 'I don't want that big of a boat,' he says, 'What would it take to get you to change to a 36?' I said, 'Geez, we have got this here started.' If I was going to do anything like that, I would have to have two firm orders, and we will do the change.' He rounded up Larry Crowley and both of them put orders in. We took the stern for the 38 and cut that down to a 36. What

I did, I helped Calvin, Jr., he was building a Crowley 36 at the time. I told him I wanted it a foot wider. I wanted concave in the bow, and I wanted to raise her up. So, I worked with him, made the changes, and drew up the 36."

We both remembered the issues they had getting the first one out of the mould. Wayne explained, "We had a lot of zero weather and all I had for heat was one of those little trailer furnaces. Everything was done right, except for the heat. The boat was upside down, the keel came out good, but everything else stuck. Down near the floor she didn't hardly hardened. After a while she did, but it was just slow cure, because the cold broke the wax down. It was all to do with heat. What we did was Calvin, Jr. had some oak timbers over there, so we split them and wedged them out and drove them right down around her, broke her clear of the mould. We just tore it to pieces trying to get it apart. Pulled chunks out of the mould, pulled chunks out of the boat, but it was all gel coat damage. The only thing with the mould, we had to force her so much to get her apart that it ended up with stress cracks in the turn of the bilge where the garboard and the keel meet. If you look at the mould it looks like a patchwork quilt. The cracks kept coming out, but we just repair them. We have hauled 110-115 boats out of it. It has held up well."

"That was the start, continued Wayne, "well, it wasn't actually the start. My start was in the 23. Calvin made up a half model, and I had Dana Perley working with me. He and I took her right from the half model and built the boat and the mould. That was my initiation into fiberglass boatbuilding right there."

Wayne had done wooden boatbuilding with Ernest Libby, Jr., and Calvin. He said,

"I had worked in the boat shop when Ernest Libby, Jr. was building wooden boats when I was in high school. I used to go down there and do odd jobs. He used to hire me in and we swapped labor. When I was in high school, I had a 21-foot outboard boat. I helped putty and painted the cabins out and stuff like that. He paid me back by setting that boat up, made up the stem and stern and the moulds and set her up. Then Calvin, Jr. and I planked it and built her up. I fished out of that while I was going to high school. I helped Ernest Libby, Jr. build the 38 Young Brothers plug. Then I helped build Alan Beal's 36 that Tommy Beal ended up with and that was a 36 that Ernest, Jr. was building. I worked with him until I went in the Navy. We planked her up; the shudder plank went in on the Saturday before I left on Sunday to go to the Great Lakes and boot camp."

When Wayne returned from the Navy, he worked with his brother Calvin and then with Herman Backman, Jr. Herman at the time was fiberglassing dories for the seiners. Then he had a boat started for, well I don't know if he was doing a spec boat or if somebody had backed out, I am not sure, but Jerome Crowley ended up with that

boat. Then it was getting toward spring, and I wanted to go worming so Ralph Davis, Sr. worked with him and helped finish it off for Jermon. After that I used to work winters with Calvin."

He and Calvin lobster fished during the summer and fall and then it was back into the boat shop.

With the 36, Wayne would have three or four orders and that kept him busy all winter. Then he bought the 28-footer LITTLE GIRL, which was designed and built by Calvin in 1981. "I bought that off of my brother Dean," said Wayne. "Of course I changed it to what I wanted. I put a three-inch batten on top of her and shoved it out on the flare. I had the 23-mould operational, so I went out there and laid up a section of glass out of that flare. I made it about eight or nine feet long and two feet deep and fastened it to the top of the LITTLE GIRL. It laid around her just like a glove, so, I just nailed it on with sheetrock nails and took sheetrock mud and faired it in. I had to lengthen it on the back end so it would blend into the side of the profile of the boat. On the sheer line, I wanted to be a little higher down aft, so I just shimmed it up and I raised her another couple inches down back.

## Portland Propeller Club

Continued from Page 5

ognized Captain Parker Poole IV, owner of Determination Marine, as Maritime Person of the Year for his continued support of Portland's maritime industry and Casco Bay's working waterfront. Throughout the harbor, Capt. Poole has earned a reputation as someone who answers the call when needed, often among the first on scene and the last to leave. In true Parker fashion, he was unable to attend the event himself because he was out working and handling another situation on the water somewhere while everyone gathered and attempted to surprise him with the award. His sister, Hollister Collet, accepted the recognition on his behalf.

Captain Walter Russell Jr. was recognized as the Propeller Club's 2026 Member of the Year for his service and contributions to Portland's maritime community. A graduate of Kings Point with deep family roots in the towing industry, Captain Russell has built a respected career as a docking pilot while also helping strengthen the maritime community through his work with the Propeller Club. During his time as president, he became known for making people feel welcomed and included, helping bring together both longtime maritime professionals and those newer to the industry. His award was presented by Captain Sarah Kaplan, his successor as Club president, who joked that

Capt. Russell "makes my job boring," reflecting the confidence and professionalism he brings to the waterfront every day.

Attendees also heard a keynote address from Senator Susan Collins, who provided a recorded message highlighting the importance of Maine's maritime industry and the Port of Portland at the state, national, and international level. She also spoke about the importance of domestic shipbuilding and recognized the work being done at Bath Iron Works.

Following Senator Collins' remarks, Capt. Russell formally passed the Propeller Club president's pin to Capt. Kaplan, marking the transition of leadership within the organization.

While the formal program recognized important milestones, some of the most meaningful parts of Maritime Day happened in the conversations before and after the presentations. People caught up, made introductions, and strengthened relationships across every part of the maritime industry. Much of what keeps a port operating successfully happens quietly behind the scenes, and many times it begins with the relationships and networks built and reinforced through conversations like these. In many ways, that is what Maritime Day — and the Portland Propeller Club itself — has always been about.



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# The Evolution of the Wayne Beal Models

That was the 28.”

Jeremy said that they added three or four inches to the 28. Wayne continued explaining, “Otto Proctor cut that for me, and I helped him get the keel setup. What it was, LITTLE GIRL didn’t have the clearances I wanted so we went in and cut the keel. Then we lined it up for the pad for the stuffing box, so she’d handle more prop. We knew that she was going to have more power. The old wooden boats were fighting for clearances because it was a hard job to get the clearance big enough to really do a good job.”

The 36 came out in 1990, but Wayne did not remember the date for the 28 as all his records were lost when the shop burned.

Next came the 34, which they made the same modifications to. They made a splash mould and got a hull out of that. They then faired it and took a mould off of it. The splash mould went to Jim Preston in Rogue Bluffs who finished it. She went ashore and suffered a lot of damage. He hauled her up in his yard and Wayne thought he made the needed repairs and re-launched her. He used her as a scallop dragger.

After the 34 came the 40. He said, “I decided I wanted to put a 40 in the line, so I went over and talked to Calvin, Jr., but he wasn’t right sold on it. I wanted kind of a semi-built down. We could have a little more room under the engine since a lot of them want the engine under the floor. I also

wanted her deeper forward and that made her fair through so much easier. You look at my 40 compared to Calvin’s 42 and she is quite a bit deeper, probably eight inches. So, I told him the dimensions I wanted. She finished up about 15½ and a touch over 40.”

When the shop burned Wayne lost the 40 mould along with the mould for the washboards and patterns. Wayne said, “Fortunately the plug I had out here in the bushes. Of course, the weather had been working on it, and she started to rot where the back end of the keel went onto the hull. So, we repaired the skeg and where she was coming apart a little bit. Then I got thinking it over and thinking we probably ought to build a 42 instead of a 40. The 42 was more to what the guys wanted and the 40 was a little stubby on the house. The 42 is a better-looking boat.

“As for the 46,” continued Wayne, “I took a 40 and cut her up and made the 46. What we did was lengthened her first and got her, so she was all faired and then made a two-piece cradle and set her in it. We had it so the divide was going to be between the two cradles. We came ahead of the backing piece just a little bit, probably about three feet ahead, so we got clear of the fairing and cut her right across. Then we rolled her two parts open, measured her up, lined up the water lines with the water level, and built her back in. I wanted her quite a bit wider, so we opened her up a foot on each side. I



This is a Wayne Beal 32, powered with 1,000-hp Isotta, capable of speeds over 65 mph.

went in under the turn of the bilge and when she flattened a little bit, I cut her right there. We stopped back behind the stem; I think it was eight feet from stem. She trued right up. That was pretty simple and all we had to do was repair the outside.”

“When we did a 34,” continued Wayne, “I come near doing a chine boat right there, but I didn’t know if they were quite ready for it. We bolted rails on all the time and poking these hull solid full of holes wasn’t a good idea. Plus, they get rope cuts or knock them off on floats or something.”

Next, they did a 50, but they did not make a mould and that is the only one.

Where are the moulds now? The 23 was sold to Don Crowley and then went to Beal’s Boat Shop in Milbridge when Don joined them in the 1990s. Now, Sargent Custom Boats has them. The 28 went to Hutchinson

Composites in Cushing, but recently they were sold. The rest of the moulds that survived the fire are all at Wayne Beal’s Boat Shop.

What is interesting is those that spend hours and hours with the best software available to design the boats of today. However, listened to some of the old builders, who learned from the older builders as the design information was passed down. It all ends up as to just what is the boat going to be used for as there are compromises. Since most of these builders also fished with their boats, they knew just what their characteristics were and could steer a customer into a better boat. The boats Wayne designed and produced are boats that are good sea boats but also would push through the water easily. They are certainly some of the best offered in this market.

## Publisher's Note

### Continued from Page 4

Troy. From there we can only hope that the diagnosis is not terminal. The initial thought is a spun bearing, but how much other damage? Stay tuned!

\* \* \* \* \*

For those that have followed Maine Coastal News since its beginning in 1987 you may remember I ran a half-page advertisement looking for information on the lobster boats built here in the State of Maine for a time. I got a number of responses and over the years I have continued to add to the list. Last month I began taking all the information that I have gathered at the lobster boat races and began putting it into a spreadsheet with the ultimate goal of adding these boats to the big online database. When done I had almost 2,100 lobster boats listed, but that

might not be even 25 percent. I also want to go through some of the boatbuilder’s list that I have accumulated over the years and added them, even if they were not lobster boats. Then I need to go through Facebook as there are several groups that have some useful information, but more importantly talk to as many fishermen as I can to get the boats they owned and the boats, they remember. Basically, this would be a list of most of the boats built here in Maine. The problem is that some of this information, maybe as much as a third to half, is likely lost.

Want to help? Email me (igmatats@aol.com) with your information (see Page 25 for a form), anything you can remember about the boats you have known, whether yours or someone else’s. I have been amazed by what some remember, which as helped me a lot.

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## Wreckage of U.S. Coast Guard Cutter Tampa Discovered Off Cornwall, United Kingdom

April 29, 2026

WASHINGTON - The wreckage of the Coast Guard Cutter Tampa has been located and confirmed by the British technical-diving team Gasperados. The site lies approximately 50 miles off Newquay, Cornwall, United Kingdom, at a depth exceeding 300 feet deep in the Atlantic Ocean.

Tampa was lost in 1918 during World War I after being torpedoed by a German submarine in the Bristol Channel. The vessel sank in less than three minutes, resulting in the death of all 131 people aboard—111 Coast Guardsmen, four U.S. Navy personnel, and 16 British Navy personnel and civilians. This remains the largest single American naval combat loss of life in World War I.

“Since 1790, the Coast Guard has defended our nation during every armed conflict in American history, a legacy reflected in the courage and sacrifice of the crew of Coast Guard Cutter Tampa,” said Adm. Kevin Lunday, commandant of the Coast Guard. “When the Tampa was lost with all hands in 1918, it left an enduring grief in our service. Locating the wreck connects us to their sacrifice and reminds us that devotion

to duty endures. We will always remember them. We are proud to carry their spirit forward in defense of the United States.”

In 2023, the Coast Guard Historians Office was contacted by the Gasperados Dive Team regarding the Tampa. Over the past three years, the all-volunteer team conducted an extensive search for the wreckage.

“We provided the dive team with historical records and technical data to assist in confirming the wreck site,” said Dr. William Thiesen, Coast Guard Atlantic Area Historian. “This included the archival images of the deck fittings, ship’s wheel, bell, weaponry, and archival images of the Tampa.”

The Coast Guard is now developing plans for underwater research and exploration in coordination with its offices of specialized capabilities, historians, cutter forces, robotics and autonomous systems, and dive locker.

## U.S. Coast Guard commissions 62nd Fast Response Cutter honoring 9/11 hero

U.S. Coast Guard Forces Micronesia May 22, 2026

NEW YORK — The U.S. Coast Guard commissioned its newest Fast Response Cutter, USCGC Vincent Danz (WPC 1162), for official entry into its service fleet during a ceremony held in New York City on Friday.

The Vice Commandant of the Coast Guard, Vice Adm. Thomas Allan, presided over the ceremony. Members of the Danz family were also in attendance, including the cutter’s sponsor, Ms. Angela Donohue, widow of the late Vincent Danz.

“Vincent Danz’s legacy will live on not only through his family and his brothers and sisters in the NYPD, but through the Coast Guard crew who will breathe life into this cutter today,” said Adm. Tom Allan. “The


Coast Guard Cutter Vincent Danz will perform the Coast Guard’s vital work across Oceania—projecting U.S. presence, countering illicit maritime activity, and strengthening our international partnerships.”

The Vincent Danz is the 62nd Sentinel-class Fast Response Cutter in the service and the fourth of five FRCs to be homeported in Guam with U.S. Coast Guard Forces Micronesia/Sector Guam. The crew of the Vincent Danz will primarily serve U.S. and mutual interests in Oceania with an emphasis on the Micronesia and Melanesian sub-regions, conducting maritime security operations, combating illegal activity, supporting search and rescue missions, and strengthening partnerships with Pacific Island nations and Allies. The cutter is a multi-mission platform.

The cutter’s namesake, Vincent Danz, was serving in the New York City Police Department, Emergency Services Unit, ESU Truck 3, when he responded to the World Trade Center as part of a massive emergency response and was killed when the World Trade Center collapsed. He was posthumously awarded the New York City Police Department’s Medal of Honor for his heroic deeds. He was a veteran of the United States Marine Corps and joined the New York City Police Department in 1987, while continuing to serve in the U.S. Coast Guard Reserve as a Port Security Specialist 2nd Class.

As a U.S. Coast Guard reservist, Danz understood the meaning of service to country and community. His courage in the face of unimaginable danger and his dedication to saving others made him a hero not only to New York City but to the nation. This cutter honors his memory and the legacy of all first

Continued on 21




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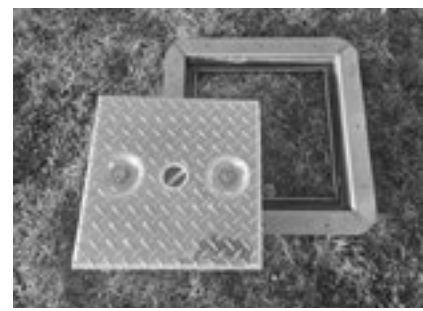
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# U. S. NAVY NEWS

## Navy Commissions Submarine USS Idaho

27 April 2026

GROTON, Ct — The Navy commissioned the Virginia-class fast-attack submarine USS Idaho (SSN 799) in a traditional ceremony held Saturday, April 25, at Naval Submarine Base New London in Groton, Connecticut.

### USS Idaho Commissioning

The ceremony marked the culmination of a multi-year construction process and officially brought the USS Idaho into the fleet. It is the fifth U.S. Navy vessel named for the Gem State. The most recent predecessor, USS Idaho (BB-42), was a New Mexico-class battleship commissioned in 1919 that earned seven battle stars for its service in World War II, including action at Iwo Jima and Okinawa.

U.S. Senator James Risch of Idaho delivered the principal address as the ceremony's keynote speaker.

The Honorable Hung Cao, Acting Secretary of the Navy, also delivered remarks, emphasizing the strategic importance of the new submarine.

"We are a maritime nation, bordering on both the Atlantic and the Pacific. Our commerce depends on safe and secure sea lanes of communication," Cao stated. "President Trump's commission to our military is simple: to achieve Peace Through Strength. The USS Idaho joins the fleet ready to answer the call to action, in any ocean, at any time."

Cmdr. Chad J. Guillerault, Idaho's commanding officer, addressed the attendees, speaking on behalf of the crew and the submarine's rich heritage.

"The Idaho connection is more than a name, it is a legacy — a legacy built before us that is being reborn today," Guillerault declared. "I am incredibly proud to be the commissioning captain of a vessel so steeped in tradition... and most importantly, honored to be the captain of a crew so mighty that they

have outshone all those before them."

The ship's sponsor, Mrs. Teresa Stackley, gave the traditional order to "man our ship and bring her to life," at which point the crew ceremonially ran aboard to man the submarine.

"This moment is for you, Cmdr. Guillerault, and your crew," Stackley said. "Please note that when you sail, my heart sails with you."

Other distinguished speakers at the ceremony included Idaho Governor Brad Little, U.S. Senator Richard Blumenthal, U.S. Representative Joe Courtney, and U.S. Representative Michael Simpson. Adm. William Houston, Director of Naval Reactors, also provided remarks highlighting the technical achievement and operational readiness of the vessel.


Idaho (SSN 799) is the 26th Virginia-class submarine and the eighth of the advanced Block IV configuration. The submarine was built under a teaming agreement between General Dynamics Electric Boat and HII-Newport News Shipbuilding. The ship was christened on March 16, 2024, at the Electric Boat shipyard in Groton.

As the newest submarine to join the fleet, Idaho (SSN 799) brings cutting-edge warfighting capability to the nation's undersea forces. Virginia-class submarines feature enhanced stealth, sophisticated surveillance capabilities, and special warfare enhancements to meet the Navy's multi-mission requirements.

These submarines are 7,800 tons, 377 feet in length, and have a beam of 34 feet. They are powered by a nuclear reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs and increasing operational availability.

The commissioning of the USS Idaho reinforces the Navy's commitment to maritime superiority and national security.

Continued on Page 20





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# Big Jim

By Sheila Dassatt

How many of you remember entering Maine on Route 1 in Kittery and being welcomed by a big sign of a fisherman holding a can of sardines all dressed in yellow rain gear with a sow'wester on his head? Well that was Big Jim! He is a 40 foot-tall fisherman that watched over Maine's working waterfronts since 1959 and welcomed northbound travelers to "Sardineland" to celebrate Maine's sardine industry at that time. He was originally made of painted plywood. He was a welcoming site there until the late 1960s. Big Jim was named after the Maine Sardine Council's director, James Warren and was an icon for representing Maine's fishing and cannery economy.

When they built a new Route 1 bridge that bypassed his Kittery location, the Stinson Canning Company rescued him. He was rebuilt sturdier with aluminum panels and moved him to Prospect Harbor which is in the town of Gouldsboro. (Downeast). He was an icon for the sardine fishery and production which was the last operating sardine cannery in the United States. When the Era of Lobstering in Maine became a big attraction, the Stinson factory closed and a lobster processor took over the site. Big Jim's sardine can was painted over to look like a lobster trap. The Prospect Harbor location was slated for development, so Big Jim was taken down for repairs. He had stood over Prospect Harbor for more than six decades.

Big Jim was transported to Belmont Boatworks on Route 3 in Belmont for a com-

plete restoration. Most of the funds for this restoration were donated to the Penobscot Marine Museum in Searsport and is going to be an estimated \$30,000 for the project. Belmont Boatworks will be stripping his paint from the aluminum panels for restoration. Mural artists, the WOW Collective (an all women mural group) will renew the artwork on Big Jim and bring the sardine can back to its original look, replacing the lobster trap that had been painted over the original sardine can that he had been holding for decades.

Following the restoration, Big Jim will be stationed at the Penobscot Marine Museum's Campus in Searsport as the centerpiece of the "Sardineland" exhibit. He will remain on display at the museum throughout the summer and into the fall and then return to his permanent home in Prospect Harbor which is owned by Bold Coast Seafood in partnership with Bold Coast Seafood, the new owners of the former Stinson Cannery and the Gouldsboro Historical Society, they are breathing new life and awareness into Big Jim so that the story of Maine's sardine industry and the generations who worked there will never be forgotten. Penobscot Marine Museum is having a big celebration (which unfortunately will be behind us by the time you read this), but I'd still like to mention it in their honor for all that they have done. It was on June 13<sup>th</sup> at 2:00 pm and free to attend! They had live performances by The Hot Suppers and the Bookhead Sweet Tooth. How do you like those names?! I'm sure that they are both very talented and

will set the joyous atmosphere!

Big Jim will return home to the Bold Coast in Prospect Harbor to resume his post overlooking the harbor. This is an example of restoring our Maine Heritage and sharing this with our visitors. When they see Big Jim, this way there will be an understanding of what he is all about. Penobscot Marine Museum is a 501 (c) (3) organization as determined by the Internal Revenue Service. If you would like to make a donation to help sponsor this project, you can donate by check payable to Penobscot Marine Museum, P. O. Box 498, Searsport, ME 04974. If you prefer, they have a donation site on their website for donating by cyberspace.

Not all is lost in Maine when it comes to canned fish. We have folks that are trying to bring it back. Joshua Scherz, co-founder of Maine Canned Fish wants to offer mar-

keting opportunities for fishermen up and down the coast. His canning operation is in Topsham, Maine and hopes it will be up and running by this summer. "So the fish will come in the day of production. We will be receiving groundfish and aquaculture from the Portland Fish Exchange all the way up to Frenchman's Bay and as far north as Lubec," Scherz said. The U.S.D.A. has approved seven of the company's varieties, including cod, scallops and lobster. When asked if lobster in a can would interest people, Scherz stated "lobster is an iconic meal in Maine and I think that we have created a tool kit to make a lobster roll at home."

What a concept! With this being said, there may be hope for our fishermen and consumers alike. Maybe it can also make it more affordable and accessible for those that don't live near the coast!

## NEFSA News

### A New Chapter for America's Commercial Fishermen

By Dustin Delano, NEFSA Chairman & Chief Strategist

This spring marked a historic moment for America's fishing industry with the official opening of the USDA Office of Seafood, the first office of its kind dedicated to ensuring commercial fishermen, seafood producers, and processors have direct access to USDA programs and support systems. The announcement represents more than just another federal office; it signals long-overdue recognition that America's fishermen are essential food producers and a critical part of our nation's food security.

For generations, commercial fishermen have operated without many of the tools and opportunities available to traditional agriculture. While farmers have long benefited from USDA loans, disaster programs, marketing assistance, infrastructure investments, and risk-management tools, commercial fishermen were often left navigating a complicated federal system without a seat at the table. The creation of the USDA Office of Seafood changes that conversation in a meaningful way.

The new office will coordinate across USDA agencies and work alongside the Department of Commerce and other federal partners to strengthen domestic seafood production, improve processing capacity, promote American seafood products, and help revitalize working waterfronts and coastal economies.

In my capacity as Fisherman in Residence, I had the privilege of attending the roundtable discussion surrounding this historic announcement. Sitting at the table with Secretary of Commerce Howard Lutnick, Secretary of Agriculture Brooke Rollins, Secretary of the Interior Doug Burgum, National Economic Council Director Kevin Hassett, Senator Dan Sullivan, Congresswoman Kat Cammack of Florida, and fishing industry leaders from Maine to Alaska was both humbling and encouraging.

What stood out most was the growing recognition in Washington that commercial fishermen are not simply stakeholders in environmental policy. We are producers who feed the nation. There was broad agreement around the table that American seafood harvesters deserve the same consideration, support, and economic opportunities afforded to other domestic food producers.

It was also my honor to speak during the press conference alongside Secretary Rollins and Secretary Burgum as we announced to the American people that, for the first time in a long time, our nation's political leadership is giving commercial fishermen something many of us have not felt in years: hope. Hope that our government finally understands the importance of preserving working water-

fronts, rebuilding domestic seafood production, and protecting the livelihoods of the men and women who harvest America's seafood.

For many of us in the industry, this moment has been years in the making. Coastal communities across the country have struggled under burdensome regulations, rising operating costs, foreign competition, and aging infrastructure. Yet despite those challenges, America's fishermen continue to provide some of the safest, most sustainable, and highest-quality seafood in the world.

The USDA Office of Seafood will not solve every challenge overnight, but it does create new opportunities for fishermen to access financing, infrastructure support, market development programs, disaster relief, and other tools that can help keep family fishing operations viable for future generations.

Perhaps most importantly, this office acknowledges something fishermen have known all along: seafood is food security, and America's fishermen are indispensable to the nation's future.

As conversations continue around domestic seafood competitiveness and rebuilding America's maritime economy, it is critical that working fishermen remain directly involved in shaping policy. The voices of harvesters, processors, and fishing communities must continue to guide these efforts so that the future of commercial fishing remains strong, independent, and sustainable.

This is an important first step, and one that gives many in the industry renewed optimism that commercial fishermen are finally being recognized not only for our heritage, but for our vital role in America's future.

### A Balanced Approach to Shellfish Aquaculture in State Waters

By Bonnie Brady, NEFSA Director of Policy

Shellfish aquaculture has long been part of the heritage of coastal communities throughout the United States. Recognizing both the history of shellfish aquaculture and the longstanding presence of wild harvest fisheries in state waters, the New England Fishermen's Stewardship Association (NEFSA) has established a policy framework centered on balanced use, defined leasing structures, and protection of existing resource users.

Some of our NEFSA members participate in shellfish aquaculture, while others depend entirely upon wild harvest fisheries. Our on-the-water perspective recognizes both the opportunities and the challenges that can arise when projects are not properly planned or located, so our policy is built around balanced use, defined leasing structures, and protection of all resource users.

We support responsible shellfish aqua-

**Continued on Page 23**

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# Commercial Fishing News

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

**From the Director –**

Here we are in June already and the boats are starting to hit the water for a new season. As I'm sure that you well know, that the weather still hasn't warmed up very much and most weekends are rainy. This is much like I said in the June issue. I'm hoping that this season has more promise than last year when it comes to wind and weather. I don't mean to be so repetitive, but it just seems to be following a pattern. The weather has a big impact on the end result of how many lobsters that we will land in 2026. Sometimes it is thought that the stock is down but the real result has a lot to do with how much we can get out due to the weather.

To give the most recent update, some of the traps are going out with reports at this time, the overhead is larger than the net profit. The bait is expensive right now and we all know that the fuel is high right now. Concerning bait, for herring there are zero landing days from June 1 through July 19, 2026. Federal Category A vessels have a weekly limit of 240,000 pounds in Area 1. Harvesters are limited to one landing in a 24 hour period. The Commissioner has determined that it is necessary to take emergency action and to reduce the risk of an overage in the Area sub-ACL that could deplete the supply of Atlantic herring. The

effective date is May 30, 2026.

Menhaden opens Monday June 8, 2026; 5% tolerance for River Herring bycatch. This is under the allocated quota. Per the DMR announcement, open harvest days are Mondays, Wednesdays and Fridays with a weekly catch limit of 17,850 pounds per harvester vessel which is restricted to one landing per day. In explanation, there is a by-catch tolerance on river herring. Alewife and blueback herring species must not comprise more than 5% of the total menhaden catch. So with this reporting for this year, we can draw our own conclusions on the availability and possible price of our bait this year. A lot of us also use pig or cow hide to make it last a little longer in the trap. Because they stay in the trap longer, they can be a cheaper bait alternative in the long run. You can also supplement the hides with concentrated fish oils, as the hide can lose its scent over time without an oily attractant.

This is the story on our bait availability but the price of fuel will be anybody's guess. One alternative is to let the traps set a little longer to use the bait to its full extent. It is very expensive to haul too soon and dump the bait. This is also a good way to make our overall bait supply to last as long as possible. Let's conserve if we can.

At this point in time, the lobster associ-

ations and dealers have joined together in a letter to the U. S. Department of Commerce, the U. S. Department of Agriculture and the U. S. Trade Representative to exempt the Maine lobster fishery from the EU's new digital CATCH certification system. We are not able to comply with these requirements and could lose access to important markets and can cause a hardship if this program is implemented. The Maine lobster industry associations are Patrice McCarron, Dustin Delano, Virginia Olsen and Sheila Dassatt. The Maine Lobster dealers are Curt Brown, Canaan Letourneau, Wesle Smith and Hugh Reynolds. There is always more strength when we can all work together like this.

There is also a proposal to extend the pause on federal whale regulations by Congressman Jared Golden to our Commissioner Carl Wilson. The DMR has established a monitoring program to better understand right whale distribution and habitat use in the Gulf of Maine. This proposed extension could provide additional time to build

on work researching whale presence in the GOM. This proposal shows that the DMR remains committed to providing necessary data for effective rulemaking that can protect whales and fishermen regardless of when those regulations occur. D.E.L.A. knows that a lot of research has been happening to be able to detect where the whales are by adding to our electronics to alert the fishermen first hand. We just need a little more time to perfect these detection devices.


On June 6, there was a Boat Parade in honor of our Lobster Lady, Ginny Oliver who would've been 106 on this day. This parade was held in Rockland, Maine with many boats showing in her honor. This was a wonderful tribute to such a devoted Lobster Lady!

We are also joining together to continue that fight against ropeless gear, so stay tuned. We don't give up easily and most likely "not at all!"


Stay safe and have a successful 2026 season! Sheila



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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### Magnuson-Stevens Act at 50: Charting a Course to Sustainable Fisheries

*This landmark legislation set the United States on track to become a world leader in sustainable fisheries management.*

May 08, 2026

In April, we celebrated the 50 years since the United States signed the Magnuson-Stevens Act. This landmark law set the United States on a course toward sustainably and cooperatively managed marine resources. But in order to appreciate how far we've ventured, it helps to understand why we embarked.

#### Vacuuming the Seas

The mid-20th century was a boom time for fishing around the world. Technological advances changed how people harvested, transported, and consumed seafood. More fish were being harvested off the coasts of the United States, but not necessarily by American fishermen.

Between 1965 and 1975, the volume of fish caught by foreign fishing vessels in the United States exceeded the catch of domestic harvesters. The newer, larger, far-ranging factory trawlers of the foreign fleets would anchor just beyond the 3-nautical-mile U.S. territorial limit. As Senator Warren Magnuson (D-Washington) recalled, the fleets were "virtually vacuuming the seas" of valuable marine life—and economic opportunity. When they depleted one stock, they simply moved on to the next. In many cases, they sold their harvest back to American consumers after processing.

"If the U.S. is to maintain world prominence," warned Magnuson, "we must learn to steward our declining resources." He partnered with Senator Ted Stevens (R-Alaska), Representative Don Young (R-Alaska) and Representative Gerry Studds (D-Massachusetts) to push for action through extensive deliberations in both chambers of Congress.

Lawmakers agreed that a serious problem existed, but they debated how to solve it. The 94th Congress considered dozens of proposals before combining ideas into one law. On April 13, 1976, they passed what is now known as the Magnuson-Stevens Act.

#### A Law that Charts New Territory

The Magnuson-Stevens Act introduced two major changes to U.S. federal fisheries management. First, it created a 200-nautical-mile "fishery conservation zone"—later redesignated an "Exclusive Economic Zone" around our coasts. Amer-

ican fishermen have the first right to fish marine species in this area.

Second, the Act created eight regional fishery management councils. They established a collaborative and tailored approach to managing the domestic fishing industry in the newly claimed federal waters. These councils would bring together representatives from state governments, industry, and other interests to develop fishery management plans for the stocks in their regions, adhering to national standards. They would solicit public input and allow everyone an opportunity to be heard during the plans' development. Advised by scientific committees, the councils' goal was to manage each fishery for its "optimum yield." Optimum yield takes into account the amount of fish that can be harvested sustainably and that will provide the greatest overall benefit to the nation. The councils' recommended measures were then forwarded to NOAA Fisheries for implementation.

#### A New Gold Rush

Once the Act cleared U.S. waters of foreign fishing fleets, American fishermen flocked toward the increased economic opportunities. Many invested in larger, more advanced boats with help from federal loan programs. But soon, too many fishermen were competing for too few fish.

As planned, scientists surveyed fish populations and estimated sustainable catch levels. The councils tried to regulate the fishing effort through closures and size limits. Even so, their efforts failed to prevent major declines. Some of the most productive fisheries in the world—including sea scallops, cod, and haddock in New England, and red snapper in the Gulf of America—collapsed.

In 1996, Congress reauthorized and strengthened the law with the passage of the Sustainable Fisheries Act. This update marked a more concerted attempt to end overfishing and rebuild overfished stocks. The new legislation included several key changes:

- Fishery management plans must define objective criteria for identifying when a stock is overfished (i.e., its abundance or biomass is too low) and when it is subject to overfishing (i.e., the catch rate is too high)
- Management plans must adhere to expanded national standards and

consider "essential fish habitat"

- Rebuilding plans are required for overfished stocks

#### Turning the Tide

The years following passage of the Sustainable Fisheries Act saw the beginning of the American fisheries success story. Sea scallops, subject to major closures since 1994, were the first stock to be declared rebuilt in 2001. Other species followed in the early 2000s, including:

- Silver hake and winter flounder in New England
- Blacktip shark and yellowtail snapper in the southeast
- Pacific whiting and lingcod off the West Coast

These achievements showed recovery was possible with sound science, sacrifices by our fishermen, and support from the public.

A decade later, Congress refined the law further. In introducing the legislation, Senator Stevens hailed the regional council system he helped create 30 years prior as "one of the most successful federal-state management systems ever enacted." He emphasized that "the system recognized the complexity of our differing fish stocks and the unique regional approaches needed to manage these resources."

Crucially, the new reauthorization established annual catch limits and required accountability measures for fisheries that exceed their catch limits. It strengthened the role of science in management and stipulated that managers could not set catch levels higher than the science advisors' estimated optimum yield.

These new measures, and the fruition of rebuilding plans already in place, helped increase the number of rebuilt stocks over time. Since 2000, we have celebrated successes in every region. We've rebuilt 52 stocks, including recent successes like Snohomish coho salmon and Pacific bluefin tuna.

#### Building on the Past, Looking to the Future

Today, U.S. fishermen and seafood farmers adhere to some of the most robust and transparent standards in the world. Our system is built on rigorous science, robust monitoring, strong enforcement, and the daily commitment of our dedicated fishermen. American fishermen are responsible stewards of our ocean resources, working to ensure the long-term health of fish stocks and marine ecosystems. U.S. seafood is sustainable seafood. But sustainable management is a continuous journey, not a destination.

The Act and its reauthorizations will not solve all our fisheries management challenges. Not all population declines are due to overharvesting; changes in the environment and cascading impacts from the increase or decline of other species matter as well. Some rebuilt stocks have experienced new declines and required further interventions. And while U.S. fishermen abide by responsible management measures, they face difficulties posed by less expensive international imports, rising gas prices, and shifting species distributions.

As we look ahead to the next 50 years, we are focused on sustaining both our fish populations and our fishing communities, culture, and industries. Through continued collaboration and our science-based approach to management, future generations will enjoy eating U.S.-caught seafood and watching U.S. fishing vessels at work.

#### Want to Help?

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where to start? We've got you covered with up-to-date information on U.S. seafood, tips on buying and handling, recipes, and more.

### Lots of Talk About the Recent Cooperative Research Summit—Here's What They're Saying

May 14, 2026

Last month, we held our fourth Northeast Cooperative Research Summit and the talk hasn't stopped. Here's what some of the participants said about their Summit experience.

In early April, the Cornell Cooperative Extension Marine Program joined us in hosting our fourth annual Northeast Cooperative Research Summit in Riverhead, Long Island, New York. It focused on bringing scientists and fishermen together to build research partnerships to address science and management needs.

Participants included the commercial and recreational fishing community, commercial fishing advocacy groups, non-governmental organizations, academic and non-profit research institutions, federal, state, and local agencies, and blue tech startups. They come to the Summit with purpose and goals for what they hope to achieve.

Here's what some of them had to say about their Summit experience and what it meant to them. Their reflections help us better understand participants' overall satisfaction of the event, hear their thoughts on the format and value of the presentations and breakout sessions, and identify ways to improve future Summits.

#### Fishermen's Insights

"I enjoyed networking with new folks and others I have not seen in a while, and was re-energized to continue to help answer questions that will make better management." —Rick Bellavance, F/V Priority Too, Rhode Island

"The Cooperative Research Summit is the most valuable cooperative research networking event in the region. It brings together industry, scientists, and managers in one room, and the conversations I've had here have directly resulted in new cooperative research projects and lasting industry partnerships." —Joe Letourneau, F/V Lady Rebecca, Massachusetts

"The Summit has developed into fertile soil for new ideas to take root and a place for all interested parties to meet and begin new relationships. I always learn so much and really appreciate the opportunity to participate. Keep up the good work!" —Eric Hesse, F/V Tenacious II, Massachusetts

#### Building Trust, Relationships, and Solutions

"Industry are the ones who are on the water day in and day out. They have the real-world experience and knowledge that complements any science. By listening and responding to industry feedback, we're able to continue to develop trust and confidence in the work being done. This helps build and foster relationships, where industry can communicate issues to researchers, and vice versa, to cooperatively come up with solutions." —Scott Curatolo-Wagemann, senior educator, Cornell Cooperative Extension

"I come back because the positivity is constant. Cooperative research is something I believe in highly so I make it a priority to be here, even if it is a long drive. To see fishermen, talk to them and get their perspective on things—It's really important to come together and actually have conversations. You actually build more trust doing these things and interacting in person." —Aaron Whitman, senior research associate, Gulf of Maine Research Institute

"Normally I work remotely so it's



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great to be around 150 or so other people who are interested in the same things as me. I'm working to develop a data visualization tool that can help a lot of audiences so we are always looking for feedback. But it's hard to get that without being in the same room as other people who are looking at the computer and bouncing ideas off of each other. We got a bunch of useful feedback and I'm really excited to try and implement those suggestions." —Finn Wimberly, research assistant, Woods Hole Oceanographic Institution

**General Impressions of the Summit**

"Having the fishermen ask questions before anyone else sets the precedent that their voices are being valued." —Aaron Whitman, senior research associate, Gulf of Maine Research Institute

"I thought the overall schedule was extremely well coordinated. Most importantly, I thought the serious focus on integrating fishermen's knowledge with research was invaluable for the future of both science and resource conservation." —Chris Reeves, project manager, Ocean State Sensing

"This was the best summit by far. Between the fishing tours, welcome reception, the entire day of talks and the networking, etc. The structure of this summit was perfect and broke up the day really well. The break-out sessions were productive and engaging. The closing reception was so amazing. Truly the best meeting ever. I look forward to it every single year." —Sam Alaimo, doctoral

candidate, Rutgers University

**Reflections from Graduate Students**

"I'm new to the cooperative research space and this was my first Summit. I went from knowing little to nothing about the state of cooperative research in the region to gaining a solid understanding of the many technical and interpersonal ways it is practiced and what it is shaping up to be in the future." —Malachy McCaffrey, graduate student, University of Rhode Island Graduate School of Oceanography

"As a graduate student it was an amazing experience. I will be graduating this summer and hearing about the different opportunities and research being conducted was really great. Attending the Summit really makes me want to get into the field and out from behind my computer screen." —Stephanie Arsenault, doctoral candidate, Stony Brook University

"This was the best conference I've attended as a grad student because the cooperative nature of the summit coerced a level of productivity that is rarely seen at other conferences. From networking and meeting useful contacts, to learning of new datasets and research that could greatly inform my own endeavors, there was a lot of productive networking and conversations." —Arthur Mabaka, doctoral candidate, Stony Brook University

**Continued from Page 22**



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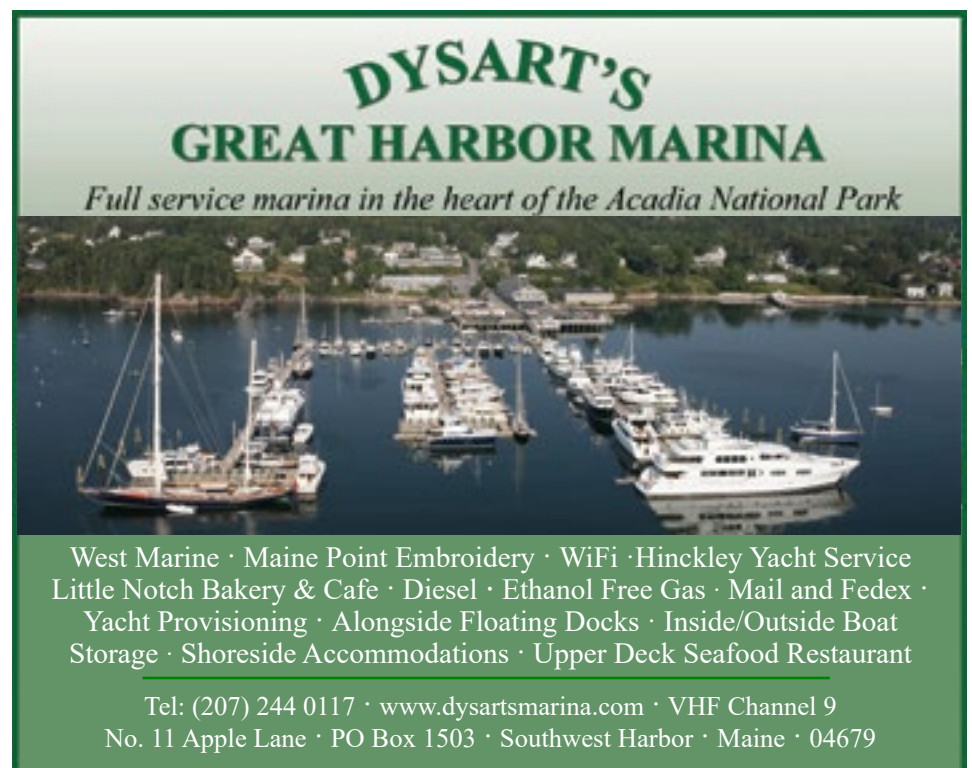
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# Boat And Ship Yard News



Two boats at Jeremy Beal's shop in Jonesport. The one to the left has major issues as all her bulkheads have come loose and they were awaiting the insurance company's for a decision.



In Chip Johnson's shop in Harpswell is FIVE STARS [Calvin 42], which was in to be re-powered and have some other minor repairs done before the lobster season hits.

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### Continued from Page 1

a couple of 36 kit boats and a couple of new 16 or 18s.

The lobster boat SPLIT S.E.C.O.N.D. from Vinalhaven was in for some minor cosmetic repairs.

A Wayne Beal 32 from Rhode Island came in and had her house lengthened 35-inches, added a hydraulic room, extended the V-berth and added some shelves down below, put in a bow thruster, built a seat on the engine box and then cut out a tuna door. She has already gone back to her homeport.

Another repair job was on a Calvin Beal 36 lobster boat from Stonington. They were just going to freshen her up with new paint and put her fuel tanks under the platform. Unfortunately, they discovered that the bulkheads had come loose. They were now waiting on the insurance company to see what they wanted to do. The owner had planned on selling this boat and getting a Wayne Beal 46, but that is on hold.

Another repair job was on a Mitchell Cove 37. She got new gaskets under her hatches and then they sanded her down for paint and gelcoat.

As for the 16s, they lengthened one to an 18 and she went to Harpswell and they

built two of the 16s, one of which went to Boothbay Harbor.

One of the 36 kits went to A. R. Kennedy in Steuben, and she is being finished off as a lobster boat. Another is in the process of being laid up and she is heading to Chip Johnson's shop. They then have a 34 to lay up.

### C. W. Johnson Boat Harpswell

Chip Johnson's lobster boat FIVE STARS (Calvin Beal 42) is in the shop. Chip said, "It turns out Long Island (lobster boat race) was a little hard on the (Mack) V8 last year. It was slowing down at the end of the course, and I wonder what is that. I didn't really think much of it after that. In the winter when it got really cold, I found I was missing a cylinder for a bit. I finally got the boat out and did a compression check and found a cylinder that was in question. Then the camera revealed some trouble. I wasn't supposed to be in here, but I found that and I knew I was going to have to pull the engine. I have more V8s I could mess with, but trying to get a 42-foot boat over 40 mph is just not worth it."

Chip loves Mack diesels and he decided to go back to his original six-cylinder, which works well in his boat. The eight-cylinder weighed in at 4,400 pounds, which is much more than the six-cylinder. He also liked the

additional room he would have to work on the engine in the boat.

While the boat is in, Chip is also doing some minor repairs and preventive maintenance. One of his windows had come apart and that has been repaired. The trap rack was not drilled correctly, and he was in the process of fixing that.

Just before Chip's boat came in a former warden's boat, an Osmond 36, was in. Four years ago, she was repowered with a Volvo and soon after she developed some issues. The engine mounts failed, the shaft snapped and a couple other minor issues developed. They have all been corrected and he is back in the water lobstering.

On the other side of the shop is Chip's son boat. She had sunk at her mooring years ago and then was hauled and sat in the former owner's yard for a number of years and then she got moved to another location and sat there for a lot of years. Over the years water got in the bilge and that came right up over the platform at times and flowed out the scuppers. There were even trees growing up in her. Despite being a cored boat, they did not find any issues with the core. The trunk cabin was good, as well as the forward floor, but everything else was removed and rebuilt. He put a new platform in with fuel tanks under it. He then removed the old engine and replaced it with another that was kicking around the shop. The skeg was missing and



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# Boat And Ship Yard News



USS NIAGARA, a replica of the War of 1812 warship, in the water at Sample's Shipyard, Boothbay Harbor. She had extensive work done on her decks and bulwarks.



A Holland 14 being finished off at Jonesport Shipyard in Jonesport. She is nearly finished and is for sale. Another one is also nearly complete and ready for an owner.

that has been replaced. When she is done, he will be using her as a tuna boat until he can get his lobster license, which he is working on.

### Maine Yacht Center Portland

One interesting project this winter was on a Class 40 racing sailboat. A few years ago, the owner was doing a major single-handed round-the world race when he was dismasted in the Southern Atlantic Ocean forcing him to abandoned the boat when rescued. He is now back and looking to do another race next year. They removed his keel and rudder this winter and then did a thorough inspection of the rig. The keel has just gone back in, and he should be ready to do his qualifier this coming winter.

Another project was on a 46-foot sailboat that had a pretty extensive refit done. They upgraded the refrigeration system, air conditioning, generators, lithium-ion batteries, solar panels, flat-screen televisions and then lots of paint. They also had Cumberland

Ironworks come in and build an arch to hold the dinghy and the massive solar array. There are also flexible solar panels on the cabin top. The owner is planning to take his family on a around the world cruise.

A very interesting project was building two wooden bowsprits. They have never built wooden bowsprits, as normally, they build carbon fibre ones. One was on a West-sail 32 and the other on a 54-foot ketch. The one on the 54-foot ketch was about 12-feet long.

With the expansion going on next door they lost the storage space they leased, which stored about 50 boats. This expansion is where the former Burnham & Morrill factory stood. The new building is just to the east and is massive. It kind of looks like the stern of a giant ship. This building will house almost 3,000 people working on robotics for Northeast University.

They still store about 150 boats and all of them needed some degree of work before

**Continued on Page 18**

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# Boat And Ship Yard News



This boat suffered from balsa core issues, which were being repaired at Friendship Boat Works in Friendship. The house has been replaced with plywood covered with fiberglass.



The Robert Rich built cruiser being worked on by Wayne Rich in Bernard. She mostly needed minor repairs and cosmetics.

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### Continued from Page 15

they could be launched for the upcoming season.

#### Wayne Rich Bernard

Wayne was brought up in the boat-building world, but he chose lobstering for making a paycheck. However, he loves spending his winters in a boat shop working on wooden boats. He would work for his Uncle Robert 'Chummy Rich' at Bass Harbor Boat and more recently for Jamie Thurlow at Rich's Boat Yard in West Tremont.

Presently in the shop, he has a 1958 Robert Rich built boat, which was Robert's personal boat. Wayne explained, "It is a different design. From what I have heard from Chummy the moulds came from Bing Sargent at Southwest Harbor Boat, and they were for an open military launch of some type. She is lapstrake with double planked

on bottom. This is the only one I've seen like it. Bobby worked or helped build military boats during World War II. He may have done it at Hinckley. I don't remember when the shop was started in Bernard. The good story about this one and there's a lot of stories, but Bobby started this in Cliff's garage which was down at Bass Harbor Boat Shop. Cliff couldn't walk around because it was up against the wall, so he took a hand saw and took two feet off, as he was just beginning to build it, which I guess upset Bobby quite bad. So, now it is 27 and it should have been a 29."

Glenn Crawford of C & C Machine in Ellsworth owned her for about 30 years, but he had not used her for a number of years. She then sat out behind the buildings in a tarp shed with wet ground, which is probably what saved her. Wayne was looking for a project and they made a deal, which pleased Glenn as he wanted to see her saved.

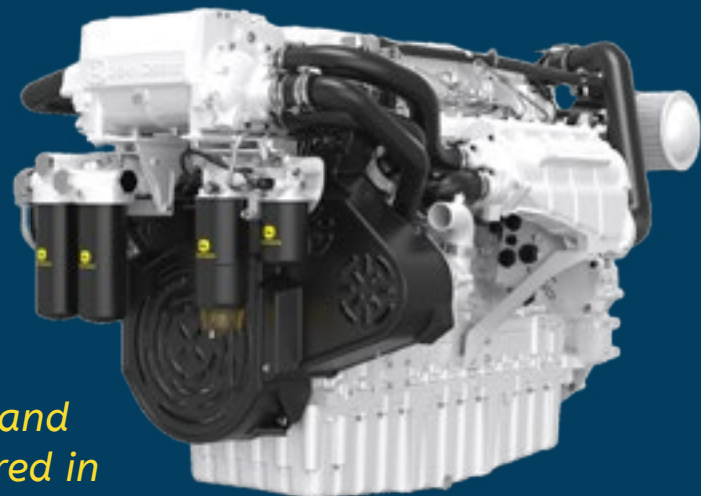
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# Boat And Ship Yard News



The 47-foot Downeast cruiser under construction at Brooklin Boat Yard in Brooklin is progressing well.



This is a peek inside the 1924 Chris Craft with her engine installed at Richard Woodman's shop in Kennebunkport.

She is a nice little pocket cruiser with two bunks, a sink, little ice box and a head down forward. She is powered with a 318 Chrysler, but Wayne is worried a bit as he is hearing a ticking sound when he rolls her over. He has not found too many other issues. He has replaced the two ridge poles on the aft end of the house, replaced the coamings, tightened up the windows and then noticed that one of the transom planks was loose and he repaired that. Now, it is just cosmetics, lots of sanding and painting. With lobster season right at hand, she might not be finished this year, but definitely in the fall.

Wayne also had someone stop by that was looking to have their 21-foot war canoe repaired. She had been in a collision years ago and Chummy fiberglassed her. The fiberglass needs to be repaired, and a new set of guards put on.

Outside is the 26-foot C. M. RICH, which was built by Robert in 1963 or '64 and named for his father, Clifton. She came off the same moulds as Wayne's OASIS, formerly known as WIDE OPEN, which was built in 1953. He repaired some rotten wood on the roof, toe-rails and then did a lot of sanding and painting. The engine, a 292 Chevrolet, had an issue with the exhaust manifold where the water cooler riser hits,

which had a leak. He took it a part, made a repair and is hoping that did the trick.

As for OASIS, she had not been in the water for the last five years. He said, "I just went up and started pushing on planks. That was still all originally iron and clenched nails above the waterline, below the waterline I had refastened her. I brought it inside and on windy days, rainy days started to work on her. The transom had loose planks on the end. I threw some screws in, and nothing hit. Then I pulled some planks off and the whole main frame was rotten; I mean just mush. So, I asked Chum, 'What do you think I should do with it?' He says, 'take her out to the end of the road and give it away.' I couldn't do

**Continued on Page 21**

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# U. S. NAVY NEWS

## Continued from Page 9

For 250 years, American naval power has projected strength across the globe. That mission continues and intensifies with the addition of the nation's most advanced undersea assets.

### USS Dwight D. Eisenhower completes Planned Incremental Availability at Norfolk Naval Shipyard

28 April 2026

PORTSMOUTH, VA - USS Dwight D. Eisenhower (CVN 69) has completed sea trials, marking the successful early completion of its Planned Incremental Availability (PIA) at Norfolk Naval Shipyard (NNSY).

A PIA is a scheduled period for an aircraft carrier to undergo extensive maintenance, repairs and modernization to meet future operational demands, spanning a wide array of overhauls and inspections. Regularly scheduled maintenance maximizes the lifespan of Navy warships and ensures mission readiness.

"Mighty IKE" becomes NNSY's second timely carrier delivery back to the fleet following USS George H.W. Bush (CVN 77) completing its PIA in November 2024.

"The primary drivers behind IKE's successful availability are the NNSY, Ship's Force, and contractor teams who ensure the ship is materially ready to fight," said Project Superintendent, Cmdr. Jason Downs. "The entirety of the project team mustered more than 4,000 people daily, all with one common vision--deliver IKE, fully mission capable, back to the fleet before our commitment date. The highly skilled tradespeople and sharp engineering acumen are the heroes in the IKE FY25 PIA story."

The project team proved resourceful in accomplishing work pier side while NNSY's carrier dry dock continued its multiyear renovation as part of the Shipyard Infrastructure Optimization Program. NNSY firsts during this availability included installing a main seawater valve for a waterborne carrier, as well as performing nozzle block inspections of main engine high pressure turbines to scope repair to similar components in the fleet. For the first time at any of the nation's four public shipyards, underwater carrier shafting inspections were performed to

help gauge future dry dock work on IKE. "Lastly, we executed first-time catapult trough non-destructive test inspections and structural repairs, efforts that were pivotal to extending the life of this significant aircraft launch system," added Downs.

During the PIA, the project team worked to prioritize new work and effectively manage workload with available workforce capacity, efforts that contributed to a timely delivery. By aligning resources with readiness priorities, more ships and submarines are available as needed for fleet tasking. "This team thoughtfully budgeted workload and workforce to execute more than 25,000 resource days of new work," said Downs. "This team also meticulously managed to execute the required new work under budget, saving 2,000 resource days."

"IKE represents the SECOND consecutive early finish of an aircraft carrier availability at Norfolk Naval Shipyard. Our NNSY project teams are now setting the corporate standard for aircraft carrier maintenance," said Shipyard Commander Rear Admiral Kavon Hakimzadeh. "Thank you to everyone who drove to focus and finish this significant availability, meeting our commitment and enabling IKE to continue supporting our national defense."

"Based on the current global security landscape, IKE's early delivery is a critical national security imperative," said Downs. "An aircraft carrier is one of the most powerful instruments of national will, and having one delayed in the shipyard creates a significant strategic gap at a time when US military presence is in high demand across multiple theaters."

A Nimitz-class nuclear-powered aircraft carrier, Dwight D. Eisenhower serves as flagship for Carrier Strike Group 2. As one of the largest, most historic and multifaceted shipyards in the nation, Norfolk Naval Shipyard's mission is to repair, modernize and inactivate Navy warships and training platforms to maximize readiness and availability for fleet tasking.

### U.S. Navy to Christen Future USNS Solomon Atkinson

01 May 2026

MOBILE, Ala. — The U.S. Navy will christen the future USNS Solomon Atkinson

(T-ATS 12), during a ceremony at Austal USA on Saturday, May 2, at 10 a.m. CDT.

The Honorable Brendan Rogers, Assistant Secretary of the Navy for Energy, Installations, and Environment, will deliver the principal address. Additional speakers are set to include the Honorable Daniel Marsden, acting Mayor of the Metlakatla Indian Community; Rear Adm. Walter Allman, commander, Naval Special Warfare Command; Capt. Thomas Cunningham, chief of staff, Military Sealift Command; and Gene Miller, interim president, Austal USA.

The ship is named in honor of retired U.S. Navy Chief Warrant Officer 4 Solomon Atkinson, an original member of the first U.S. Navy Sea, Air, and Land (SEAL) Team, established in 1962. A veteran of the Korean War, Atkinson served aboard the USS Washburn (AKA-108) and later completed three combat tours during the Vietnam War, earning a Bronze Star, a Purple Heart, and the Navy Commendation Medal with a Combat "V." His naval service also included training 48 astronauts in the Apollo and Gemini spaceflight programs, including Neil Armstrong and Buzz Aldrin. Following his service to the Navy, he returned to his home in the Metlakatla Indian Community, Alaska. There, he served as mayor, was a member of the Indian Community Council and the Board of Education and founded the first veterans organization on Annette Island.

In a time-honored tradition, ship sponsors Joann Atkinson, Maria Hayward and Michele Gunyah, the namesake's widow and daughters, will christen the ship by breaking a bottle of sparkling wine across the bow.

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

The christening of the future USNS Solomon Atkinson underscores the Navy's commitment to building America's Fleet of the Future. 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 Fleet of the Future is our answer.

### Department of the Navy Releases Fiscal Year 2027 Shipbuilding Plan

11 May 2026

WASHINGTON – The Department of the Navy today released its Fiscal Year 2027 Shipbuilding Plan, outlining the Administration's long-term strategy to expand fleet capacity, strengthen the maritime industrial base, and deliver a more capable, ready, and lethal naval force.

"The United States is at a strategic inflection point, and rebuilding American maritime dominance requires urgency, accountability, and sustained commitment," said Acting Secretary of the Navy Hung Cao. "This Shipbuilding Plan provides a roadmap for the Golden Fleet, to grow a larger, more capable Fleet while revitalizing the industrial base, strengthening our workforce, and ensuring our Sailors and Marines have the platforms they need to defeat any adversary for decades to come."

The Shipbuilding Plan reflects a shift toward disciplined execution, industrial base revitalization, and delivery of a more capable, ready, and lethal naval force. The

plan prioritizes a balanced high-low mix of platforms and emerging capabilities, strengthens workforce and shipyard capacity, and reinforces accountability to deliver ships on time.

The plan also reflects lessons learned from current operations, evolving global threats, and the need to rapidly adapt force design and acquisition approaches. Continued partnership with Congress remains essential to sustaining momentum and ensuring the Fleet of the Future meets the Nation's security needs.

The Department noted that the plan includes adjustments to future force structure priorities and select future platforms, informed by operational assessments, industrial base analysis, affordability considerations, and Department-wide strategic planning. The Department will continue refining future force structure and shipbuilding requirements in close consultation with Congress and stakeholders.

"The President's budget request for fiscal year 2027 makes a \$65.8 billion generational investment in U.S. Navy shipbuilding. This plan details these investments and the Administration's 30-year investment plan to expand our nation's Navy shipbuilding capacity and deliver the Golden Fleet," said Mr. Jason Potter, Performing the Duties of Assistant Secretary of the Navy for Research, Development and Acquisition (ASN RDA). "At the same time, the Navy is holding industry more accountable for both meeting contractual requirements and making capital investments to support this expansion. We are laser-focused on growing the fleet and delivering the ships that our Sailors and Marines depend on."

### USS Cleveland (LCS 31) Commissions in Namesake City

From Story by Lt.j.g. Rachael Jones and Ensign Dylan Barron

18 May 2026

CLEVELAND—Attendees salute while colors are paraded during the commissioning ceremony of the Navy's last Freedom-variant littoral combat ship USS Cleveland (LCS 31) in Cleveland. Cleveland is the fourth warship to be named after Ohio's second largest city and is the 16th and final Freedom-variant littoral combat ship (LCS) to be built and commissioned in the U.S. Navy. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenneth Blair)

During the ceremony, Acting Secretary of the Navy The Honorable Hung Cao highlighted the significance of the crew's role in bringing the ship to life as it began its commissioned service.

"Today we celebrate the sailors who breathe life into this ship. To the officers and crew of USS Cleveland, today is your day," said Cao.

LCS 31 is the fourth ship to be named in honor of the city of Cleveland. The first was a cruiser (C-19) commissioned in 1903 that served during World War I. The second was the lead ship of her class of light cruisers, USS Cleveland (CL-55), which earned 13 battle stars for its service during World War II. The third was the Austin-class amphibious transport dock, USS Cleveland (LPD 7), which served from 1967 to 2011, providing critical support during the Vietnam War, Operation Desert Shield/Storm, and various humanitarian missions.

LCS 31 is the 16th and final Freedom-variant littoral combat ship (LCS) to be built and commissioned in the U.S. Navy.

Cleveland's commanding officer, Cmdr. Bruce Hallett, emphasized the significance of the crew's role in shaping the ship's legacy as it enters service.

"You are not simply serving aboard this

# U. S. COAST GUARD NEWS

## Continued from Page 8

responders who gave their lives on Sept. 11, 2001.

The Vincent Danz will join the Myrtle Hazard (WPC 1139), Oliver Henry (WPC 1140), and Frederick Hatch (WPC 1143), all of which were commissioned in Guam. Since their 2021 commissioning, Guam's FRC crews have distinguished themselves across the region, most recently responding to the impacts of Super Typhoon Sinlaku on communities in the Marianas. USCGC Myrtle Hazard's crew became the first to operationalize the bilateral maritime law enforcement agreement with Papua New Guinea, conducting joint patrols and boardings in 2023. USCGC Oliver Henry's crew saved around a dozen mariners in the Federated States of Micronesia, delivered humanitarian assistance during the Yap drought, and towed the 500-ton yacht Black Pearl to the Republic of Palau, rescuing 11 people in 2024. USCGC Frederick Hatch became the first FRC to visit several Pacific ports, including Tacloban, Philippines, for the 80th anniversary of the Battle of Leyte Gulf, and the crew operationalized the enhanced bilateral agreement with Palau in 2024.

The U.S. Coast Guard ordered a series of new FRCs to replace the 1980s-era Island-class 110-foot patrol boats. Using the \$25 billion provided by the historic Fiscal Year 2025 budget reconciliation, which includes \$1 billion for additional FRCs, the Coast Guard has already ordered over \$13 billion in new fleet assets and capabilities. This rapid investment demonstrates the Coast Guard's commitment to modernizing acquisition, delivering next-generation technology, and revitalizing American shipbuilding.

The FRCs feature advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance equipment, as well as over-the-horizon cutter boat deployment capability, enhancing the Service's ability to control, secure, and defend U.S. borders and maritime approaches. These new assets and capabilities continue the U.S. Coast Guard's modernization, through which the Service is transforming into a more agile, capable, and responsive fighting force.

The commissioning ceremony is a traditional milestone in a cutter's life, marking its entry into active service and signifying its readiness to conduct operations.

# U. S. NAVY NEWS

ship. You are writing the first chapter of her history. You are forging a legacy that will endure long after all of us have left these decks," said Hallett.

The ship's sponsor, Robyn Modly, gave the traditional order to "man our ship and bring her to life," at which point the crew ceremonially ran aboard.

"Every day we do something to support this ship and her sailors will be a glorious day. Today is just the first step toward the many glorious days that will follow," said Modly.

USS Cleveland (LCS 31) was built by Lockheed Martin and Fincantieri Marinette Marine in Marinette, Wisconsin. Following the commissioning, the ship will transit to its assigned homeport at Naval Station Mayport, Florida.

In the week leading up to the commissioning ceremony, the Cleveland crew spent time with their ship's sponsor, Mrs. Robyn Modly, a native Clevelander and wife of the former Secretary of the Navy, Thomas Modly. The Sailors also participated in community events to build a strong connection with their namesake city.

Littoral Combat Ships (LCS) are fast, agile, mission-focused warships designed to operate in near-shore environments to counter 21st-century threats. It is a class of small surface combatants equipped to defeat challenges in the world's littorals. LCS platforms can operate independently or in high-threat scenarios as part of a networked battle force that includes larger, multi-mission surface combatants such as cruisers and destroyers.

The commissioning of USS Cleveland underscores the Navy's commitment to building America's Fleet of the Future. 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 Fleet of the Future is our

answer.

The mission of Commander, Naval Surface Force, U.S. Pacific Fleet (CNSP) is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

## Navy's MQ-25A Stingray secures Milestone C approval

From Neil Lobeda

19 May 2026

Following a successful first flight in April, Acting Secretary of the Navy Hung Cao announced today that the MQ-25A Stingray received Milestone C approval to move into Low-Rate Initial Production (LRIP).

The milestone marks a major step forward in the Navy's commitment to unmanned carrier aviation. An LRIP Lot 1 contract for three aircraft is expected to be awarded this summer and include priced options for Lot 2 (3 aircraft) and Lot 3 (5 aircraft).

"Unmanned refueling extends our reach against any adversary," stated Acting Secretary of the Navy Hung Cao. "Moving the MQ-25A Stingray to Milestone C and into production is arming our warfighters with a capability that increases the lethality of our Carrier Strike Groups. This is a decisive advantage that delivers our warfighters what they need to fight and win."

As the world's first fully integrated, carrier-based unmanned aerial vehicle, the MQ-25A serves as the pathfinder for the future of unmanned carrier aviation. Stingray will provide the Carrier Air Wing (CVW) with essential organic refueling, allowing more F/A-18E/F aircraft to focus on strike missions. This will expand the operational reach of the air wing while preserving the service life of F/A-18E/Fs, improving readiness across the Super Hornet fleet. The Stingray is also at the forefront of integrating unmanned systems alongside manned plat-

forms within the CVW, setting the stage for future advancements in naval aviation.

"Milestone C approval represents an important step for this program," said Vice Adm. John E. Dougherty IV, Portfolio Acquisition Executive Aviation. "MQ25A will provide persistent aerial refueling and unlock greater capacity across the air wing, ensuring our carrier strike groups remain lethal, flexible, and forwardready."

"The aircraft is ready, production is ready, and the program is ready to move this groundbreaking capability forward, paving the way for unmanned carrier aviation and enhancing fleet capability, capacity and lethality," said Capt. Daniel Fucito, Unmanned Carrier Aviation program manager.

The MQ25A program is managed by the Unmanned Carrier Aviation Program Office (PMA268), which is responsible for the MQ25A Stingray unmanned air system and the Unmanned Carrier Aviation Mission Control System (UMCS). PMA268 is aligned under the Carrier Strike Deputy Portfolio Acquisition Executive (DPAE), within the Portfolio Acquisition Executive for Aviation (PAE(A)).

## Navy Accepts Accelerated Delivery of Future USS Patrick Gallagher

01 June 2026

WASHINGTON - The U.S Navy accepted delivery of future USS Patrick

Gallagher (DDG 127), the final Flight IIA Arleigh Burke-Class destroyer, from Bath Iron Works, May 28.

The delivery, which marks the official transfer of the ship from the shipbuilder to the Navy, was accelerated by more than two months, due to exceptional builder's sea trials. The trials executed hull, mechanical, electrical and combat systems at sea testing in series, during a single accelerated effort.

"Our nation's leadership, including Secretary Hegseth and Acting Secretary Cao have been very clear—build ships faster," said William Mahan, Performing the Duties of Assistant Secretary of the Navy for Research, Development and Acquisition. "Thanks to innovative collaboration between the Navy and industry, we're doing exactly that."

"DDG 127 conducted an accelerated block builder's sea trial as a result of the phenomenal coordination between the Navy and Bath Iron Works. The ship's outstanding material condition during sea trials paved the way for accelerating ship delivery by over two months, which will allow the fleet to employ this capability even sooner," said Capt. Jay Young, DDG 51 Class program manager, Deputy Portfolio Acquisition Executive, Combatants. "Accelerated delivery of the future USS Patrick Gallagher signals

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# Boat Yard News

Continued from Page 19

that. So, I got the sawzall out and I cut just the inside of the main frame. Cut the whole transom right off. I commenced replacing one piece at a time adding two feet, which now allows me to put whatever motor I want in and go racing. I knew what I wanted it to look like but how was I going to get it there? Just one piece at a time, filled in the puzzle.

She is now in the water and we have gone for a few rides and the extension didn't hurt her, I was afraid it might be a giant trim tab."

Presently, she will be powered with a 350 Chevrolet Crusader, and she is nice and smooth. She is scheduled to be at the Boothbay Harbor Lobster Boat Races after a five-year absence, which will be great to see her again running and winning in the gas classes.

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

## Also Shipwreck Index and Chronological listing up online!

### ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

## Continued from Page 13

**New England Fishery Management: Backed by Science, Shaped by People**  
*Due to decades of collaboration and science-based management, New England's fishing heritage has persevered amidst the region's unique challenges.*

May 15, 2026

One of the most innovative aspects of the Magnuson-Stevens Act was the establishment of eight regional councils to manage fisheries. Across the country, regional councils are tackling their own unique challenges, each shaped by their local coastal communities and united under a shared framework. In celebration of 50 years of the Act, we're presenting this eight-part series to highlight the landmark work of each region.

One of New England's most iconic sights: Rain or shine, fishing boats slipping out of the harbor at dawn, just as they have for generations. The centuries-old scene feels timeless. But the industry behind it isn't sustained by tradition alone; it endures because of science-based management.

At the center of that management are the public-private partnerships between fishermen, scientists, the New England Fishery Management Council, and NOAA Fisheries. Their cooperative efforts drove some of our nation's earliest fisheries management successes. In 2001, the Atlantic sea scallop stock—once severely depleted—was the first in the United States declared rebuilt. It is now a key driver of New Bedford, Massachusetts' 23-year run as the nation's top port for fisheries catch value.

### Then and Now: From Uncertainty to Shared Stewardship

Fishing has always been central to New England's identity. But concern over declining stocks dates as far back as the 1800s. By the 1970s, the reality of that concern had become urgent. Nets were coming up lighter, once-reliable fishing grounds became unpredictable, and coastal communities were facing growing uncertainty. Rising demand, advanced harvesting technologies, and pressure from foreign fleets had depleted iconic fisheries such as Atlantic cod, pollock, and haddock.

The Magnuson-Stevens Act marked a turning point in how the United States manages ocean resources in New England and nationwide. It created a system rooted in science and shared responsibility. It guaranteed the people closest to the resource—local fishermen, scientists, conservationists, industry representatives, and state officials—would help manage it.

Today, the New England Fishery Management Council oversees nine fishery

management plans covering 29 species, balancing the needs of interconnected fisheries, complex ecosystems, and coastal communities. These plans are designed to support sustainable, long-term harvesting, but reaching that point can require rebuilding efforts. Through a public process, Council members develop and vote on management measures that consider tradeoffs before sending recommendations to NOAA for approval and implementation.

### More about the Councils Northeast Groundfish

The New England Fishery Management Council's Northeast Multispecies Management Plan covers 13 commercial groundfish species like cod, pollock, and haddock. Since 1986, the Plan has used a mix of sustainable management tools, including area closures and a system of sector-based catch share. The Plan has adapted alongside emerging science and policy, including updates after the 1996 reauthorization of the Magnuson-Stevens Act.

Better science means better management. Our constant pursuit to improve our data has led to closer collaboration between scientists and fishermen. Fishermen bring firsthand knowledge from the water to the table, helping improve the science that guides decision making.

"We rely on the expertise of captains and crew in our region to get a more complete picture of fisheries and marine ecosystems. Many cooperative research projects start with fishermen sharing their observations and concerns. We work with industry members to develop research projects that address scientific uncertainties and harness the knowledge and expertise of the fleet." — Anna Mercer, Cooperative Research Branch Chief

Programs like the NOAA Fisheries Northeast Fisheries Science Center's Cooperative Gulf of Maine Bottom Longline Survey and Study Fleet demonstrate how industry participation strengthens stock assessments and improves data quality. For example, in light of advancements in our understanding of Atlantic cod populations, stock assessment scientists teamed up with members of New England's recreational for-hire fleet to fill newly discovered data gaps.

### More on how scientists and the fishing industry join forces for better data and management

"The RecBio cooperative research initiative paired fishermen like me with scientists directly engaged in the stock assessments of Atlantic cod. We worked together to figure out a way to collect the important biological data needed for a new cod assessment." — Captain Rick Bellavance, former chair of the New England Fishery Manage-

ment Council and co-founder of RecBio

Years of sustained collaboration have led to measurable results on the water. Several Northeast groundfish stocks—including haddock and Acadian redfish—are rebuilt or are showing strong landings in recent years. Other stocks are benefitting from more accurate assessments and responsive catch limits, even as challenges remain. It's a reminder that hard work pays off, and progress is possible when industry, scientists, and managers work toward the same goal.

### Atlantic Sea Scallops

In 1994, the Council and NOAA Fisheries closed harvest areas on Georges Bank and Nantucket shoals to rebuild collapsing groundfish stocks. Those closures also protected overfished Atlantic sea scallops inside those areas. With less fishing pressure and scallop's fast growth rate, populations rebounded in just a few years. Managers then took a measured approach to reopening the fishery—allowing limited harvest in some areas while keeping others closed so scallops could grow and reproduce. Their approach evolved into today's harvest rotation system, where the Council closes areas with large concentrations of fast-growing, small scallops before they are exposed to fishing.

"Scallops grow at about 25 percent per year. So if you had a bank account and you were making 25 percent interest on it, you would not withdraw the principal, you would leave it in there. It's just a balancing act of building up enough so you can live off the interest." — Togue Brawn, Council Member and owner of Maine's Downeast Dayboat

Management measures like these are not an easy process. Rebuilding takes time, and fishermen make sacrifices—often with no immediate payoff. But as stocks are rebuilt, confidence in the system grows, and rebuilding plans reflect stronger industry input. Today, the Atlantic scallop fishery is one of the most valuable in the country with 27.4 million pounds landed in 2023 worth \$360 million.

The Scallop Research Set-Aside Program is another example of collaboration that is unique to the Greater Atlantic region. Through specifications in their fishery management plans, the New England Council reserves a portion of sea scallop harvest quotas for collaborative research. NOAA's Greater Atlantic Regional Fisheries Office then runs a grant competition where researchers partner with fishermen to harvest that set-aside catch. When the catch is sold, the revenue is used to fund research for the fishery. The work is part of a continued shift toward strengthening cooperative research and engaging industry in the scientific process.

### Charting the Next Chapter

Today's Councils carry forward a shared commitment to adaptation. They're developing new technologies, seeking better data, and implementing new management tools that reflect the reality on the water as much as the data in the scientific model. That system is what sets Councils apart, and is widely recognized as a global model for sustainability. It's no small task, but the shared goals remain: support coastal communities, reduce our reliance on imports, and strengthen U.S. seafood competitiveness while keeping fisheries sustainable.

"The New England Council should be commended for these regional successes and its commitment to address the important challenges that remain, as the real value of the Council process is the ability for scientists, policy-makers, fishermen, and others to work together to provide healthy,

sustainable seafood and recreational fishing opportunities for the American people." — Mike Pentony, Regional Administrator for the Greater Atlantic Regional Fisheries Office

Fifty years after the Magnuson-Stevens Act passed, New England's waters tell a story of rebuilding, innovation, and shared responsibility. It's proof that with the right tools and strong partnerships, fisheries—and the communities that depend on them—can thrive. And as boats leave the harbor at dawn, they do so with confidence in their catch today, and far into the future.

### Meet The Great Marsh Shellfish Company, Oyster Growers in Massachusetts May 27, 2026

NOAA's Tide to Table series profiles members of the aquaculture community who provide valuable jobs and access to fresh, sustainably sourced American seafood.

When you farm shellfish on Massachusetts' beautiful coastal marshes, the world is your oy-stah! At least according to Brenden Doyle, a Gloucester native with family roots in Massachusetts' commercial and recreational fishing industry. He spent his childhood boating and fishing around Cape Ann and learning about the unique ecology that defines the North Shore.

His love of the sea led him to his first career with the U.S. Navy. While he later worked in IT, he always wanted to find a way to work on the water again. Inspired by family members who farm scallops and salmon in Nova Scotia, he purchased a 3.8-acre section of marshy wetland in 2018. After 3 1/2 years, he secured permits and started The Great Salt Marsh Company.

The company operates in the heart of the Great Marsh, the largest contiguous salt marsh in New England. It has more than 25,000 acres of pristine waters that offer rich tidal waters for oysters. The farm sits at the mouth of the Rowley River, which provides critical nutrients for oysters and muddy flats for oyster cages.

### Farming Oysters from Tide to Table

The Great Marsh Shellfish Company's oysters grow in an incredibly productive environment. Oysters, like wine grapes, develop their flavor profile from where they are grown. They offer a unique taste of the place. The salinity of the Rowley River estuary, abundant algae, and marsh grasses create the distinctive flavor profile. Brenden describes his oysters as brine-forward and sweet, with a bright grassy aftertaste.

The oyster seeds are sourced from hatcheries in Maine. At 2 millimeters long, oysters start in the farm's specialized nursery and move through a series of grow-out equipment to condition their shells. Throughout the process, oysters are handled often to develop the deep cups ideal for shucking. This intricate process of moving each individual oyster through these stages is incredibly labor intensive. This year, Brenden's team will hand sort more than 1 million oysters. All this hard work pays off in high-quality oysters for the market.

After their final tumble at the farm, the oysters are sold to wholesalers who bring them to local bars, restaurants, and grocery stores. Brenden and his team hand-pick every oyster, guaranteeing quality in every slurp.

Working in harmony with the marsh, the team's schedule is dictated by environmental conditions. "We are often working on tide time," Brenden explains. "At low tide, we are working our bottom culture and oyster seed nursery; at high tides, we are tumbling and sorting larger oysters to maintain optimal density in our cages."

## U. S. NAVY NEWS

### Continued from Page 21

our ongoing commitment to urgency in shipbuilding and this momentum will carry forward as we continue to build and deliver these advanced warships to the fleet."

To accelerate delivery, the Navy and industry team identified opportunities to streamline the process and maximize operational value with specific focus on ensuring complete construction and reducing the time between trial events.

"Our shipbuilders are a national strategic asset. Achievements like this aren't possible without their incredible dedication, craftsmanship and work ethic. Our Fleet and our nation appreciate them greatly." Mahan said.

With the accelerated delivery, the Fleet now receives additional time for crew

ownership enabling expanded timelines for training and certification.

The ship is named in honor of Marine Corps Cpl. Patrick Gallagher who immigrated to the United States from Ireland and joined the United States Marine Corps. He received the Navy Cross for heroism during the Vietnam War when he jumped on and threw an enemy grenade into a river to save his fellow Marines. He was killed in action just one year later.

The delivery of DDG 127 underscores the Navy's commitment to building America's Fleet of the Future. For 250 years, American naval power has projected strength globally, operating forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Fleet of the Future is our answer.

# MISCELLANEOUS COMMERCIAL FISHING NEWS

Oyster farming, however, isn't without its challenges. Brenden describes, "It's not all shucking oysters and wading in the water. It's fighting with boat engines, splicing broken lines, scrubbing mud and keeping mussels and barnacles off our oysters and gear." He notes that his dedicated team makes it all possible. "Working as a member of the crew requires both skills and heart. The skills can be taught, but you can't teach the heart."

Despite the demanding conditions, Brenden is committed to his work. Looking ahead, he hopes to expand operations to include quahogs, soft shell clams, razor clams, scallops, and even seaweed. The goal is to create a diverse, resilient farm to contribute to local and sustainable food systems.

## Commitment to Sustainability and Community

Brenden is committed to running his business in a way that promotes environmental stewardship and community well-being. The oysters naturally enhance water quality by removing excess nutrients as they filter feed. Additionally, the farm's use of floating gear reduces boat wake, protecting shorelines from erosion.

Beyond its environmental contributions, the farm plays a vital role in the local economy. It provides employment opportunities for residents, boosting the North Shore economy.

The company is a key player in aquaculture research, collaborating with educational and environmental organizations on studies ranging from predator interactions and water quality to oyster genetics and ecology. For example, Brenden is partnering with Northeastern University and the University of Maine to enhance clam larvae recruitment and protect them from green crabs. In a region with a rich history of soft-shell clam harvesting, this will ultimately

contribute to the reseeded of native clam flats.

His consistent engagement within the North Shore aquaculture community is instrumental in cultivating a sustainable future for the industry. As Brenden puts it, "The act of growing oysters isn't just about the oysters themselves. It's about creating something that benefits the environment, supports our community, and provides high-quality food for the future."

## Fun Fact

The farm is providing the first commercially available oysters from the Great Marsh in more than 200 years. Oyster populations were overfished historically in this area. While recent efforts to restore oyster reefs are helping sustain wild populations, they can't currently sustain a wild oyster fishery. By farming oysters, The Great Marsh Shellfish Company gives people the opportunity to enjoy oysters grown in the unique environment of the Great Marsh once more.

Grilled Oysters with Harissa Garlic Butter

1. Blend ¼ cup (half stick) of softened butter with 2 tablespoons of harissa paste and 1 minced garlic clove.
2. On each shucked oyster top with 1 teaspoon of butter blend and place over a flaming hot grill.
3. Once the butter is bubbling like molten lava, remove from the grill, let cool slightly and enjoy!

## NOAA Fisheries Announces \$2.3 Million to Study Atlantic Mackerel with the Northeast Fishing Industry

May 28, 2026

NOAA Fisheries is partnering with the Northeast fishing industry to collect management-relevant data on mackerel population dynamics using advanced technology.

NOAA Fisheries is beginning a coop-

erative research initiative, partnering with the Northeast fishing industry to learn more about Atlantic mackerel population dynamics. The initiative will receive \$2.3 million in the current fiscal year.

The project will engage more than 50 fishing vessels to collect and analyze data to improve our understanding of the Atlantic mackerel stock. Fishing vessels will be involved in:

- Developing acoustic technologies to detect and quantify mackerel, including active acoustics
- Collecting mackerel samples for biological analysis
- Tagging mackerel to understand movement between US and Canadian waters
- Participating in mackerel egg surveys to better understand spawning
- Developing and testing hypotheses about the ecosystem drivers of mackerel

This research initiative builds upon the Northeast Fisheries Science Center's 20-year model of success with cooperative research. This research includes working with the fishing industry to identify research needs, collect data, and support sustainable management of resource species.

"Cooperative research is critical because it brings to bear the combined knowledge of fishermen and scientists. This allows us to make smarter management decisions," explained NOAA Fisheries Assistant Administrator Eugenio Piñeiro Soler.

This study will investigate industry observations of increasing abundance after a previous decline in spawning stock biomass. Atlantic mackerel is most widely distributed and often observed by the fishing fleet in the winter and early spring, which results in limited overlap with fisheries surveys. Developing new tools to measure mackerel

biomass using advanced acoustic technologies and analytical methods is an important component of this research.

This new research initiative aims to address key uncertainties in the Atlantic mackerel stock assessment to improve our understanding of the resource and management of the fishery. This study will also characterize the spawning seasonality of Atlantic mackerel on the U.S. continental shelf and advance our understanding of ecosystem drivers of mackerel abundance.

We will apply our findings to future Atlantic mackerel stock assessment, and other scientific products supporting management. Throughout the project, we will hold annual meetings with the fishing industry to provide data updates. We are also holding workshops with the fishing industry to collaboratively build a research plan for Atlantic herring.

The Atlantic mackerel fishery is worth up to \$23 million and mackerel are an ecologically important fish. But, there has been limited research on the population dynamics of this valuable species. The Initiative is an opportunity for the fishing and science communities to work together to advance the tools available to monitor, understand, and manage this important resource.

This initiative supports the Executive Order on Restoring American Seafood Competitiveness by:

- Applying a cooperative research approach to advance the Atlantic mackerel and Atlantic herring stock assessment and management
- Modernizing data collection and analytical practices to increase the responsiveness of fisheries science
- Pursuing Exempted Fishing Permits to promote scientific research and fishing opportunities

## New England Fishermen's Stewardship Assoc. News

### Continued from Page 10

culture conducted within state waters where projects are properly sited, appropriately scaled, and developed through transparent public processes. As states, counties, and towns establish lease areas and consider new shellfish aquaculture proposals, those decisions must fully account for existing wild harvest fisheries and the fishermen who depend upon those waters for their livelihoods. Shellfish aquaculture should coexist with commercial fishing, not create conflicts that displace traditional fishing activity or restrict access to public waters.

State waters already support multiple longstanding commercial fishing uses, including lobstering, finfishing, clamming, oystering, worm digging, and elver fishing. Navigational safety and vessel transit are essential to working waterfront communities and domestic seafood production. These are active working waters, not vacant space available for unlimited development.

The primary issue is not whether shellfish aquaculture should exist, but where it is located, how large it becomes, and whether it interferes with existing users. A project may be appropriate where surrounding activity is limited and compatibility with existing uses can be demonstrated. A project is not appropriate where it restricts access to productive fishing grounds, interferes with gear deployment or retrieval, creates navigational hazards, or contributes to congestion within heavily used working areas.

NEFSA believes shellfish aquaculture proposals should demonstrate compatibility with existing uses before permits are approved. That requires accurate mapping of fishing activity, transit routes, harvesting

areas, and seasonal use patterns, along with meaningful engagement with affected fishermen early in the process. Addressing concerns before projects move forward helps reduce conflict, improve transparency, and strengthen confidence in the permitting process.

Commercial fishermen possess generations of practical knowledge regarding tides, currents, navigation, bottom conditions, weather, and fishing activity. That experience matters. Responsible shellfish aquaculture policy must recognize the realities of working waters and ensure that projects are developed in a manner that allows existing fisheries and shellfish aquaculture operations to operate together safely and fairly.

The goal should not be to divide those who participate in shellfish aquaculture and commercial fishing into opposing camps. Both are part of the broader seafood economy and working waterfront culture. With proper siting, meaningful engagement, and balanced decision-making, shellfish aquaculture and wild harvest fishermen can co-exist and operate in a way that maintains shared use and stewardship of public waters while allowing all to operate safely and productively.

### SAVE THE DATE for the 4<sup>th</sup> annual NEFSA at the Nor'Easter to be held in Northeast Harbor on July 18, 2026!

By Shelley Wigglesworth, NEFSA Administrative Assistant

The NEFSA at the Nor'easter yearly dinner is one of our most anticipated and successful fundraising events. Each year community members, fishermen, and distinguished guests who support the American commercial fisheries come together for an evening celebrating and raising funds to support the American commercial fishing industry.

The evening begins with a cocktail hour, Hors d'oeuvres & live music while attendees browse and bid on fabulous silent auction items including art, jewelry, gift certificates, gift bags and more. A 5-course formal dinner featuring locally sourced seafood, and a distinguished guest keynote speaker will follow. Past speakers have included NEFSA board member Captain Linda Greenlaw, U.S. Senator Susan Collins, and Maine DMR commissioner Carl Wilson.

NEFSA at the Nor'easter will take place July 18, 2026, from 5:30-9PM at the Nor'Easter Pound & Market in Northeast Harbor, Maine. Updates with more information and the announcement of this year's speaker along with a link to register, are coming soon.

If you would like to sponsor the event, or donate to the silent auction, please reach out to Shelley at: [shelley.wigglesworth@nefishermen.org](mailto:shelley.wigglesworth@nefishermen.org)

### Welcome NEFSA board member Suzannah Raber

By Shelley Wigglesworth, NEFSA Administrative Assistant

Suzannah Raber was born in Cordova, Alaska and grew up with a close involvement in her family's fishing operations.

Early on Suzannah was introduced to complex, large-scale, commercial fishing/processing/distribution operations working for her father, Walt Raber, who owned five large-scale fishing operations which included work on carrier/processor/freezing vessels that produced pollock, black cod, and more for consumption worldwide. She worked with her father on the 365' freezer Processor Atlantic Frost in Fall River MA, as well as on three other 100 + foot midwater trawlers in New England until his death in 2004.

Throughout her career, she has served in every capacity imaginable in a fishing operation – deckhand, bookkeeping, billing/collections, cash flow management, creditor/bank/lease financing, regulatory reporting, clerical/administrative management, balancing inter-company accounts, oversight over NMFS fishing license leases agreements and more.

Today she is the operations manager, co-owner & operator, of New England Fish Company and the F/V Providian alongside her brother Ryan Raber, and she is also a successful licensed Real Estate Broker in Southern Maine. She serves on the board of the Maine Fishermen's Forum and the Herring Advisory panel for NEFMC.

A single mother of three, when she is not working, she keeps busy with her children and their football, horse showing, basketball and lacrosse interests. In her free time, she enjoys water activities, collecting rare tropical plants, and reading.

She had this to say about joining the NEFSA board. "I like to give back to the community, and I believe in the mission of NEFSA and want to help continue it along. I believe it's very important for fisherman to work together for a solution and be united. Together we rise but separate we will crumble. I deeply respect the fact that NEFSA is for all fisherman and not just one group. I admire the amount of work they have accomplished. I care about all fisheries and deeply want every American fisherman to succeed. Regulations have threatened to, and have collapsed so many family business, and generational fisherman, and deterred newcomers to the industry- this is something we need to change, together."

## MARITIME NEWS FROM THE PAST - Maine Industrial Journal - Fishing News



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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

25 May

#### THE GREAT FISH SHOW.

The International Fisheries Exhibition, now open at South Kensington, London, covers twenty-three acres of ground and the official catalogue of exhibits consists of nearly six hundred pages. The countries which occupy the largest area, next to Great Britain and the colonies, are the United

States, Sweden, Norway, Belgium and the Netherlands. Beside the national courts are galleries devoted to machinery in motion, machinery for electric lighting, a fish market, a fish dining room and a fine aquarium. In the gardens are ponds stocked with fish and fish-eating bird, and the gigantic skeleton of a whale belonging to the Marquis of Exeter. Among the historical relics are Grace Darling's boat, the boat of the Eira, in which Mr. Lee Smith retreated to Nova Zembla from Franz Josef Land, and the boat of Sir Allen Young's relief ship HOPE, with a sledge and ice-traveling equipment.

In the United States department, which occupies 12,000 square feet and fully bears out the terms of instruction to the Commissioner of Fisheries, that it should be a complete and systematic representation of the fisheries of the United States, the most noteworthy features are the life-saving apparatus, boat models, machinery and apparatus for fish culture and gigantic specimens of octopus and squid. Among other popular features of the United States section are a full sized and completely equipped whale boat, processes of preparing and curing

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# MARITIME NEWS FROM THE PAST - Maine Industrial Journal - Fishing News

fish, models of fish, a splendid collection of sponges, corals and fishing implements of all races, and a fine collection of photographs and crayons illustrating methods of fishing and fishermen's life, and two wonderfully lifelike figures of harpooners—one in the boat, the other at the end of the bowsprit poisoning his weapon for a stroke. These form an effective entrance to the court.

In attendance at the opening of the Exhibition were four hundred representative fishermen, from all parts of the United Kingdom, in sou'westers, woolen Jerseys and thigh boots, with their burly frames and weather-beaten faces forming a curious contrast to the pale countenances and fashionable attire of London society. Deputations of fisher girls from Scotland, France, Belgium and Holland, in bright and varied costumes, added appropriate interest to the coup d'oeil. Prominent among these unusual persons was a New Brunswick Indian in full costume—white leather, shells, feathers and bows and arrows—who had a pedestal all to himself.

By universal consent the Chinese section must be awarded the palm of merit for completeness and beauty of decoration. Art and taste are combined with the fishing industries with most charming fitness and quaintness. Real Chinamen in national attire cap the climax of success of the Celestial Empire in the exhibition. The grounds are exquisitely furnished and lighted with electricity. The exhibition is open to the general public at the entrance fee of a shilling. It is safe to predict that it will be the feature of the London season, and, in the words of the Prince of Wales' speech, will "instruct the practical fishermen so that they will acquaint themselves with the latest improvements made in their craft in all parts of the world, and mankind in general how to derive the fullest possible advantage from the bounty of the waters."

1 June  
Page 5.

## Manufacturer of Salt at Turk's Island.

By N. K. Sawyer, United States Consul  
This island, Grand Turk, and the caicos are particularly well adapted by nature for this business. This island is about five miles long and two broad. The southwest side is fringed with a high bank, having the appearance of having been formed by the ceaseless action of the waves in the indefinite past. This wall affords protection from a sudden inundation by a tidal wave from that quarter, the point, from which come the prevailing winds.

Running through the island the longest way is a sag or valley, in which are located the salinas and salt ponds. The northwest side is skirted with a beach, but not so high as that on the northeast side. The land on which are located the ponds is on a level with the sea. A canal neatly walled with stone, conducts the water from the sea to a reservoir, which feeds the "pans" when needed, or when the elements have converted the sea water into brine strong enough to be used in the pans.

There are two kinds of saline resources for the conversion of salt water into salt. One kind may be called a "saline" proper, and the other a "salt pond." The latter has a never failing supply of water, being fed by springs of salt water.

A saline proper is a flat, and it may contain a few acres or a great many, and is supplied with water from the ocean by the canal already named, which can be opened and closed at will. The first water let in from the ocean goes into a large reservoir, which holds about half as much as the entire area of the saline. The water remains in this receptacle some weeks evaporation continually going on by the action of the wind and the

sun. When it reaches 60 deg. or more, as measured by a salometer – salt water being between 10 deg. and 12 deg. – it is fit to be turned into the division called pans, which is done with by hand water-wheels or by wind mills. At 60 deg. all foreign matter held in solution is precipitated.

The "pans" vary in size, but generally are from one-eighth to three-fourths of an acre in area; are laid out so as to allow watercourses between each for the purpose of obtaining a supply of "brine" from the main reservoir. The divisions are separated by walls made with stone and mud. These are about 2 feet high, with a width from 3 to 4 feet. These "pans" are generally "raked down," and the debris thrown out once a year. This is called "cleaning pans."

The brine seldom crystallizes into pure salt unless there has been a month's absence of rain. It becomes a saturated solution at 96 deg. and commences to crystallize at 110 deg., as measured by the salometer. To be gathered, the salt has to be broken up by hand by an instrument called a "break up." It is then raked into rows to be carted into piles or heaps, some of which contain as many as 10,000 bushels. The pans yield from 5,000 to 8,000 bushels per acre during the season. The canal has to be opened sometimes at low water to prevent an overflow of the pans from the reservoir after a rain.

A salt pond is distinguished from a salina by having a basin or a spring of salt water in the center, and has its pans on a little higher ground. The basin is also a reservoir whose water is evaporated and becomes brine sooner or later, according to the state of the weather. The methods of manufacture are about the same in the two classes. Care must be taken to have the water as pure as possible.

The crop gathered each year does not vary much from about 2,000,000 bushels, with perhaps a quarter of the crop left over; so the annual sales amount to about 1,500,000 bushels, one half made on this island and the balance equally divided between Salt Caye and Cockburn Harbor.

About two-thirds of this go to the United States in coarse salt, and in American bottoms, and the balance to various ports in Nova Scotia in fine salt, of "fish salt," to supply the fishermen. Of late years the salt merchants here have put up mills for grinding the coarse salt made here to a fineness suitable to cure fish with. This fact has enlarged their trade with Nova Scotia.

It is very evident that the business as now conducted leaves no margin for profit for the manufacturer. For, first, the manufacturer has to pay the local government a royalty of 10 percent, ad valorem, the price being fixed annually by the local government.

Secondly, the season may be unpropitious, thereby increasing the cost of manufacture.

Thirdly, the waste while waiting a sale and shipment, and the cost of cartage to be shipped, and the cost of putting the same on board the vessel that takes it to market, which latter charge amounts to 1 3/4 cents per bushel and comes out of the seller.

The average price per bushel is six cents for coarse and eight cents for fish salt; if anything, a little off of these prices.

I may add, en passant, that the business men complain of the high tax that the American Government has placed on salt, almost or quite one hundred percent. And since the trade relations of this colony are so close, this high duty on foreign salt does seem excessive, and a real impediment to a more general trade.

The population of Grand Turk Island is put down at about 2,000, one-fourth white, and that of the whole colony at 4,732, and

about the same proportion as to color. [Scientific American]

Page 6.

## FISH AND GAME.

The sardine factory at Lamoine is in full operation, receiving plenty of fish, and with prospects ahead for a good season's work.

\* \* \* \* \*

The Milbridge sardine factory is employing about 150 hands, paying out for labor \$1000 per week. The catch of herring has thus far exceeded that of the corresponding period last year.

\* \* \* \* \*

Dennysville promises to be very attractive to tourists this season because of the return of salmon to that river. A large number of sportsmen have made arrangements to be there during the fishing season.

\* \* \* \* \*

A New York company are said to be negotiating for a lease of Hartt's lobster factory and wharf at St. Andrews, their intention being, if the negotiations are successful, to establish a sardine factory there to supply the English markets.

\* \* \* \* \*

The first St. Croix salmon of the season was a princely fellow, weighing nearly 25 pounds. He was taken Saturday noon by Captain Pettigrove in his weir, and Tuesday he was served up at the St. Croix Exchange in regal style. The serving of the first salmon is always a notable local event, and on this occasion it was one of special brilliancy. [Calais Times]

\* \* \* \* \*

The St. John News says the shad fishing in that vicinity has commenced in earnest and several of the weirs are making large catches. The fish are smoked and shipped to Boston or sold to the city grocers. Last year and the year before the shad fishery was very successful, and there is every indication that

this year's catch will be up to the average. The fish are retailing at 10 cents each at present, but will be cheaper in a few days.

Page 7.

## EASTERN INDUSTRIES.

Charles A. Dyer & Co. and others of Portland have purchased the fishing schooner now building at Bath by Deering & Donnell. She registers 85 tons and will be commanded by Captain F. F. McKown.

\* \* \* \* \*

A Robbinston correspondent of the Lewiston Journal says: The sardine factories are doing but little business. The scarcity, high price and poor quality of herring, together with the recent decline in the price of the canned fish, have been somewhat discouraging to the owners. It is claimed by some that the market price of their goods will not cover the cost. The goods are being held for the hope of an improved market.

\* \* \* \* \*

The following vessels constitute the Grand Bank fishing fleet from Ellsworth, Lamoine and Hancock, this season: Schooners EASTERN QUEEN, Elisha Dunbar, master; E. H. KING, F. N. Jellison, master; HARVEST HOME, George. W. Googins, master; EDITH B. COOMBS, George A. Thompson, master; WALTER M. YOUNG, Charles H. Hodgkins, master; LIZZIE LEE, J. F. Peterson, master; IRVING LESLIE, D. R. Hagerthy, master; ELLA ROSE, ? master; MARY JANE LEE, R. C. Hagerthy, master. With the exception of the three vessels last named, the fleet have all sailed. Three vessels will be built at Ellsworth, two at Lamoine, and one at Gouldboro, the present season.

8 June

Page 6.

## FISH AND GAME

The lobster and sardine packing estab-

## Information Wanted on MAINE BUILT LOBSTER BOATS

Name(s): \_\_\_\_\_

Official Number: \_\_\_\_\_

Hull Number: \_\_\_\_\_

Hull: \_\_\_\_\_

Date built: \_\_\_\_\_

Designer: \_\_\_\_\_

Builder: \_\_\_\_\_

Rebuilt: \_\_\_\_\_

Hull material: \_\_\_\_\_

Engine(s): \_\_\_\_\_

Gear: \_\_\_\_\_

Shaft: \_\_\_\_\_

Propeller: \_\_\_\_\_

Dimension: \_\_\_\_\_

Owner(s): \_\_\_\_\_

Homeport: \_\_\_\_\_

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Send to: Maine Coastal News, P. O. Box 710, Winterport, ME 04496  
or igmatats@aol.com

## MARITIME NEWS FROM THE PAST - Maine Industrial Journal - Fishing News

ishment at Camden are in full blast.

\*\*\*\*\*

Nine halibut, whose aggregate weight was 1050 pounds, were caught near the Isles of Shoals in one day recently, with hand lines.

\*\*\*\*\*

Only two salmon have been caught in the Kennebec thus far this season. One was taken at Woolwich and the other in Merry-meeting Bay.

\*\*\*\*\*

The schooner JAMES BECKWITH arrived in Portland on Saturday last with 3,300 live lobsters, and schooner OCEAN SPRAY cleared for Lockport, Nova Scotia, with clam bait valued at \$4,123.

\*\*\*\*\*

Nearly two tons of fishing nets, valued at \$1,000, arrived at St. John in the steamer FALMOUTH from the American Net and Twine Company, of Boston, one day last week. The goods will be forwarded to Carbonear, Newfoundland, via Halifax.

\*\*\*\*\*

Salmon are arriving at St. John in large quantities from the North Shore and there is every prospect that this year's salmon catch will be up to the average. Twenty-seven boxes of salmon, in prime condition, were shipped by the steamer STATE OF MAINE, which cleared for Boston one morning recently.

\*\*\*\*\*

The extensive fish canning concern of D. W. Hoegg & Co. have their headquarters at New Mills, New Brunswick, with branches at Caplin, Belle Anse, East Cove and other places on the Bay Chaleur. The World says about two hundred men are employed by this firm, and large quantities of herring, salmon, mackerel and lobsters are canned by them.

\*\*\*\*\*

Reports from Long Island South speak encouragingly for the menhaden industry. Fish are unusually plentiful and many are sanguine that they will visit the coast of Maine. They are already reported schooling off the Cape Ann shore, for the first time in six years, and three or four barrels have been taken by shore fishermen. Last year only one porgie was taken off Gloucester.

\*\*\*\*\*

Grand Manan fishermen complain that, as a result of the sardine industry at Eastport, a great destruction of herring caught in Canadian waters is going on in and around the waters of the Passamaquoddy. To make sardines, very small herring are required, and as all sizes are taken in the weirs the great portion of each catch, consisting of the larger sized fish, is thrown away or used to form a

dressings for land.

\*\*\*\*\*

Henry Wyman of Belfast is now engaged in catching alewives at Warren, having purchased the right of the town. Up to Monday last he had caught 55,000 fish, which is a small catch. The season closes June 10. The town of Warren sells the right to take alewives, one of the stipulations being that every voter in the town shall have 300 fish. Widows and poor people have the same number free. [Belfast Journal]

Page 8.

### EASTERN INDUSTRIES.

Messrs. Wolff & Reessing have purchased W. D. Hartt's lobster factory and wharf at St. Andrews, with the intention of establishing a large sardine factory upon which work will be commenced in a few weeks.

15 June

Page 2

### EASTERN INDUSTRIES.

Wolff & Reessing have purchased C. A. Morrill's interest in the Columbia Falls Packing Company. Preparations are being made for the berry season and eleven men are now employed by the company making cans.

Page 4

### INDUSTRIAL SURVEY OF MAINE - XXXVI.

**Boothbay - The fishing industry. Cumberland - bone phosphate. Boothbay - mineral spring. Brunswick - A university town with several large and important manufacturing industries.**

The steamboat route from Bath to Boothbay, the most of which is through a narrow water passage, is in the summer season one of the most delightful on the Maine coast. In this, sixteen - mile sail we pass and make landings at Arrowsick (Arrowsic), Westport and Georgetown, and enter Boothbay harbor, passing near to Squirrel, Mouse and Capital islands, on which are now numerous summer cottages and hotels. The Eastern Steamboat Company own four small steamers which run on this route in the summer, and the travel is constantly increasing.

Boothbay Harbor is among the best places on the Maine coast for sailing and yachting, and is in near proximity to good fishing grounds. Thirty new houses and several stores have been built at the village within three years, and recently the Boothbay Hotel has received a large addition to accommodate the growing travel. On the east

side of the harbor several concerns conduct the fishing business on a large scale, and this interest has been a successful and growing one along our coast during the past few years.

S. Nickerson & Sons, who have extensive wharfage and deep water on the east side of the harbor, own eight vessels which are employed in the mackerel and cod fishery, and last year used and sold 15,000 hogsheads of salt. Their sales of dry, green and pickled fish amounted to \$149,000. Their vessels employ 150 men, and they have an establishment for manufacturing and repairing seines which employs four hands. They own the alewife privilege at Damariscotta Mills, where they employ forty men during the season. They also have a factory at Bristol Mills where they made 6000 fish barrels last year and will make more the present season. T. B. Baker & Co, have a large establishment in the same locality where they do a business of from \$70,000 to \$80,000 per year.

Near by, McClintock Brothers & Co. have a new canning establishment, which is finely fitted up, where they have facilities for putting up 6000 cans per day of mackerel and other fish. In the same vicinity Luther Maddocks has an extensive new canning establishment which will go into operation this season. On the east shore, opposite from these establishments, is one of the Winslow canning factories, of which Frank Smith is superintendent. This establishment packed 100,000 cans of lobster last season, and they also average about that number of mackerel yearly. This year they will pack herring also. The large factory in this town for extracting oil from dog fish will soon be running. J. C. Pool, at the head of the harbor, does a business in dry and pickled fish to the amount of about \$20,000 annually.

The works owned by the Cumberland Bone Company were established here in 1871, at a cost of about \$60,000. About 1000 tons of the Carolina fossil or phosphate rock are used here annually, together with large quantities of bones, fish guano and dried blood. About 300 tons of sulphur are used yearly in the manufacture of sulphuric acid, and the yearly production three-fourths of this product is sold at Atlanta, Georgia, and the other fourth in New England. This fertilizer is adapted to all kinds of crops, and has a growing reputation in the South for vegetable raising. Charles Ellis, of Atlanta, Georgia, is the general agent there. Hon. S. L. Goodale, of Saco, is the chemist of the works, and J. P. Cash is the superintendent. On an average this concern employs 26 hands.

At the village, George T. Boyd has a

growing business in the manufacture of carriages and sleighs, and Samuel Boyd, a contractor and builder, in the manufacture of door frames and window frames employs four hands. R. G. Ingraham, in the manufacture of small anchors, ice tools, edge tools and ship work, employs two hands. E. A. Poole, at his sail loft, made up 18,000 yards of canvas in 1882, and two other similar concerns do nearly as much. Boothbay has two railways for vessel repairing. The Maine Ice Co. have expended \$40,000 in dams and buildings, and have now one of the most valuable privileges on the coast, where ice can be shipped at all times in the winter. In the town there are seven other large ice companies, besides the smaller ones, and on an average the business is considered a profitable one.

### EAST BOOTHBAY.

At East Boothbay, shipbuilding is quite an important industry. Last year sixteen fishing vessels were built here, ranging from 140 to 225 tons each. There is only one on the stocks at present, but the frames of several more will soon be set up. C. & J. P. Hodgdon & Co. own a saw mill, planing mill and grist mill, and on an average build four of the smaller class of vessels yearly.

One of the prominent business men at East Boothbay, E. E. Race, Esq., now owns the Boothbay Mineral Spring, and has expended \$1500 in laying it up in brick and cement and in erecting a fine house over it. A very successful physician says: "It contains the essential elements so much needed by debilitated systems suffering from chronic diseases - iron, lime, potash, manganese, sulphur, etc." Its local reputation of late has become immense. We interviewed a highly respectable citizen who had been sorely afflicted with asthma for twenty years, who commenced drinking the water last January with the result of a gain of twenty pounds of flesh and the recovery of perfect health. The water flowage of the spring is estimated at about 15,000 gallons in twenty-four hours. It is about three miles from Ocean Point, and in one of the most picturesque localities on the coast. Mr. Race had decided to erect a fine hotel near the spring, for the benefit of those who need a medicine in the form of mineral water. We believe that in the laboratory of natural medical compounds are held in position by the gases and waters which are beyond the skill of chemist or physician to imitate. We believe that we have natural sanitariums and "pools of Bethesda" in Maine, and it is both our duty and for our interest to let them be known. One thing has been demonstrated, viz., that the outside world can, by making Maine their summer home, find both happiness and health. A feeling of

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# MARITIME NEWS FROM THE PAST - Maine Industrial Journal - Fishing News

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Page 6

## FISH AND GAME.

Quite a number of salmon have been taken from Machias River this season.

\*\*\*\*\*

Upwards of 5000 pounds of fresh salmon were shipped from St. John during the month of May.

\*\*\*\*\*

Over 1000 barrels of live lobsters were shipped from Eastport by steamer in one day last week.

\*\*\*\*\*

The Rockland Courier says that two large mackerel were caught in the bay last Friday; the first of the season.

\*\*\*\*\*

The Yarmouth Lobster Packing Co., in 1881 employed one man in catching lobsters; in 1882, 17 men; and in 1883, 34 men.

\*\*\*\*\*

The first real school of salmon for the season came into the Penobscot last week, and since then the fish have been abundant in our local markets.

\*\*\*\*\*

The alewives have arrived in Dennysville but not in large quantities as yet. Extensive preparations have been made to salt large numbers of them.

\*\*\*\*\*

Baker Tufts, the Rangeley boat builder, has made thirty-one boats for sportsmen since last November, and has a number of others now under way.

\*\*\*\*\*

The lobster factory at Boothbay is doing considerable business at present. Between nine and ten thousand pounds of lobsters were put up there last week.

\*\*\*\*\*

H. H. Kilby, Dennysville, took a salmon weighing twenty-two pounds in Denny's River, with a fly, one day last week. The same evening J. D. Allan, of Allan's Hotel, captured an eight-pounder.

\*\*\*\*\*

The American Sardine Company at the North End, Eastport, will soon have two factories in operation. The building now used as a lobster factory will be enlarged and a new building to contain the oven added.

22 June

Page 3

## EASTERN INDUSTRIES.

The Piper Packing Company, Rockport, are preparing to erect an additional building near their present establishment, to be used for storage purposes. They are intended to do a much larger business the coming summer than was done last season.

Page 5

## Maine Exhibits at the London Fish Show.

Everett Smith, of Portland, model of inclined plane return fishway.

F. M. Eveleth, Waldoboro, model of fishway, with automatic float for regulating the supply of water.

Henry O. Stanley, Dixfield, Pencil sketch on birch bark of a Rangeley trout caught by Mr. Stanley October 10, 1877; weight, 9 1/2 pounds

E. M. Stilwell, Bangor, can for transportation of young fish, and pump for aerating the water; also painting on birch bark of Grand Lake Stream trout.

Perkins & Shurtleff, Portland, one box compressed cod; ten packages in case, 5 pounds each, with all large bones removed and compressed in rolls, ready for cooking.

Burnham & Morrill, Smoked preparations; finnan haddies in 1 pounds cans; cooked preparations in cans; lobsters, two different cans; mackerel in pound cans; and clams in pound cans.

Wolff & Reessing, Eastport, preparations in oil - oil sardines; preparations in spices, vinegar, etc. mustard sardines; marine sardines.

Portland Packing Co., Portland, cooked preparations in cans - canned lobsters; canned clams.

Henry Sellman (Union Fish Company), Camden, model of Sardine Factory.

William Taylor, Portland, improved swordfish lily-iron.

J. T. Donnell, Bath, cable used by fishing vessels.

Page 6

## FISH AND GAME.

About sixty thousand alewives were caught at Dennysville on June 9<sup>th</sup>.

\*\*\*\*\*

A salmon weighing 35 pounds was recently captured in the Kennebec at Bowdoinham.

\*\*\*\*\*

A pair of big salmon were taken in an old pogy net at Clam Cove, near Rockland, Tuesday morning.

\*\*\*\*\*

Lunenburg, Nova Scotia, has upwards of 200 fishing vessels, aggregating 10,000 tons, and manned by 2000 men.

\*\*\*\*\*

The Lamoine Packing Company shipped 350 cases of sardines by steamer MOUNT DESERT on Monday of last week.

\*\*\*\*\*

Twenty thousand young salmon were placed in Salmon Stream, near Dover, one day last week by Commissioner Stilwell.

\*\*\*\*\*

Commissioners Stilwell and Stanley have just placed 200,000 young salmon in the Penobscot and its tributaries, at Enfield, Medway, Kingman and Bancroft.

\*\*\*\*\*

Seventy-eight men, or six percent of the total population as the Deer Isle Gazette puts it, have gone from the town of Penobscot to the Grand Banks, cod fishing.

\*\*\*\*\*

The catch of salmon in the Restigouche River is greater this season, both in the number and size of fish, than for several years past. Some have taken at one tide as many as seventy-five fish, the average weight of which was twenty-six pounds. Fish dealers there are paying 10 cents per pound.

\*\*\*\*\*

Fifteen of the finest salmon ever brought into St. John were on exhibition there the other morning. Six of the fish weighed 33, 35, 38, 39, 40 and 41 1/2 pounds respectively, and were quite a center of attraction. The fish came from the North Shore and were quickly disposed of at 16 cents per pound.

\*\*\*\*\*

Schooners AMBROSE H. KNIGHT, with fifty-nine barrels of mackerel, and JAMES POOLE with thirty-four barrels the latter out since April 1<sup>st</sup>, arrived at Boothbay last week. The cod fish catch on this shore is very small. On Western Bank, up to the last report, May 23, the catch has been light. At North Cape and Grand Banks a good catch is reported. The alewife catch on the Maine coast is now over, and is a full average one, being 3500 barrels.

\*\*\*\*\*

The Machias Republican says that

Messrs. Wiswell and Hoyt caught twenty barrels of alewives and three salmon at their "stand" on Tuesday last. George Hoyt took about thirty barrels alone. A noticeable feature in connection with the alewife fishery at this place is the large number of offshore fishermen that put in to get alewives for bait. Every fishing day a large quantity are sold for this purpose. Last Tuesday several large fishing schooners anchored in Cutler harbor, and sent teams to this place to procure the fresh bait.

\*\*\*\*\*

The Machias Union says that one of the best fish days of the season at East Machias was June 5, when about 350 barrels of alewives were caught. They were so plenty that

boys could take them out of the river in their hands. One man realized \$27 cash for his three days dip, June 5, 6, 7. Salmon have not been plenty. Six were taken in one day; they sell at 25 down to 20 cents per pound. Two Eastport firms are buying all the alewives they can obtain for the West India market. June 12 a lot of fishermen came in after bait to use on the banks. Previous to this 50 cents per barrel was the price paid, but June 12 one dollar was paid and the fishermen worked earnestly and late. The alewife fishery is quite a source of revenue (cash) to the catchers. Tuesdays, Wednesdays, and Thursdays are fish days. The fish have four days in the week and the men three.

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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.

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**POWER**



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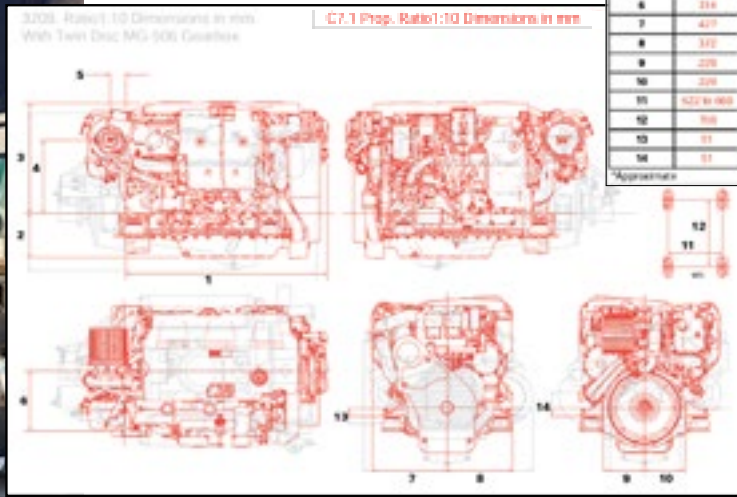
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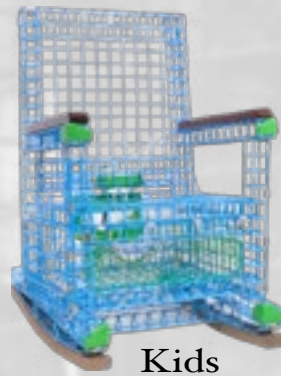
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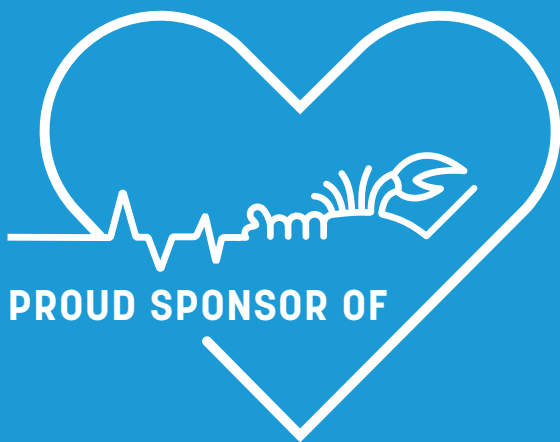
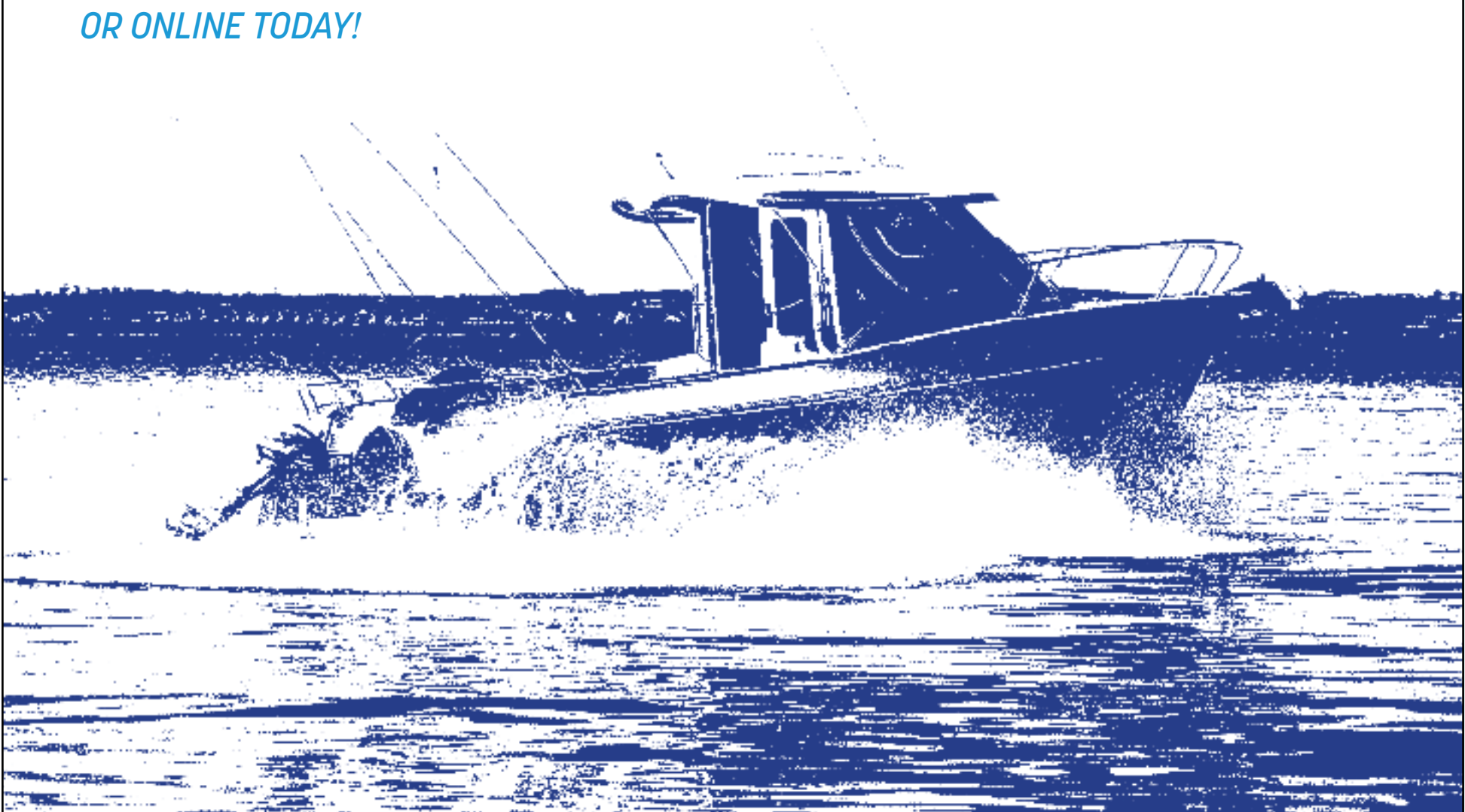
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