

# Maine Coastal News

Volume 39 Issue 9

September 2026

FREE

## LOBSTER BOAT RACING SEASON HEATS UP FOR LAST FOUR RACES



This is a fight for second in the Diesel Free-for-All between Dana Beal's NATALIE E., James Nelson's LESS THAN KNOT and Jeff Eaton's LA BELLA VITA.

### STONINGTON LOBSTER BOAT RACES – 12 July

The Stonington lobster boat races are always one of the biggest events of the summer. I headed to Stonington by pick-up as SARI ANN I [40' Johns Bay Boat, 375-hp 3208 Caterpillar] was still on the hard having a rebuilt engine hooked up at Front Street Shipyard in Belfast. At the end of the early sign-ups, I had 36 boats entered and this would save us time on Sunday morning. By the end of sign-ups on Sunday morning, I had a total of 121 boats, just two less than last year.

It was another perfect day for racing, bright sunshine, temps in the low 80s, but a nice sou'westerly breeze. Jeff and Karen Eaton and crew surely know how to put on a great event. It was even televised by Channel 7 in Bangor, and it would be interesting to see how well it worked and how many tuned in.

For the first time this season Josh Linscott of Islesboro in BLACK DIAMOND [Holland 32, 632 Chevrolet] was in attendance. Last year at the Long Island races their engine had hand grenaded and after purchasing another engine and hours of work this spring and summer they had a new one in place. They also did not have any time to do sea trials, so this was one of those hold your breath moments hoping everything worked according to plan.

Another first for this season was Shawn Alley's LITTLE GIRL [28' Calvin Beal Jr.; really big Chevy], which missed the 2022 and 2023 seasons and then only raced at Moosabec and Stonington in 2024.

The Stonington race committee made a change in Work Boat Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 16 years or younger). They split it into two divisions by ages Race 1 (A) (Skiffs 16-feet and under with outboards up to 30 hp, Operator 7-11 years) and Race 1 (B) (Skiffs 16-feet and under with outboards up to 30 hp, Operator 12-16 years). First over in (A) was Makoa Woolsey [14'; 25-hp Yamaha] with a speed of 24.5 mph. Second went to Lincoln Torrey in MISS ALEXSA [Steury 14; 25-hp Yamaha]. Taking the top spot in (B) went to Haven Ciomei's ESSIE GRACE [Holland 14; 25-hp Yamaha] followed by Lucas Jones' RED NECK RACER [Sears 12'; 25-hp Mercury]. In Work Boat Class B (Inboards, outboards or outdrives, 31 to 90 hp) no one was surprised to see Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Yamaha] leading the other 16 competitors in his class to the finish line with a speed of 42.5 mph. Second went to Aiden Rittenhouse's QUICK TIDE [Corson 16; 90-hp Honda]. In Work Boat Class C (Inboards, outboards or outdrives, 90-hp and over) Tyler Childer's BOTTOMS UP [Calvin Beal 16; 200-hp Yamaha] was just able to best Nathaniel



Robert Johnson's MISS AVA ELAINE [Northern Bay 36; 1,200-hp MAN; x-MOTIVATION > x-STARLIGHT EXPRESS] was the top boat of the day at Harpswell.

Robinson's DADDY DIDN'T BUY IT [Passamaquoddy 24; 350-hp Yamaha] with a speed of 49.1 mph.

Where were the John's Bay Boat Co. built boats? There used to be over a dozen in Stonington and at least four to eight would come out and race every year. The only boat on the line this year was John Williams' KHRISTY MICHELLE [44' Johns Bay; 500-hp Cummins].

In the Gasoline Classes there were no entrants in Class A (4 & 6 cylinder 24 feet

and over) and Class C (V-8, 376 to 525cid, 24 to 29 feet). There were two entrants in Class B (V-8 up to 375 cid, 24 feet and up), Brooklyn Boat Yard's RIPSNOTTER [Custom 28; 350 ci Chevy] and Tom Morris' SNAPPER [1962 31'; 350 Chevrolet]. RIPSNOTTER took the lead right from the start and went on for the win. In Class D (V-8, 376 and over, 28 feet and over) was Mark Freeman's FOOLISH PLEASURE [30' Custom Riley Beal;

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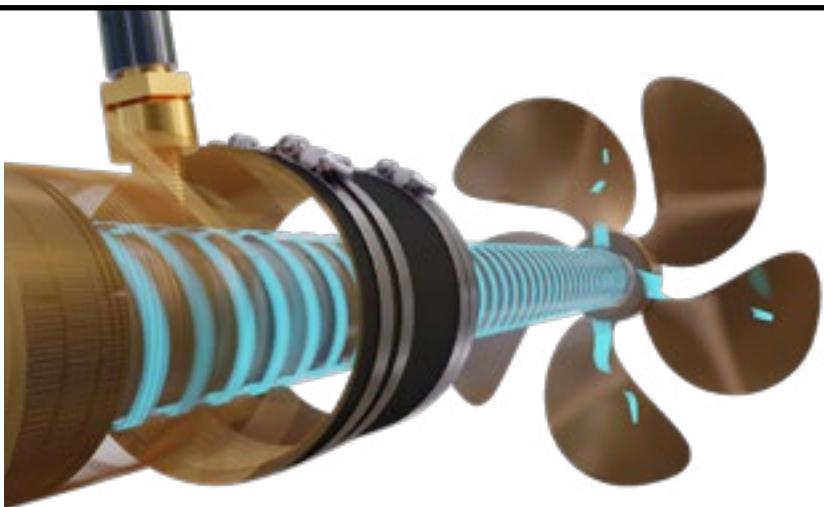
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**Advertising Deadlines:** The deadline for the October issue is August 28.  
The deadline for the November issue is October 2.

# Publisher's Note

SARI ANN I is all back together. One thing I learned over the years ‘do not rush as that is when mistakes are made.’ Troy Morey of Rockfleet Marine in Ellsworth, who rebuilt the engine (3208 375-hp Caterpillar), had some minor issues he wanted to make right and I made a couple of trips to the Caterpillar dealer in Brewer to get parts. I also made a trip to Gillespie Marine in Wiscasset to pick up a dip-stick tube for the 507 gear. Wednesday morning, just before the Stonington Lobster Boat Races, the engine was ready and we loaded her into my pick-up and off I went to Front Street Shipyard in Belfast. It did not take them long to have the engine in, but a couple of emergencies pulled the crew off to fix other problems. Friday afternoon they had her all hooked up, but still there were several minor things that needed to be done. It was nearing 1500 hrs. and there was no yard crew to launch her even if we could get everything done so the crew quit for the day. Monday, they finished hooking up everything and putting in the fluids and Tuesday early morning over she went. At first her bilge pump was coming on every couple of minutes, but quickly that went to three minutes and then four. After a couple of hours, I ran her slowly over to Searsport and began getting her ready for the Friendship races. The main item was to put the back of the house together and put in the two aft house windows. It all went back together pretty easily, and I got three coats of primer on, so her scars no longer showed. I was hoping to have SARI ANN I for the Stonington race, because we like doing sign-ups the night before the races as it makes life so much easier on Sunday morning. Saturday night we signed up almost 40 boats, probably saving us almost an hour on race day.

The run down to Friendship got pretty wild off White Head as Travis Otis in FIRST TEAM and I pounded into some five-to-ten-foot seas from there to Mosquito Island. There was also a couple of times that I buried the bow. Then all of a sudden, I lost power to the chart-plotter and windshield wipers. That was concerning as the heavy pounding through the seas continued. The power came back, but then I would lose it again for a time. After turning in at Mosquito Island the islands protected me and it calmed down quite a bit, and it was good the rest of the way. After getting back to Searsport Travis and I poked around looking for a reason for losing power. We checked battery cables and when Travis opened the electrical panel, he began trying to move wires when one moved quite a bit. It was the power supply to the middle buss that contained the chart-plotter and wipers. That was a simple fix. On Saturday 1 August I headed for Jonesport and what a nice day for a cruise. I was also able to get some great photographs of some working boats along the way. I also noticed that I need to change the settings on the camera as some of the shots were slightly out of focus. I would love to spend time all along the coast shooting photos, but time becomes an issue. Maybe I could find a happy balance.

\* \* \* \* \*

The Penobscot Marine Museum held a Gala at the Museum on 23 July. This is a major fundraiser for the Museum, and one holds their breath hoping that the support from the community stays strong. It was great to hear that we had sold all but two tickets and probably could have sold them,

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**

**AUGUST**

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

15 Youth Scholarship Race  
Rockland Yacht Club  
Rockland

15 Bluewater Regatta  
Centreboard Yacht Club  
South Portland

15 Annua Round Southport Race  
Southport Yacht Club  
Southport Island

16 Portland Lobster Boat Races  
Portland  
Info: Katie Werner (207) 807-1832

22 Turtle Trot Regatta  
Stockton Harbor Sailing Centre  
Stockton Harbor

22-23 Quahog Quest  
Centreboard Yacht Club  
South Portland

29 Boothbay Harbor Commodore’s Cup  
Boothbay Harbor Yacht Club  
Boothbay Harbor

30 Solo Challenge  
Camden Yacht Club  
Camden

**SEPTEMBER**

12 Around Islesboro Race  
Northport Yacht Club  
Northport

12-13 Maine Rocks Race  
Rockland Yacht Club  
Rockland

17-20 Newport International Boat Show  
Newport, RI  
Info: [www.newportboatshow.com](http://www.newportboatshow.com)



The 131-foot schooner HARVEY GAMAGE at Bucksport was built at the Gamage Shipyard in South Bristol in 1973. She sailed up to Bangor and back on Friday 31 July.

# Working Waterfront Unites to Honour Those Lost at Sea

By Harriett Train

From Downeast to Casco Bay, Maine's working waterfront united on July 21 to honor commercial fishermen lost at sea during the first Commercial Fishing Remembrance Day observed since the annual observance was established in state law.

Fishing communities across the Maine coast marked the occasion with remembrance ceremonies, wreath layings, and moments of reflection. Public ceremonies were held at The Lost Fishermen's Memorial in Lubec and at Fishermen's Memorial Park in Boothbay Harbor, while remembrance wreaths were laid at commercial fishing memorials in Pleasant Point, Stonington, Rockland, Marshall Point in Port Clyde, Bailey Island, Georgetown Island, Chebeague Island, and Portland. Together, the observances transformed Maine's working waterfront into a coastwide tribute to generations of commercial fishermen lost at sea.

Signed into law by Governor Janet Mills on March 19, 2026, Maine Commercial Fishing Remembrance Day permanently designates July 21 as an annual day of remembrance. According to Green and White Hope, a Maine nonprofit established in memory of lobsterman Tylar Michaud. The organization works to improve commercial fishing safety through education, collaboration, and the advancement of life-saving practices while honoring those lost at sea.

While ceremonies were held across

the state, one of the day's largest gatherings took place at Fishermen's Memorial Park in Boothbay Harbor. It a classic Maine coast day—with gray skies, the sun peeking through, the ever-present threat of rain, and a harbor filled with quiet reflection—set the backdrop for the ceremony. Despite the uncertain weather, there was a palpable sense of mutual support as fishing families, industry members, first responders, elected officials, and community advocates gathered with a shared purpose.

Governor Janet Mills joined Department of Marine Resources Commissioner Carl Wilson, members of Green and White Hope, the Maine Marine Patrol Honor Guard, local officials, legislators, and families and friends of fishermen lost at sea. The ceremony honored four Maine fishermen who lost their lives while working on the water over the past year: Thomas West of Steuben, Stephen Johnson of Machias, Marshal Ames of North Haven, and Sgt. Freeman Short of Presque Isle.

"Every commercial fisherman in Maine risks their safety to make a living on the water... contributing at the same time to one of our most iconic industries and to our way of life," Governor Mills said.

Commissioner Wilson urged attendees to remember the lives behind the losses.

"We should remember not only how they died, but how they lived—with dedication, a strong commitment to family and community, and a deep respect for the ocean," Wilson said. "The sea gave them purpose and shaped their lives."

Hosting the Boothbay Harbor ceremony was Liz Michaud, founder of Green and White Hope, a Maine nonprofit established in memory of lobsterman Tylar Michaud. The organization works to improve commercial fishing safety through education, collaboration, and the advancement of life-saving practices while honoring those lost at sea.

"Maine's commercial fishing industry has shaped our communities, our economy, and our identity for generations," Michaud said. "Maine Commercial Fishing Remembrance Day gives us a chance to honor those

we've lost, stand with the families and communities who carry their memory, and renew our commitment to helping more fishermen return safely home."

Following the ceremony, attendees gathered on the waterfront for a live safety demonstration by REDDE Marine, showcasing self-rescue techniques and innovative safety equipment designed to improve emergency response. The demonstration reinforced one of the day's central messages: remembering those lost at sea also means continuing to invest in the training, technology, and partnerships that help protect those still making their living on the water.

As wreaths rested at memorials from Lubec to Portland, Maine's working waterfront closed the day united in remembrance and in its commitment to a safer future for the state's commercial fishing community.



The lobster boat PORT WATSON of Brooklin fishing on lower end of Eggemoggin Reach.

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# Chris Smith Talks About Repco Boats

JONESPORT—Over the years there has been numerous fiberglass lobster boat builders starting as far back as the 1950s. Some of these developed some great models that have lasted the test of time. One of the best known, and there are still a number of them fishing up and down the Maine coast, is the Repco. Fortunately, I was able to sit down with Chris Smith of Richmond and talk about this company before their history disappears forever.

Chris was born in 1960 and when he was seven Repco opened their doors. Chris did not grow up in Gouldsboro, the home of Repco, he was living in Jay. He explained, “My mother’s brother, Harold Lathrop and her brother-in-law was married to my mom’s sister, Vern and Virginia, who all lived in Gouldsboro. My uncle Harold had built wooden boats for about 12 years. He worked for Harv Church for a number of years, and he put up a small shop of his own on the Gouldsboro Point Road where he could build one boat a winter. He would build a boat and fish it during the summer as a new boat. He then would pull it out in the fall and put it up for sale. Then he would build another one that winter. There was a lot of Harv’s influence in his boats, especially in the 30.

“My uncle had made some changes,” added Chris. “He built seven as 27-footers and then he stretched one to 30 one winter and he liked it a lot better. He said it was a better boat and so that is what the 30-foot mould was taken off of. People used to call them the canoe, especially the 30 because they are only like 6-feet wide at the stern. Even though there was a lot of Harv’s influence, it was technically my uncle’s design. The 21-foot hull came from a friend of theirs who actually was a carpenter at the boatyard for years and years, Ollie Leighton. That was his design. He had built that boat out of wood

when he was still living in Massachusetts and he brought it up here with him when he moved.”

Ollie came from Pigeon Cove in Rockport, Massachusetts where he started building wooden boats. Chris said, “I have seen pictures of the wood boat that he built for his son, who was Ollie, Jr. down in Massachusetts. He worked in my uncle’s shop for 15 years. Pretty much my whole recollection of them being on Route One, Ollie was there.”

Chris did not remember much about Harv Church. He said he remembers seeing him in several photographs and in some newspaper articles and ads.

The shop on Route 1, “That came to be I believe in 1968,” said Chris, “because they had my uncle’s small boat shop and they had to move the mould outside and flip it upside down before they could finish the hull. There was no room in there. They built the mould in my uncle’s old shop and laid the first hull up and I remember being down there for the unveiling of that and there were cars lined up on the Gouldsboro Road as far as you could see, both sides of the road, because it was new.”

Chris added, “They had gone over and worked some with Cy Cousins at Webber’s Cove he was laying up Navy launches at the time. My uncle Harold and my uncle Vern both had machinist backgrounds, as do I. They were very keen at watching how somebody did something and being able to duplicate it with their own hands. The piece of land on Route 1 was in my uncle Harold’s wife’s family, so they got the piece of land relatively cheaply and I believe the loan for the building was \$60,000. They paid that off in about a year and a half.”

Once the shop was up on Route 1, they introduced the 37. Chris said, “Ernest Brier-

ly and I have the original line drawings for the 30 and the 37. They wanted a set of line drawings because they knew the 37 could be Coast Guard certified but you needed a set of lines to give to the Coast Guard. That was pretty much a collaboration of my uncle Harold, uncle Vern, and Dick Snyder their other partner who was my uncle Harold’s brother-in-law. It was mainly a collaboration of the four of them. They all kind of put their ideas together and that was the hull that they came up with. Ernest Brierly did the line drawings, and they had him do the 30 at the same time. I remember Dick Snyder said this is stupid, we are never going to need those line drawings. These guys were as frugal as frugal could be. When they closed the doors in 1987, they were drawing a \$9.00 an hour paycheck. They did have a very good profit-sharing plan at the end of the year. They were in business for 20 years, basically from ‘67 to ‘87 and really only had one winter where orders were slow, the rest of the time they were pretty much flat out. Hulls being the main business. My uncle Harold used to say you double your money on a hull, between labor and materials and the wear and tear on the mould. And he says finishing

boats that just gives a customer something to see when he walks through the door.”

Chris mentioned Franklin Beal of Milbridge, who he said was an excellent wooden boatbuilder. His son Jimmy was also a good wooden boatbuilder. Then came fiberglass and they knew how to build the deck and house, but as far as the running gear that was all new to them. Franklin worked for Repco for two or three winters and Jimmy a couple of winters. Jim Smith also worked in the shop, but then he left and built his own shop on the Leighton Point Road in Milbridge and finished off hulls. He would finish off a Repco 30 in 1990 that Chris came to own named LINDA CAROL in 2004. She was built for Ollie after Passamaquoddy in Eastport had bought the moulds. This is thought to be the last one taken out of that mould. Ollie sold it to Chris, but she was in need of some work. Chris said, “I didn’t know enough about fiberglass at the time to tackle it myself, but Jim Smith remembered me from when I was a kid. I went and I saw him and told him what I was thinking about doing and said, ‘I am going to need some help.’ He said, ‘You do the mechanical and the wiring and he says, ‘I will do the building and before it is over

## Publisher's Note

### Continued from Page 4

but did not want to over sell the event, which might have caused other issues.

As president of the board, it is one of those events you must attend. It was enjoyable meeting a number of the Museum’s supporters and discuss what was happening at the Museum. Dinner was catered and they did an excellent job. There was actually food there that I could identify. Sometimes you go to these functions, and they have these fancy items, which I pass on.

After dinner we honoured Dan Miller of Belmont Boat for all he has done for the community and the Museum. He played a very important role in getting Big Jim to the Museum and putting him up. Big Jim has certainly increased our visibility and the numbers show it. Unfortunately, he will be returning to Prospect Harbor at the end of the season, but we need to figure out if there is something we could put in his place. Does he have some brothers? Maybe even Santa Claus for the Holidays.

The main event is an auction to raise money for the Museum. There are several items to bid on, one of them was getting on a lobster boat and racing at one of the 11 venues, which I put up. I gave a little summary of what it was like and hoped it would get bid on. Oh, it got really interesting as two

bidders really bid this up to over \$2,000. I stepped up and said that if they would each pay what the bid was at, I would take them both to the same or separate event, which they agreed to.

Then came the paddle bids. These are bids to support collections and field trips to the Museum. When all was said and done, we raised \$5,950. Then I was approached and told that if I could get that number up to \$10,000, he would match it. So, at the end of the auction we told the audience of the offer, and someone held up three fingers. I thought \$300, but he added another zero and then someone spoke up and said he would cover the rest. That was easy.

After the event I heard that someone had given \$5,000. In the end this was one of the best Galas we have had in recent memory. Over the past few years, the Museum has gotten itself on solid ground. The staff is excellent and the Museum offers great programs, adds and protects the collection and this has made a major difference in how the Museum is seen by those on the outside. If you are reading this paper, you are likely a boater or at least someone who is interested in maritime affairs. Please support what we do even if it is just getting a membership. We have some great ideas on how to better serve the public, but it all takes funding.



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# Chris Smith Talks About Repco Boats

with, I will teach you how to do fiberglass work.” Linda and I traveled every weekend from Richmond down here. My aunt Ginny was here for the summer staying at the Red Barn and we stayed with her until she went back to Alabama and then we stayed at Jim and Joanne’s house every weekend until it was done.”

Another name associated with Repco was Abiel Briggs. Petite Manan Boats, Kevin Briggs, is his son.

Chris said, “A lot of really good wooden boatbuilder worked a winter or two for them. I can remember one winter in the early 70s Franklin and Jimmy were building a 30-footer, Jim Smith was building one next to it. Abiel was building one, because they could get four 30s across the front of the shop.”

We went back to the early days, and Repco was being run by Chris’ uncle Harold, uncle Vern, and Richard Snyder. “When uncle Harold built wooden boats his brother-in-law Richard was a partner in the business. He was my uncle Harold’s wife, Alice, Richard was her brother. When Harold was building wooden boats in his little shop Richard helped him every winter. Richard was a fair hand. He knew his way around a wooden boat fairly well. My mother’s family came from Oakland. My uncle Harold worked in Connecticut for a while at Hamilton (machine parts company for defense contractors operating in East Hartford) as a machinist. I never really knew how he ended up back Downeast in Gouldsboro fishing and building boats. I don’t have a good answer for that. I can remember my aunt Ginny and uncle Vern still living in East Hartford because my uncle Vern was a supervisor for Hamilton and made good money and walked away from it all to go to Gouldsboro and live in an A-frame and build boats. My uncle Vern came from East Hartford, but he was originally from Maine. He ended up in East Hartford because of the job, and he and my aunt lived down there probably 8 or 9 years. They were all in their late 30s, early 40s when they started the boat company.

“My uncle Harold found a piece of land down on Gouldsboro Bay,” continued Chris. “It wasn’t deep water frontage, but it would work for a wharf lot and there was enough land there to build a camp. He really didn’t have the money to buy it, but he had connections to buy it, so he bought it. My uncle Vern provided the financing, and he bought the piece of land, I think at the time, it was \$4,000 or something, back in 1964. He and

my aunt and family members all helped put up a small A-frame. It was a camp, that is what they built it for, and you know fast forward two years, and they were living in it and making the best of it and building boats.”

“Over the years all three of the owners ended up with a 30-foot boat,” said Chris. “They didn’t know how busy they were going to be so the plan was that Harold and Richard would fish in the summer, and my uncle Vern built a big float, and he was going to buy lobster in Gouldsboro Bay. There was only one wharf you can get to at low tide. So, there was no place for the guys to sell, they were going to Corea. They set up that buying station out in front of my aunt and uncle’s place, on a mooring. My uncle Vern bought lobsters for one year, by the time the second spring rolled around they had orders out two years. So, there was no fishing for Harold and Dick, which I don’t think they were happy about. Then they had to hire a crew and needed to pay attention to business, and my aunt Ginny took over the lobster buying business. My aunt Ginny at 40 was a very attractive woman and trust me all the fishermen, they loved coming in to sell lobsters to Ginny. She did it for probably four or five years. There was another buying station by then up the bay, and they had gasoline because all the boats were gas then. They also had bait. My uncle put in a 500-gallon gas tank down by their wharf, just for their own boats and the next thing you know, my aunt Ginny is sacking 5-gallon cans in the skiff at low tide out to the float. She put her foot down at bait, saying ‘I am not doing bait.’ This is 60s-early 70s and back then the lobster catch in Gouldsboro Bay was nowhere near what it has been in recent years.”

Chris loved going to Gouldsboro to be with his uncles and aunts. He would go down on school vacations and holidays, not always, but most of the time. He did not fish because back then you needed a helper’s license to be a sternman. When he went fishing, he would go below next to the 455 Olds engine and fill bait bags where the wardens could not see him. When his uncle Harold figured out that he was interested in building boats he would not tell Chris anything saying that he did not want any part of this business.

Harold would pass away around 2000, and Vern would die within two weeks of that. Richard had already gone by then.

Over the 20 years Chris thinks that they built over 500 boats from the three moulds. He said that every May they would lay up



Chris Smith's Repco 30 LINDA CAROL competing in the lobster boat races in 2010.

six or eight 21-foot hulls and sell them that winter. The last 37 Chris thought was #137. Chris added, “When they replaced the first 30 mould, they deepened the keel 6-inches, and they put some convex in the stern. In the original model the stern was plumb. The first model you could get an 18-inch wheel under it and the second one you could get a 20-inch wheel. A 292 ran an 18 x 16, a 350 Chevy ran a 17 and a 454 you ran an 18 x 18. With those gas engines there was not enough torque to really do much with. When diesel came in, they put a lot of Isuzus in the 30s in the later years. Back then there wasn’t a lot of choices, especially in small diesels. They did put some 353 Detroit in a few of the 30s. The popular engine for the 37 was the 3208 Caterpillar.

The last Chris knew you could still get a 21 hull through Tri-Town Marine in

Harrington. He said, “I don’t know if he had the mould or if he knew somebody that had it. The 30-foot mould and the 37 mould the last I knew they were tipped upside down in a parking lot down in Eastport.”

This might have been in the 1990s as Gary Kief had the 37 for a time and made some modifications to it when he had a shop in Lamoine. However other hulls have come out of the mould, but where it is today, I know not.

Chris raced LINDA CAROL powered with a 260-hp 350 Chevrolet for three seasons starting in 2009. Chris would then purchase David Taylor’s MISTY in 2012. David and Chris had fished together for several years and became close friends. When David was diagnosed with cancer, he offered MISTY to Chris, and he has owned and raced her ever since as a tribute to David.

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**U.S. Navy to Christen Future USS George M. Neal**

10 July 2026  
PASCAGOULA, Miss.—The U.S. Navy will christen the future USS George M. Neal (DDG 131) during a ceremony at Huntington Ingalls Industries Inc. (HII) Shipbuilding on Saturday, July 11, at 9 a.m. CDT.

The principal address will be delivered by William Toti, performing the duties of the Undersecretary of the Navy.

“The future USS George M. Neal honors a legacy of extraordinary courage and sacrifice,” said Toti. “As we christen this ship, we mark another step toward building the Navy our nation needs. Flight III destroyers are critical to our nation’s security, and we are proud to accept each one built by the skilled workforce at Ingalls.”

Additional speakers include the Honorable Mike Ezell, U.S. Representative, Mississippi’s 4th District; Vice Adm. Doug Williams, Director of Portfolio Acquisition Executive Strategic Systems Programs; and Christopher Kastner, President and Chief Executive Officer, HII.

In a time-honored tradition, the ship’s sponsor, Kelley Neal Gray, daughter of the namesake, will christen the ship by breaking a bottle of sparkling wine across the bow.

The ship is named in honor of Korean War veteran Aviation Machinist’s Mate 3rd Class George M. Neal, who was awarded the Navy Cross for his heroism during a search-and-rescue mission over North Korea. While serving with Helicopter Utility Squadron ONE (HU-1) in 1951, Neal volunteered for a perilous mission deep in enemy territory to rescue a downed aviator. After their helicopter crashed under heavy enemy fire, he aided his fellow crew members in evading capture for nine days, enduring subsequent imprisonment as a POW before his release.

Arleigh Burke-class destroyers are the backbone of the U.S. Navy’s surface fleet, providing protection to America around the globe. These highly capable, multi-mission ships conduct various operations from peacetime presence to national security and provide a wide range of warfighting capabilities in multi-threat air, surface, and subsurface domains. These elements of sea power enable the Navy to defend American prosperity and prevent future conflict abroad.

The christening of DDG 131 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, and the Fleet of the Future is our answer.

**USS Lassen Departs Eastport, Maine, Following Successful Port Visit**  
From Courtesy Story

13 July 2026  
EASTPORT, ME — The Arleigh Burke-class guided-missile destroyer USS Lassen (DDG 82) departed Eastport, Maine, July 6, following a successful port visit to par-

ticipate in the city’s annual Fourth of July festivities.

During the visit, Sailors had the opportunity to engage with the local community, showcase the pride and professionalism of the U.S. Navy and experience the historic region.

“Celebrating America’s 250th with the people of Eastport was an amazing opportunity for the crew to show off the diligent work they have put into the upkeep of Lassen to the local community,” said Cmdr. Kevin W. Walter, commanding officer of Lassen. “The long tradition of Navy ships joining the Fourth of July festivities in Eastport continues to remind Sailors of the purpose of our service. Eastport rolled out the red carpet, and I know the crew greatly enjoyed the hospitality.”

During the visit, the warship hosted free public ship tours, providing locals and tourists a unique opportunity to step aboard, interact with the crew and learn about life and operations on a U.S. Navy warship.

The ship also played a prominent role in the local celebrations, with the crew participating in a variety of community relations events, including Eastport’s annual flag-raising ceremony, the historic Grand Independence Day Parade, the 57th Annual Charles E. Davis Run and the Fireman’s Muster and Torchlight Parade. These engagements helped strengthen the enduring bond between the Navy and the people of Maine.

USS Lassen (DDG 82) is a guided-missile destroyer, a highly capable multi-mission surface combatant designed to conduct offensive and defensive operations across all warfare areas, including anti-air warfare, anti-submarine warfare and anti-surface war-

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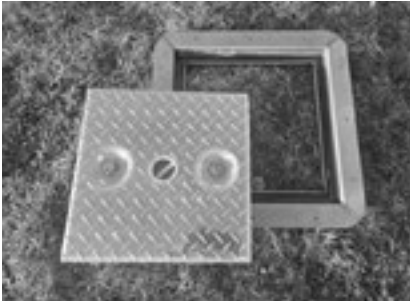
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# Start of Golden Globe Round the World Race 6 September

LES SABLES-D’OLONNE, FRANCE — The McIntyre Golden Globe Race is known as one of the toughest, longest and loneliest sporting events on the planet. Its sailors face a solo, non-stop, unassisted voyage of more than 28,000 miles around the world, navigating with sextants and paper charts in small, traditional yachts and spending around eight months totally alone.

Usually, the excitement, drama and extraordinary human endeavour begin after the fleet leaves Les Sables-d’Olonne. For the 2026 McIntyre Golden Globe, the drama has already begun—47 days before the 6 September start.

**Six entrants retire in quick succession**  
Over recent weeks, six sailors have been forced to abandon their dreams of starting the 2026 race. The reasons are different, but together they demonstrate the enormous personal, physical and financial challenge involved in simply reaching the McIntyre GGR start line.

Edward Walentynowicz, 73, from Canada, has retired for family reasons. Edward was preparing to sail the Rustler 36 Noah’s Jest.

Arsène Ledertheil, 69, from France, suffered a back injury and was admitted to hospital. With an expected recovery period of approximately three months, there was no longer enough time for him to complete his preparations and qualifying requirements. He has entered the 2030 GGR.

Daniel Alfredsson, 50, representing Norway aboard the OE 32 Pale Blue Dot, concluded during his qualifying voyage that he was not ready for the full Golden Globe challenge and made the difficult decision to withdraw.

Andrew Ritchie, 69, from the United Kingdom, discovered medical issues during his compulsory GGR medical examination and decided to retire his Saltram Saga 36 Symphony from the race.

Erden Eruç, 65, from the United States, tripped while exercising and ruptured his Achilles tendon. He was admitted to hospital

immediately and faces an estimated three-month recovery period, ending his 2026 campaign aboard the Biscay 36 Clara. He may enter the 2030 GGR.

Christopher Langham, 54, from the United States, successfully completed his qualifying voyage aboard the OE 32 Savoir Vivre Liberte, but his campaign ultimately ran out of funding. He has entered the 2030 GGR.

**Six sailors racing the Atlantic—and the clock**

While six campaigns have ended, six other entrants are currently sailing in the Atlantic, desperately trying to complete their mandatory 4,000-mile qualifying voyages and reach Les Sables-d’Olonne before the 10 August cutoff. For each day late, Half a day penalty is added to their sailing time around the world.

For various reasons, most began their final passages much later than originally planned. Unusually light weather, boat speed, equipment reliability and fatigue will now decide who reaches France in time.

Isa Rosli, 51, from Canada, is sailing the OE 32 Olleanna. She is not currently expected to reach Les Sables-d’Olonne until shortly before the 10 August deadline.

Pär Nyman, 57, from Sweden, is heading for France aboard the Rustler 36 Lazy Otter after sailing north toward Iceland. He is expected to arrive within the next two weeks. During the voyage, Pär has also been sea-trialing the new “ GGR Window “ satellite equipment, which has performed as designed.

Colm Walker, 43, from the United States, has sailed his Tayana 37 Mo Chuisle from the west coast of the United States, through the Panama Canal and across the Caribbean. Current estimates suggest that he may arrive after the cutoff date.

Matt Woodside, 68, from the United States, is nearing the conclusion of an extraordinary 22,000-mile preparation voyage

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# How About Those Whales!

**By Sheila Dassatt**

It has been many years that I have worked with the Downeast Lobstermen’s Association and during that time, we have always been concerned with the near extinction of these mammoth yet beautiful creatures. I can’t remember a time that the fishermen didn’t do the best that they can to protect and preserve them.

As a matter of fact, we have gone above and beyond to re-rig our ropes, had to deal with what we call “whale huggers” and gotten blamed for dead whales that we had nothing to do with, such as ship strikes.

We are in a legislative proposal right now that involves postponing our options for more research and alternatives for “saving the fishermen as well as the whales.” This would postpone any forward movement until 2035. This pause funded new efforts to gather information to aid a data driven process establishing rules that made sense to both fishermen and the whales. Like I stated in my DELA report, this could be good or it could “bite us in the butt.” It’s all a matter of time and circumstances. How many of us are tried and true procrastinators? I know that I am and wish that I wasn’t, but it happens with most all of us. During this time, we have had ropeless gear proposed for us to try, of course with a dollar amount to entice the trial and error. So most of the fishermen that are willing to try it are also being paid each time that trap breaks the surface of the water. Most of this funding comes from grants that are usually honored due to government funding. Once that grant is funded,

it needs to be honored whether we believe in it or not. This is all a means of humoring the whale people and these companies that see the advantage of making a dollar at the expense of the fishing community.

A few years back, there was actually funding for the fishermen to re-rig their ropes with (in Maine’s case, purple rope) and plastic breakaway snaps for their rope that’s attached to their traps. In the case of the offshore fleet, they not only need to put a piece of purple rope in their line, but a piece of green rope in the middle as well. This is a lot of extra work!

This was a one-time benefit for the fishermen, but the truth is, we have to re-rig our ropes every year to keep them legal. This is still an extra expense and a lot of extra labor. I would think that the benefit that we had a few years ago would also be re-visited, especially for the newcomers that are rigging their gear for the first time.

Since this time and efforts, in all of my years, I have never seen a whale inshore or along the shore of Penobscot Bay. I felt pretty sure that this was a threat that we would never have to deal with for the inshore fishery. Now, guess what?! The whales are as close as the inner harbor in Belfast and Searsport. On July 5, 2026, a local fisherman filmed a humpback whale lunge and bubble -feed on dense schools of pogies and mackerel near Sears Island. Shore based observers have spotted whales breaching or feeding near public piers and active harbors during peak summer months.

Believe it or not, this is something

really new – Belfast City Park is a prime place to spot humpback breaching and lunge feeding just a few yards from the shoreline. Searsport Harbor, just 15 minutes from there up the coast, a famous humpback named “Humphrey” has been making repeated appearances in the bay.

This is all fine and well, but what will happen if one of those whales gets tangled in the lobster gear that I know is out there. There is another concern about these new visitors to our inshore fishery. The Department of Marine Resources has put out a bulletin reminding us to:

**Keep your distance**-NOAA Greater Atlantic Region recommends all fishermen and boaters (including kayaks and paddle-boarders) to keep a safe distance from humpback whales, at least 100 feet preferably 300 feet.

**Slow down:** In areas where you suspect that whales could be present. Slowing down to 10 knots helps to prevent collisions by allowing both you and the whale time to react.

**Steer clear of spout and bubbles:** If you see any large bubbles or disturbances in the water, it could be a whale feeding. Respect a whales’ behavior and keep your

distance.

**Protect your recreational fishing gear:** Don’t cast or troll near or around a humpback or bubble clouds. If a bubble cloud appears while you’re fishing, pull up your gear.

This is a good reminder for those that are not familiar with Maine waters: all whales in U.S. waters are protected by the Marine Mammal Protection Act which makes it illegal for people to harm, injure, kill, chase or harass whales. Harassment includes any activity that results in changes to the whales behaviors, such as feeding. Violating the Marine Mammal Protection Act can result in a \$35,000 fine and up to one year in prison.

This is taken from the Department of Marine Resources Bulletin concerning the whale sightings. The reason why I am quoting it is because a lot of folks are not informed about the rules and safety for both the people and the whales. We are certainly not accustomed to having them this close to home!

Take care and let’s hope that all goes well this summer and for the future ahead of us also for the fishermen and the whales.

## Maine Dept. of Marine Resources

**DMR Solicitation of Public Comment Regarding the Searsport Harbor Federal Navigation Project, Searsport**  
July 2, 2026

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with an assessment of the impacts on the fishing industry of a proposed dredging operation. The US Army Corps of Engineers is proposing maintenance dredging of the Searsport Harbor Federal Navigation Project (FNP).

The USACE proposes to dredge approximately 40,000 cubic yards (cy) of material from shoaled areas within the Searsport Harbor FNP totaling about 7 acres. Shoaled areas will be mechanically dredged to -35 feet Mean Lower Low Water (MLLW) plus two feet of over depth. This material is unsuitable for open water disposal. Two Confined Aquatic Disposal (CAD) cells will be constructed adjacent to the Searsport Harbor FNP to contain the unsuitable dredged material from the Searsport Harbor FNP.

CAD Cell A (Starter Cell) will be mechanically dredged to a depth of -62 feet MLLW and CAD Cell B (Primary Cell) will be mechanically dredged to a depth of -72 feet MLLW. The dredged material that is unsuitable for open water disposal from the CAD Cell A/B construction, approximately 23,000 cy, will be placed in CAD Cell A. The dredged material from the Searsport Harbor FNP that is unsuitable for open water disposal will be placed within CAD Cell B. The dredged material from the CAD Cell A/B construction that is suitable for open water placement, approximately 62,000 cy, will be placed at Rockland Disposal Site (RDS) in Penobscot Bay, located approximately 25 miles south of Searsport Harbor.

Construction will take place between November 8 through April 8 in the year funds are available. Current planning is for the work to begin in November 2027 and end in April 2028.

DMR will accept written comments about the potential impacts of the proposed dredging operation on fishing in the area to be dredged and impacts to the fishing industry of the proposed route to transport the dredge spoils to the RDS. This project is significantly smaller than the previously proposed navigation improvement project,

and contaminated sediment will be buried into a CAD cell next to the navigation channel. Only native, suitable sediment will be transported for disposal. It is anticipated that the number of trips to the disposal site will be approximately 20-25, and the work will take a maximum of 7-10 days. If 5 or more persons request a public hearing prior to August 2, 2026 DMR will hold a hearing. Comments should be sent to DMR at the email or mailing address listed below by 5:00 pm, August 2, 2026.

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

**DMR Commissioner Carl Wilson Joins Industry Members, Friends and Family During Maine Commercial Fishing Remembrance Day**  
July 22, 2026

**BOOTHBAY HARBOR** - Yesterday, DMR Commissioner Carl Wilson joined dozens of fishing industry members, their families and friends in Boothbay Harbor to commemorate fishermen who lost their lives at sea, as recognized by a new law that establishes July 21, 2025 as Maine Commercial Fishing Remembrance Day. The event, coordinated by Green and White Hope, Inc Founder Liz Michaud, was held at the Fishermen’s Memorial Park in Boothbay Harbor and featured speakers including Governor Mills, who stated “Every commercial fisherman in Maine risks their safety to make a living on the water for themselves and for their families, contributing at the same time to one of our most iconic industries and to our way of life. It was my honor to sign legislation establishing Maine Commercial Fishing Remembrance Day this March — making Maine one of the first states in the nation to do so — to remember the fishermen we have lost, honor their lives and offer our comfort to their loved ones, and recommit to doing everything we can to keep our fishing community safe from harm.”

Commissioner Wilson’s remarks are below:  
Good afternoon.

Thank you all for joining us for the

**Continued on Page 25**

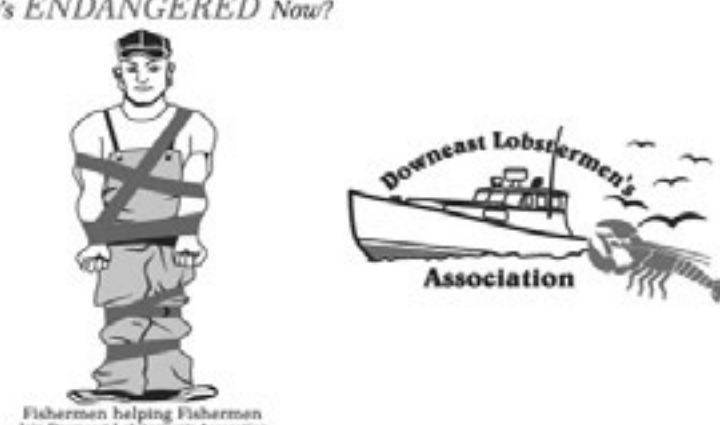
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Commercial Fishing News

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

From the Director –

Here we are, right in the thick of tourist season and through it all, we’re trying to carry on business as usual. A lot are still setting traps while some are moving out of certain areas within the three-mile line. At this point, there isn’t much happening “outside” and they are just showing signs of “busting” out of the rocks on the “inside.” Around here, the price went from \$5.00 and \$6.00 to \$4.50 and \$5.50. I suppose the more that we catch, the more the price will go down. What we need is the demand for the lobsters to increase, taking in Canada as well. There is a live market for them as well as the processors need them in Maine and Canada.

This has been a typical Maine summer, with most of us trying to cram a year’s worth of celebrations into July and August and it is also our busiest time of the year to haul. It is wonderful to see everyone at the boat races and the occasional family picnic! We also had a new tribute this year, “Maine Commercial Fisherman’s Remembrance Day” along with ten fishing communities in our State. Governor Mills signed this legislation into law on March 19, 2026. The ten fishing communities that observed this Remembrance were: Pleasant Point, Lubec, Rockland, Port Clyde, Boothbay, Bailey Island, Georgetown Island, Chebeague Island, Portland and Stonington. This will be held annually on July 21<sup>st</sup> in the State of Maine. This is a remembrance recognizing the sacrifices made by generations of families, honoring those that never made it home.

To give an update of what is happening most recently, Rep. Jared Golden has been working with Rep. Mike Lawler (NY), on the Northeast Lobstermen Protection Act. “This extends until 2035 protections for Maine Lobstermen from new regulations related to the North Atlantic right whale.” At

this time, the regulatory pause goes through 2028, which passed with the support of Gov. Janet Mills and the Maine delegation. This was supported with written testimony from the Department of Marine Resources and the Lobster Associations. D.E.L.A. was part of this delegation but we didn’t jump in feet first. We have always had concerns about asking for more time, which can also prolong the agony. With this being said, by 2035, we will definitely have a different leadership Federally and State wide. I’m not trying to be negative, but a lot can happen during that time. For one thing, in all of the time that I have been on the water in the capacity of lobstering or fishing, I had never seen a whale “inside the three mile line or close to the shore locally. Now, all of a sudden, there are whale sitings in Belfast, Searsport, and many more areas close to shore. This is a bit of an anomaly! The DMR is putting out messages to people telling them to not get too close to them due to danger, which makes sense. Whether it is a right whale or a hump back whale, if it gets tangled with rope or fishing gear, we will have a new bigger problem on our hands. At this point in time, there must be more whales out there than we thought, which I’m assuming is a good thing. We will approach with an air of caution and hope for the best for our future.

Last week, I received a message from Debbie Gillespie in Lubec about a new issue that is happening which will affect Downeast Maine. This proposal is with the Deep Green Project – FERC’s eLibrary under the docket number P-1524-000. This is a proposed underwater data center that includes the deployment of 170 tidal turbines and 34 underwater data center pods. There are various risks involved with this such as heat discharge into our marine ecosystems. (Here we go again.) There is potential harm

during installation, anchoring, cabling seabed disturbances such as habitat. There is chemical leakage risks, although sealed, any breach could release coolant, lubricants or metals into the water. This sounds much like the windmill threats that we have been dealing with.

By the time you read this, their press conference will be over, but I need to let you know what is going on. They will be holding a press conference on August 5<sup>th</sup> at 4:00 p.m. at the Port Authority in Eastport and the City Council has slated a Public Hearing on the Citizens initiatives at 6p.m. – they think this will all be moving to the school gym. This is the seriousness of this whole proposal.

Debbie has sent us documentation on this entire issue and if you would like to have me send it to you, please contact me at dasatt711@yahoo.com. If you would like to contact Debbie Gillespie, her email is:deborah.gillespie1130@gmail. This is the last thing that we need infiltrating Downeast!

We will keep on doing the best that we can to protect our fishery! We’ll do our best, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

**June 2026 Council Meeting Summary**  
The New England Fishery Management Council met from June 23-25, 2026, in Mystic Connecticut. The following is a summary of ongoing Council work priorities and future planning. All presentations, materials, and meeting audio recordings are available on the Council's June 2026 meeting page. For an update on stock specific actions that took place at the June Meeting, please see the following press release.

**NOAA Leadership Opens the June Meeting, Marking 50 Years of the Magnuson-Stevens Act**

NOAA Fisheries Assistant Administrator, Genio Piñeiro-Soler, opened the June meeting with comments about the importance of regional fishery management councils and recognition of the 50th anniversary of the Magnuson Stevens Act. He welcomed Council questions and feedback, which included continued support for Saltonstall Kennedy funding for seafood marketing, support for a vessel buyback and new vessel purchasing program, and a call for focus on soliciting representative Council members.

**Risk Policy Approved for Use By Council**

The Council approved revisions to its Risk Policy, establishing qualitative categories of low, medium, and high risk tolerance to support management decisions beginning in 2026. The Risk Policy is a decision support tool that complements the existing specification setting processes. Adoption of this policy sets New England as the first Fishery Management Council in the U.S. to consider tolerance of more risk, not just less. This bi-directional approach is designed to emphasize caution when stock conditions are poor, recruitment is low, and environmental conditions are unfavorable, and conversely allow fishery managers to increase catch limits for healthy stocks deemed eligible to tolerate more risk.

**Weighting Exercise**  
The Risk Policy combines the Council's input about the importance of risk factors with technical scores related to managed resources. The policy preference was determined at the June meeting, when 18 voting Council members took the important step of assigning universal weights to five factors on a scale of 0-4, ranging from "least" to "critically" important. The five factors include: (1) Biomass/Stock Status, (2) Recruitment, (3) Climate Vulnerability, (4) Recreational Fishery Characterization, and (5) Commer-

cial Fishery Characterization.  
The weights from the June meeting will be combined with scores completed by each Plan Development Team and unique to each Fishery Management Plan (FMP) in the coming months. Combined weights and scores generate a qualitative Risk Tolerance level. Weights are recommended to remain in place for three years, at which time they are eligible for review. Moving forward: In July and August, the Plan Development Teams (PDTs) for herring, scallop, groundfish and small-mesh multispecies will conduct scoring for each stock to update catch specifications. A public-facing, online tool is expected to launch in Fall 2026, which will visualize levels of risk tolerance for each FMP.

**Ecosystem Component Screening Process**

The Council received an update on the development of a screening process to evaluate species for potential designation as ecosystem components (EC). The process is intended to establish a consistent approach for identifying species that may be considered for EC status by evaluating ecological importance, including their role as prey, predators, competitors, or other components of the marine ecosystem, as well as factors such as commercial importance and management relevance. Sand lance and Southern New England/Mid-Atlantic (SNE-MA) yellowtail flounder were presented as demonstration examples to illustrate how the screening framework could be applied; these examples were not intended as recommendations for EC designation. The work will help inform future Council consideration of species that contribute to ecosystem function while supporting a structured and transparent evaluation process.

**Vessel Baseline Restrictions**

The Council received a summary of stakeholder input from three Advisory Panel webinars held in May as part of the ongoing evaluation of vessel baseline restrictions. This is a joint evaluation between the New England and Mid Atlantic Councils with support from GARFO. The analysis will be finalized for consideration at both Council's Fall 2026 meetings and will inform 2027 priority setting. The review included more than 30 comments from over 50 Advisory Panel members and members of the public addressing vessel safety, particularly for smaller vessels and fisheries operating farther offshore, outdated vessel and engine standards, costs and feasibility of vessel

modifications, limited U.S. vessel construction capacity, and administrative barriers affecting vessel replacement and upgrades.

**ENFORCEMENT**

Responding to a 2026 Council priority, the Enforcement Committee was reconstituted with members from state enforcement agencies, NOAA's Office of Law Enforcement, and the U.S. Coast Guard. The Council received a report from the May 2026 Enforcement Committee meeting highlighting enforcement activities and issues related to the Northern Gulf of Maine scallop fishery and the Redfish Sector Exemption Program. The Committee is scheduled to meet again in the fall.

**Council and Partner Updates**

**Transboundary Management Guidance Committee:** The Council has assumed the US organizational lead for the US/Canada transboundary management process, establishing a new Industry Advisory Group to inform upcoming transboundary stock negotiations and reaching scientific consensus on resource sharing for Georges Bank cod and haddock.

**Council Coordination Committee Meeting** (May 19-21, Homer, AK): Regional councils shared updates on Executive Order 14276 implementation, priorities, budgets, science, and management challenges. Key outcomes included continued regional prioritization efforts, improved understanding of regulatory review processes, and support for development of regional NEPA guidance.

**Northeast Regional Coordinating Council (NRCC) Meeting** (May 27-28, Providence, RI): The NRCC continued work on regional prioritization for science and management, a draft five-year stock assessment schedule, and potential process improvements related to data updates and Risk Policy implementation.

**SSC Dynamic Reference Points Workshop** (June 1-2, Boston, MA): Scientific advisors reviewed current approaches for dynamic reference points and identified methods applicable to New England-managed stocks. A report is expected later this year.

**East Coast Coordination Group Meeting** (June 5, Virtual): Partners received updates on IRA initiatives, climate change scenario planning, and planning for a 2027 East Coast Governance Workshop.

**Northeast Fisheries Science Center (NEFSC):** The new 2026 Marine Recreational Information Program (MRIP) recreational catch data is expected to be incorporated into the 2027 management track assessments. Data for priority stocks is expected to be released later this year.

**Atlantic States Marine Fisheries Commission (ASMFC)** reported on ten regional meetings that will take place this summer as part of the Recreational Angler Partnership Improvement Directive (RAP-ID). This NOAA-states partnership will "lead the transition from MRIP to a new, shared-governance data system co-designed with anglers, state agencies, interstate commissions, and management councils... and establish a state-federal data collection and delivery system that is regionally flexible, nationally consistent, and enhances scientific credibility and stakeholder confidence in recreational fishing statistics used for management."

**NEFSC Fishery Monitoring and Research Division (FMRD)** representatives reported on the Industry Funded Scallop (IFS) program, the Groundfish Sector At-Sea Monitoring (ASM) and Electronic Monitoring (EM) programs, and the Port Biological Sampling Program (PBSP). They noted the ongoing review of the Standardized Bycatch Reporting Methodology (SBRM) and pro-

vided updates on costs and federal funding support for all monitoring programs applied in New England.

**Looking Ahead**

**Holistic Strategic Plan Development:** The Council received an update on development of the Implementation Charter to support the Council's Holistic Strategic Plan. The Executive Committee will meet over the summer to advance the Strategic Plan, and approval is scheduled for the September Council Meeting.

**September 2026 Council Meeting:** Will be held from September 15-17, 2026, in Plymouth, MA. Meeting materials and an agenda will be developed in the coming months and posted here.

**Council Member Recognitions**

The Council recognized and celebrated departing members whose terms expire on August 11, 2026.

**John Pappalardo**, Massachusetts At-Large member, is terming off the Council after an unprecedented 100 Council meetings over two terms spanning nearly 22 years. John is the CEO of the Cape Cod Commercial Fishermen's Alliance and has provided valued leadership and a strong commitment to New England's fishing communities.

**Peter Aarrestad**, Connecticut's designee to the Council, was recognized for nine years of service. With nearly 40 years of fisheries management experience as the director of the Connecticut Department of Energy & Environmental Protection Division of Fisheries, Peter has brought valuable expertise, collaboration, and dedication to the Council's work.

Also, noted was the departure of Council staff, Chandler Nelson, a Fishery Specialist who worked on scallops.

**NOAA Announces Regional Priorities to Advance America-First Seafood Strategy**  
*The United States is a global leader in fisheries excellence, and NOAA's regional priorities will increase opportunities for American fishermen and women.*  
July 02, 2026

Today, NOAA announced regional priorities to revitalize the U.S. seafood sector focused on reducing burdens on domestic fishing, increasing production, improving access, and enhancing economic profitability. This bold, coordinated effort by the Department of Commerce through NOAA Fisheries is in direct response to the President's Executive Order Restoring American Seafood Competitiveness to increase the sustainable harvest of seafood resources and boost American fishermen.

"These regional priorities are a critical step in our efforts to fulfill the President's vision of making the United States the world's dominant seafood leader," said Neil Jacobs, Ph.D., NOAA administrator. "We look forward to partnering with the councils to advance seafood competitiveness and support our American fishermen."

In August 2025, NOAA Fisheries requested input from all interested stakeholders, including the regional fishery management councils, on ways to improve fisheries management and science in an effort to stabilize markets, improve access, enhance economic profitability, and prevent closures. NOAA received comments from more than 700 individuals and organizations, and each council submitted a detailed action plan in response to the request.

After considering all input from councils, fishing industry, and the public, NOAA has prioritized a number of actions for each council region, many of which re-enforce council priorities.

- In the New England region, NOAA's priorities are to alleviate industry-funded monitoring bur-



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- dens, modernize fleet capacity, and re-evaluate static area closures to restore yield and economic viability.
- In the Mid-Atlantic region, NOAA's priorities are to modernize fleet capacity and improve quota distribution.
  - In the South Atlantic region, NOAA's priorities are to improve access and flexibility and advance state-led data partnerships.
  - In the Caribbean region, NOAA's priorities are to review the effectiveness of marine protected areas, evaluate the role of the territories in management of spiny lobster and queen conch, and significantly increase economic returns to the islands.
  - In the Gulf of America region, NOAA's priorities are to defend the domestic shrimp fleet from trade imbalances and optimize Individual Fishing Quota accessibility.
  - In the Pacific region, NOAA's priorities are to review trawl observer redundancies and review Pacific sardine science and management.
  - In the North Pacific region, NOAA's priorities are to review Stellar sea lion closure boundaries, prioritize efforts to remove unnecessary requirements, and increase flexibility.
- In the Western Pacific region, NOAA's priorities are to enable commercial fishing, previously prohibited by punitive monument closures, and further consider additional management changes to improve access and flexibility, consistent with the Endangered Species Act.
  - NOAA's priorities for Highly Migratory Species are to implement international quota increases and maximize target catch retention.
- 2025 Species Recovery Grant Awardees Announced**
- NOAA awards \$4.2 million to support 19 state and tribal projects advancing recovery of threatened and endangered species.*
- July 07, 2026
- NOAA awarded \$4.2 million in funding to states and tribes through its Species Recovery Grant Program. These grants promote the recovery of species listed as endangered or threatened under the Endangered Species Act. From these funds: \$1.9 million supports six new awards to five states: Alaska, California, Florida, New Jersey, and South Carolina; \$2.3 million supports the continuation of 13 multi-year projects that were approved in prior grant cycles; and

Continued on Page 25



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# Boat And Ship Yard News



Hauled up on the ways at John's Bay Boat Company is one of the lobster boats they built from southern Maine in for a fresh coat of paint.



A deck view of the 76-foot WILD HORSES, Joel White's last design. Steve White has purchased her and is restoring and making into more of a cruiser at Brooklin Boat Yard.

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**Brooklin Boat Yard Brooklin**

The 47-foot Downeast cruiser, designed in-house by Will Sturdy, has been launched. She has been out on sea trials and with a borrowed propeller she went 35 knots and they are hoping with the new Michigan wheel they will get a couple of more knots.

Eric Blake, said, "She is not a boat that you can buy on the market. She is a big 47-footer for a couple with a generous aft cockpit. The pilothouse door and wheelhouse window aft slide into pockets to create kind of an open-air salon indoor/outdoor space. Down below is a galley that is cathedral to the pilothouse on the portside and then there is a settee/dining salon to starboard going forward. She has got a day head and the owner's head with a big double berth forward. It is a boat that you can entertain a crowd on, take the grandkids out for the day but the only one sleeping on board is mom and dad."

The interior is finished in the Herreshoff style with cherry trim. The cabin sole is vertical grain Douglas fir. The upholstery was done by So Rugged in Penobscot.

This was a multi-year project for the owner. She is a very simple, straight forward boat and the owner is extremely happy with her.

If you are interested and want to see her, she will be at the Newport International Boat Show this September. Also at the Newport show will be a Botin racing sailboat, which goes to the other end of the spectrum.

Just before the launch of the Downeast 47-foot powerboat they launched the new Eggmoggin 47 they were also building in the main shop last winter. Eric said, "For all intents and purposes she is a new design of Will's. She is 18-inches beamier than the previous five. We built a boat called HARPER for this owner two seasons ago and they sailed her hard, and then came back to us and said, here are all the things we want to change. We basically cleaned up the lines and turned them into buttons and now there are 27 button functions in the cockpit that a person can singlehandedly control while the skipper drives. DYLAN has been delivered and is out on the Vineyard and they are having a great time with it."

The 76-foot racing sailboat WILD HORSES is in the main shop. She was recently purchased by Steve White, former owner/president of Brooklin Boat Yard. She was designed by his father, Joel, but he never got to see the boat hit the water in 1998. Over the years she has been driven hard and put away wet and was in dire need of a facelift. They are also detuning her a bit. Eric added, "She had twin coffee grinders in the cockpit that we removed. We removed a lot of her symmetrical spinnaker racing gear. We also removed eight of eighteen winches from the deck. We are putting a furler boom in, which was a cast-off from SONNY III. When she was sold, she was sold to the owner of Southern Spars, Hall Spars and the North Group and they just pulled the brand-new rig out and shelved it and put one of theirs in. Steve ended up getting the boom and the staysail furler, which are a perfect fit for WILD HORSES. So, we are making more of a shorthanded day boat out of her. Something that four or five people can jump on and go for a day sail or power up to go racing if you want. But really, we are just pulling everything out of the bilges and giving her a fresh coat of paint and varnish, which she needs desperately.

Out in the yard they have been razing some of the old buildings. "The entire yard we are rearranging," explained Eric. "We have got two of the six building on campus down. They were old metal buildings from the factory days. Also, old skid works are coming out of the ground. We are putting up a new three-bay facility to replace that and freeing up some yard space to stage, rig and prep boats for the tide. The whole yard is kind of a construction zone this summer, and we are hoping to have buildings up and moved in by Thanksgiving."

PT boat #3 is coming back online. Her owner is extremely busy, owning several

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# Boat And Ship Yard News



The 8-foot three-masted schooner model at Jerome Morris' shop in Union. She is in to have her starboard side completed and then rigged.



Another very large model, this of a Greek trireme, which was used in the movie Ben Hur, in Jerome Morris' shop in Union. She is in to be completely restored.

shipyards in the U.S., but also one in Finland. The design phase is just beginning. Eric added, "We basically designed a cradle, 3D scanned the boat and got it here. We are in an information gathering period coming up with previous owners who had a lot of stuff that is original to the boat. I was at the Battleship Cove Museum in Fall River (MA), and they gave me a great tour of their PT boats. They have two different PT Boats in their collection. It was very impressive. I think that the idea is to have this PT Boat as kind of a recruitment tool for employees. Take it to shows and get people interested in the trade and hopefully get them to come onboard and work for them."

Other work they have got includes ISABELLE, which is a 74-foot cutter, that they have been maintaining over the last several winters. She is in for a teak deck. APHRODITE, which is a boat they restored 20 years ago, and she is due for a new teak deck and some cabin side repair. They have got a great job building a new house on a Ray Hunt design boat called KYROS. They put a

new center line in her about four years ago. MAZURKA, an 80-foot Trumpy, will be in for one month worth of work this September. Earlier this summer she came in and they went through her systems. This fall they plan to put her in the shed and refasten her with monel.

## Jerome Morris Union

One of my favourite places to stop to see what new projects are underway. The last time I was in Jerome's shop he had just received a trireme, which had been in the movie "Ben Hur" in 1925. Since then, he has put in a new deck and is making other pieces that were either broken or missing. Since this is a two-masted vessel he picked up some sail material so he can build the needed two sails. All the oars, 200 total, were missing or broken so Jerome has someone from outside the country building them. He is really hoping that they fit.

Continued on Page 18

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# Boat And Ship Yard News



The storage building that was next to the main shop at Brooklin Boat Yard has been removed and will be replaced with a multi-bay work shop.



The new lobster boat ANGIE MARIE, a Wayne Beal 36, being loaded on the trailer just before launch day at A. R. Kennedy Custom Boats in Steuben.

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### Continued from Page 15

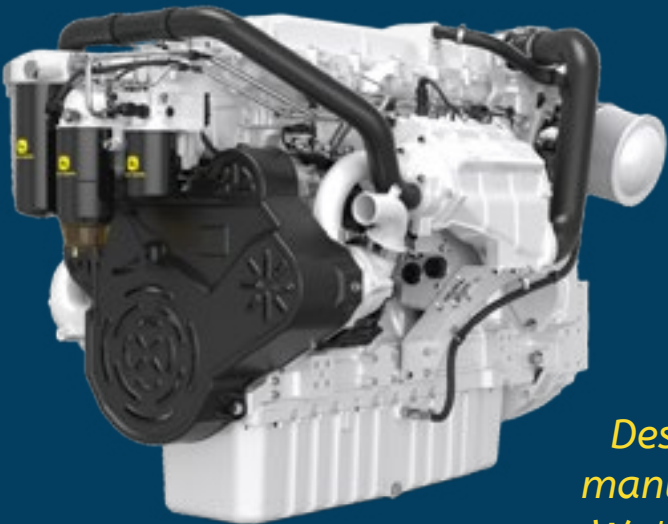
This is a difficult project, mainly due to the unknowns. The only resource for information as to certain questions Jerome has comes from viewing the movie, but that certainly does not answer everything. Over the 100-plus years she has been neglected and damaged. He has to smooth up the hull and try not to use too much filler in the process. The owner leaves some of the issues to Jerome discretion, but that does not mean that the decision is final. He feels that he has several more months of work to do before she is completed and out the door.

Also in the shop is an 8-foot 3-masted schooner named CALIFORNIAN from Los Angeles. She came in to have her starboard side finished and then rigged. Jerome explained, “The starboard side is not shaped. So, maybe it was mounted on a wall. The inner bulwarks on the portside are unfinished;

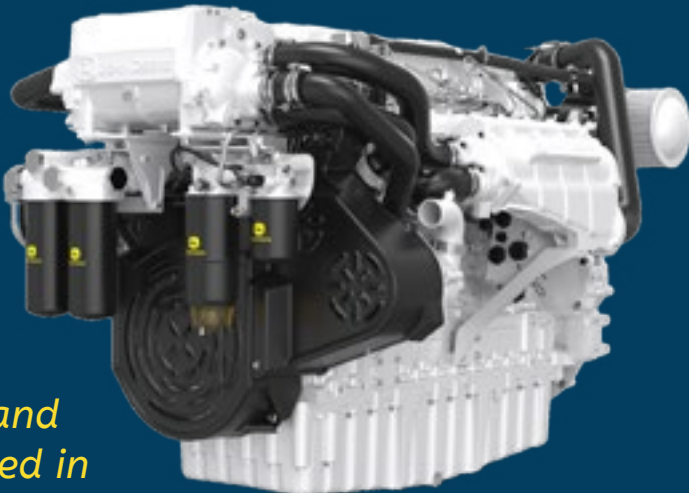
there are no windows in the starboard of the houses and various other discrepancies. There is a big chunk about 3-feet long, 4 or 5 inches wide on the starboard side that is totally missing. It doesn’t look like it was ever there by the looks of the wood. I am going to finish off the starboard side to make it match the portside, like a full hull, and put the rig in it. Due to the height of it which will be about 75-inches tall, keel to truck, I realized I have got to be able to make the rig removable, which is not easy because of the size of it. There is a little bit of head scratching there. It has to go over the road to be delivered, and it is probably a lot easier to deliver it in a pickup truck as opposed to a box truck. The height is an issue as is the weight because the thing weighs I’ll bet 250 pounds. It is a handful for two people so because of that I want to be able to take the rig out of it so at least when they go to move it out of the truck into a building the

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# Boat And Ship Yard News



The fishing vessel MORNING STAR II up on the north railway at Gloucester Marine Railway in Gloucester.

rig can come out and you can actually get ahold of the model a little bit better. It is interesting that the name and hail as well as draft mark numbers on the bow are cast brass. That is very unusual. Somebody went to great lengths to make those letters.”

Jerome also noted that the foremast had at some point been broken and repaired. Unfortunately, the repair left the topmast leaning forward about an 1/8-inch. He is going to cut the mast below the repair and redo it, so it stands straight.

There is no question that this is a very unique model and one the new owner saved from being tossed in a dumpster.

Also in the shop is a nice model of a Friendship sloop. Jerome said that she was scratch built with a solid hull. The hull he found very heavy and thinks it was made of maple and that if put in water would not float on her lines. She is in to be rigged and that should only take a few days to do.

There is a model of the clipper FLYING CLOUD that needs repairs to her headgear. Jerome thought it was built from a kit. Her owners were downsizing, and before they donated it to Maine Maritime Museum in Bath, they wanted the headgear repaired.

There was another sailing ship in for repairs with the name CAPELLA, Boston on her transom. The only sailing ship with ties to New England that had that name in my database was one built as a bark in Bristol, RI in 1857. This model at one time had a mouse living inside and at some point the bowsprit was replaced. That bowsprit needs to be removed as it is not to scale.

Next to her was a really nice pond model that was treenail fastened. She is in to be rigged.

There is a really small model based on the lines of a Revenue Cutter from the early 1800s. Jerome said that when he was cleaning the model he dropped a double block on the floor and it took him two hours to find it. This was still less time than it would take him to make a new one. He said, “The blocks are stroked and they are drilled out. I am using the smallest drill I have been able to acquire to drill those blocks out. Having a block that is only 3/32-inches long is a

challenge. Everything I have got here is at least twice as big.”

Other projects include: a full model that came in that the owner wanted two half-hulls made from. The hull has been cut in half and Jerome needs to make rudders and a bowsprit for each of them. Another sailing ship came in to be re-rigged and when completed the owner came and picked it up. Three days later Jerome got a call that he had had a fainting spell and had dropped the model. All the rigging work that Jerome had done was broken as well as the bowsprit and foremast. A fairly old pond model came in for new rigging. Another pond model was of a two-masted schooner, which her owner wanted changed to a clipper ship. The next pond model is 54-inches in length named STARLIGHT of Cape Neddick and she needs repairs. Then there is a radio-controlled model of a 260-foot British deck cargo ship. Jerome is working with someone from Falmouth, which is also building one. Jerome had someone cut the frames and keel out of plywood and he has planked the hull.

Then up in the loft there are a number of models that have been given to Jerome and a couple Jerome started years ago but has yet to finish.

Then I asked what is the modeling market like. I had heard that there was a resurgence in modeling. Jerome said, “I have heard that. I suspect today’s youth are getting tired of all the screen time. You don’t really get anything out of it physically. As far as ship models there’s probably a few out there and every once in a while, I will

Continued on Page 22

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# LOBSTER BOAT RACING RESULTS



Shawn Alley’s LITTLE GIRL would win Gasoline Class E, Wooden Boat Race (A) with a speed of 68.7 mph, Gasoline Free-for-All and the Jimmy Stevens Cup-Fastest Boat Afloat at the Stonington Races on 12 July.

## STONINGTON LOBSTER BOAT RACES

12 July 2026

### WORK BOATS UNDER 24 FEET

**Race 1(A) - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 7-11 years:** 1) ---, Makoa Woolsey (24.5 mph); 2) *Miss Alexsa*, Lincoln Torrey; 3) ---, Lamson Douglass; ***No position given:*** *Essie Grace*, Effie Ciomei; *Gray Ghost*, C. J. Gray; *Lee Way*, Levin Hardy; *Miss Sawyer*, Ava Lindall. **Race 1(B) - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 12-16 years:** 1) *Essie Grace*, Haven Ciomei (27 mph); 2) *Red Neck Racer*, Lucas Jones; 3) ---, Shay Billings; ***No position given:*** ---, Hunter Ciomei; ---, Carson Parker; *Miss Shari*, Aliyah Torrey. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Screen Time*, Mason Vintinner (42.5 mph); 2) *Quick Tide*, Aiden Rittenhouse; 3) ---, Dale Haley, Jr.; ***No position given:*** ---, Anthony Barbato; ---, Jordin Eaton; ---, Fred Hersom; ---, Stephen Olson; *Baby Baron*, Gavin Holland; *Blue Ballz*, Caleb Hardy; *For Sale*, Chris Brown; *Gizmo*, Robert Proper; *Gray Ghost*, C. J. Gray; *Henchman*, Trevor Bates; *Little Brother*, Lucas Oliver; *Sarah Emily*, Robbie Turner; *Sea Punk*, Sophie Seidl; *Trouble*, Kelsey Anderson. **Race 3 – CLASS C Inboards, outboards or outdrives, 90-hp and over:** 1) *Bottoms Up*, Tyler Childers (49.1 mph); 2) *Daddy Didn’t Buy It*, Nathaniel Robinson; 3) *Casco Miss*, Dave Johnston; 4) *White Lightning*, Caleb Norton; ***No position given:*** *Day Off*, Michael Jacobs; *Glory Bound*, Ronald Eaton.

**Race 4 – Johns Bay Boat Co. Race:** 1) *Khristy Michelle*, John R. Williams (21.6 mph).

### GAS POWERED WORK BOATS 24 FEET AND UP

**Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over:** ***No entrants.*** **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Ripsnotter*, Brooklin Boat Yard (35.2 mph); 2) *Snapper*, Tom Morris. **Race 7 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** ***No entrants.*** **Race 8 – Gasoline Class D – V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman. **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1) *Little Girl*, Shawn Alley (50.5 mph); 2) *Black Diamond*, Josh Linscott.

**Race 10 - Wooden Boat Race (Any hp, up to 35’11”):** 1) *Little Girl*, Shawn Alley (68.7 mph); 2) *Emma G.*, Kathy Lymburner; 3) *Snapper*, Tom Morris. **Race 11 - Wooden Boat Race (Any hp, 36’ and over):** 1) *Khristy Michelle*, John R. Williams; DNS) *Wind Waker*, Milton Allen.

### DIESEL POWERED WORK BOATS 24 FEET AND UP

**Race 12 - Diesel Class A - Up to 235 hp, 24 to 31 feet:** 1) *Capt. EM*, Richard Hildings (24.5 mph); 2) *Bittersweet*, Andrew Reed; 3) *Black Magic*, Ed Upham; 4) *Better Together*, Micah Gove; 5) *Night Moves*, Michael Barter; 6) *First Generation*, Alyssa LaPointe. **Race 13 - Diesel Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Relentless*, Brantley Ciomei (21.4 mph); 2) *Shockwave*, Jeff Gove; 3) *Sammy Sue*, Max Gove; 4) *Rhonda Jean*, Hilton Turner; 5) *Wind Waker*, Milton Allen. **Race 14 - Diesel Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (29.3 mph); 2) *Saving Grace*, Michael Dasset. **Race 15 - Diesel Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Outnumbered*, Dan Carter (25.3 mph); 2) *Samantha Erin*, Robin Dunham. **Race 16 - Diesel Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Destiny*, Danny Eaton (40.1 mph); 2) *Audrey May*, Randy Durkee; 3) *Guilty Pleasure*, Jake Dugas; 4) *Amy Kathren*, Mason Vintinner; 5) *Emma G.*, Kathy Lymburner; 6) *A-Salt Weapon*, Blake Zlothowski. **Race 17 - Diesel Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *Faith Melle*, Winfred Alley (30.1 mph); 2) *Calypso*, Royce Fifield; 3) *Baba Buoy*, Bennett Gray; 4) *Belinda B.*, Ben Doliber; 5) *Wicked*, Justin Boyce; 6) *Sea Wolf*, Olivia Larson; 7) *Jo-Becca II*, Russell Bray. **Race 18 - Diesel Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Rijo*, Tucker Johnson (48 mph); 2) *Mellie*, Desmond Ashman; 3) *Miss Joanne*, Jamie Hardy; 4) *Southern Comfort*, Avery Waterman. **Race 19 - Diesel Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Papa’s Pride*, Oscar Beal (34 mph); 2) *Off the Hook*, Heath Eaton; 3) *First Team*, Travis Otis; 4) *What’s Next*, Barrett Gray; 5) *Margaret Ann*, Jeremiah MacDonald; 6) *Yippy Ki Yah*, Brant Ciomei; 7) *Melynda M.*, Willie Coombs; 8) *Odd Ball*, Harper Conover. **Race 20 - Diesel Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner (42.8 mph); 2) *Misty*, Chris Smith; 3) *Aspiration*, Jackson Lemieux; 4) *Triple X*, Colby Oakes. **Race 21 - Diesel Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Mean Kathleen*, Sean Clemons (40 mph); 2) *Kohen Miles*, Kyle Grant; 3) *Dear Abbie*, Scott Keenan; 4) *Sleepless Nights*, Eric Robbins; 5) *Hey Baby*, Carl Gross; 6) *Hard Goins’*, Jason McDonald; 7) *Jett Set*, Jett Lindelof; 8) *Wildest Dreams*, Nathan Dunham. **Race 22 - Diesel Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *Blue Eyed Girl*, Andrew Taylor (49.4 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Shootin’ Star*, Steven Osgood; 4) *Witching Hour*, Nick Wiberg; 5) *Janice Elaine*, David Myrick; 6) *Calham*, Aaron Larrabee. **Race 23 - Diesel Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** 1) *Less Than Knot*, James Nelson (43.1 mph). **Race 24 - Diesel Class M, 40 feet**



Tucker Johnson’s RIJO in a great battle with Andrew Taylor’s BLUE EYED GIRL in the Diesel Free-for-All. BLUE EYED GIRL got the win with RIJO second.

**and over, up to 500 hp:** 1) *Sarah Christina*, Devon Gray (21.3 mph); 2) *Khristy Michelle*, John R. Williams; 3) *Priorities*, Sean Haskell. **Race 25 - Diesel Class N, 40 feet and over, 501 to 750 hp:** 1) *Miss Madelyn*, Jason Chipman; 2) *Hooligan*, Deven Haskell; 3) *Master Mason*, David Vintinner; 4) *Bella Grace*, Fred Hersom; 5) *Ava Marie*, Tom Lyndahl; 6) *Miss Amelia*, Patrick Hanley; 7) *Jaylin Lucas*, Jonathan Jones; 8) *Resolute*, John Mitchell; 9) *Catch 22*, Johnson Boyce. **Race 26 - Diesel Class O, 40 feet and over, 750 to 1,000 hp:** 1) *Obsession*, Ryan Lemieux (45 mph); 2) *Natalie E.*, Dana Beal; 3) *Brynn Marie*, Josh Gove; 4) *Sea Flea*, Travis Faulkingham; 5) *Kristyn Lea*, Jared Gove; 6) *Natallie Anne*, Josiah Rhys. **Race 27 - Diesel Class P, 40 feet and over, 1,001 hp and over:** 1) *Alexsa Rose*, Matt Shepard (39 mph); 2) *4 Ladies*, Tom Clemons; 3) *Emma & Andrew*, Ben Weed. **Race 28. Class Q. Non-working boats, any length, any horsepower: No entrants.**

**Race 28 – Gasoline Free for All:** 1) *Little Girl*, Shawn Alley (47.1 mph).

**Race 29 - Diesel Free for All:** 1) *Blue Eyed Girl*, Andrew Taylor (41.4 mph); 2) *Rijo*, Tucker Johnson; 3) *La Bella Vita*, Jeff Eaton; 4) *Natalie E.*, Dana Beal; 5) *Less Than Knot*, James Nelson; 6) *Mean Kathleen*, Sean Clemons; 7) *Alexsa Rose*, Matt Sheppard; 8) *Hooligan*, Deven Haskell; 9) *4 Ladies*, Tom Clemons; 9) *Millie*, Desmond Ashman; 11) *Last Design*, Roy Fagonde; 12) *Capt. EM*, Richard Hildings.

**Race 30 - Andrew Gove Memorial Cup – Fastest Working Lobster Boat:** 1) *Blue Eyed Girl*, Andrew Taylor (48.9 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Janice Elaine*, David Myrick.

**Race 31 – Jimmy Stevens Cup - Fastest Boat Afloat:** 1) *Little Girl*, Shawn Alley (54 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *Janice Elaine*, David Myrick; 4) *La Bella Vita*, Jeff Eaton; 5) *Last Design*, Roy Fagonde.

## FRIENDSHIP LOBSTER BOAT RACES

19 July 2026

### WORK BOATS UNDER 24 FEET

**Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: No entrants.** **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Trouble*, Reagan Anderson. **Race 3 – CLASS C, Inboards, outboards or outdrives, 91 hp and up:** 1) *White Lighting*, Caleb Norton; 2) *Casco Miss*, Dave Johnston; 3) *Band Aid*, Gabriel Cooley; 4) *Wicked Buggah*, Jason McDaniels.

### GAS POWERED WORK BOATS 24 FEET AND UP

**Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No entrants.** **Race 5 - Gasoline Class B - V-8 up to 375 ci, 24 feet and up: No entrants.** **Race 6 - Gasoline Class C - V-8, 376 to 525 ci, 24 to 29 feet:** 1) *Brown Eyed Girl*, Jim Koehling. **Race 7 - Gasoline Class D - V-8, 376 and over, 28 feet and over: No entrants.** **Race 8 - Gasoline Class E - V-8, Over 525 ci, 28 feet and over, superchargers/Turbos: No entrants.**

### DIESEL POWERED WORK BOATS 24 FEET AND UP

**Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet:** 1) *Cap’t Em*, Richard Hildings. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Shockwave*, Jeff Gove. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 34 feet: No entrants.** **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Screamin’ Seaman*, Frank Guptill. **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Guilty Pleasure*, Jake Dugas; 2) *Amy Kathren*, Mason Vintinner; 3) *Melody Marie II*, Chris Achorn; 4) *Maverick*, Greg Carter. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley; **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Sea Ya*, Donald Havener. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Sinister*, Myron Wotton; 2) *First Team*, Travis Otis. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil’ Lisa Marie*, Gary Genthner; 2) *Misty*, Chris Smith. **Race 18 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Monica Elaine*, Steven Genthner; DNS) *Mean Kathleen*, Sean Clemons. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over: No entrants.** **Race 21 - Diesel Class M – 40 feet and over, up to 500 hp:** 1) *Miss Adalyn*, Robby Maloneux; 2) *Harvest Moon*, Richard Curtis. **Race 22 - Diesel Class N – 40 feet and over, 501 to 750 hp:** 1) *Master Mason*, David Vintinner; 2) *Mourning Dove*, John Crane. **Race 23 - Diesel Class O – 40 feet and over; 751 to 1,000 hp:** 1) *Natalie E.*, Dana Beal; 2) *Obsession*, Ryan Lemieux; 3) *Twilight*, Douglass Blasius. **Race 23 - Diesel Class P – 40 feet and over; 1,001 hp and over:** 1) *Alexsa Rose*, Matt Shepard; 2) *Taylor Nicole*, Frank Guptill. **Race 24. Class Q. Non-working boats, any length, any horsepower:** 1) *Sari Ann I*, Ann Johansen.

**Race 25 – Wooden Boats, up to 35’ 11”:** ***No entrants.*** **Race 26 – Wooden Boats, 36 feet and over:** 1) *Twilight*, Douglass Blasius; 2) *Sari Ann I*, Ann Johansen.

**Race 26 - Gasoline Free for All:** 1) *Brown Eyed Girl*, Jim Koehling.

**Race 27 - Diesel Free for All:** 1) *Alexsa Rose*, Matt Shepard; 2) *La Bella Vita*, Jeff Eaton.

# LOBSTER BOAT RACING RESULTS



One of the races to watch is Diesel Class O (40 feet and over; 751 to 1,000 hp) between Ryan Lemieux’s OBSESSION and Dana Beal’s NATALIE E. Winner NATALIE E. by a boat length.

**Race 28 - Fastest Lobster Boat:** 1) *La Bella Vita*, Jeff Eaton; 2) *Brown Eyed Girl*, Jim Koehling.

**Race 29 – Fastest Friendship Lobster Boat:** 1) *Sea Ya*, Donald Havener; 2) *Taylor Nicole*, Frank Guptill; 3) *Sinister*, Myron Wotton; 4) *Screamin’ Seaman*, Frank Guptill; 5) *Harvest Moon*, Richard Curtis; 6) *Tight Line*, ---.

## HARPSWELL LOBSTER BOAT RACES 26 July 2026 WORK BOATS UNDER 24 FEET.

**Race 1 – Fastest Lobster Boat in Casco Bay:** 1) *Mean Kathleen*, Sean Clemons (45.4 mph); 2) *Brown Eyed Girl*, Jim Koehling; 3) *Whiskey Girl*, Mark Davis; 4) *4 Ladies*, Tom Clemons; 5) *Haylie Elizabeth*, Matt Clemons; 6) *Temptation*, Wayne Clemons; 7) *Miss Ava Elaine*, Robert Johnson.

**Race 2 - Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old:** 1) *14 JBM*, Brighten Lewis (24 mph); 2) *Wicked Walker*, Walker Linscott; 3) *Llama Llama*, Carmine Papkee; 4) *Send It*, Quinn Phinney. **Race 3 - Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) ---, Andy Correa (41.9 mph); 2) *Screen Time*, Mason Vintinner; 3) *Flying Turd*, Ethan Brewer; **No position given:** ---, Amanda Clemons; *Hobie*, Brandon Brown; *Poppy’s Dream*, Jeremy Tripp; *Til You Can’t*, Andrew Miller. **Race 4 - Class C, Inboard, Outboard or Outdrive, 91 hp and over:** 1) *White Knuckles*, Jacob Noyes; 2) *Zippah*, David Noyes; 3) *F755*, Mark Olsen; 4) *Casco Miss*, Dave Johnston; **No position given:** ---, Eli Levasseur; *Lost Soul*, Tyler Hodgkins; *Maritime 16*, Colby Ormsby; *Miss Kay*, Jonathan Hutchinson.

### GAS POWERED WORK BOATS 24 FEET AND OVER.

**Race 5 - Class A, Four and Six Cylinder, 24 feet and over:** *No entrants*. **Race 6 - Class B, V8, Up to 375 ci, 24 feet and over:** *No entrants*. **Race 7 - Class C, V8, 376 to**



Matt Shepard’s ALEXSA ROSE and Jeff Eaton’s LA BELLA VITA in the closest race of the day in the Diesel Free-for-All with the win going to ALEXSA ROSE at Friendship.

**525 ci, 24 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling. **Race 8 - Class D, V8, 376 ci and over, 24 feet and over (Non-working racer):** *No entrants*. **Race 9 - Class E, V8, Over 525 ci, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous:** 1) *Lynn Marie*, Steve Johnson (30.2 mph).

### DIESEL POWERED WORK BOATS 24 FEET AND OVER.

**Race 10 - Class A, Up to 235 hp, 24 to 31 feet 11 inches:** 1) *Tidely-Idley*, Nick Munn. **Race 11 - Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Shady Lady*, Jesse Mitchell. **Race 12 - Class C, 236 to 335 hp, 24 to 33 feet 11 inches:** 1) *Miss Attitude*, Adam Kimball (34.2 mph); 2) *Ruthless*, Bruce Hamlin. **Race 13 - Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Whiskey Girl*, Mark Davis. **Race 14 - Class E, 336 to 435 hp, 24 to 33 feet 11 inches:** 1) *Audrey May*, Randy Durkee (40.3 mph); 2) *Miss Mairead*, C. J. Johnson; 3) *Guilty Pleasure*, Jake Dugas; 4) *Entropy*, Alden Sawyer. **Race 15 - Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *K. E. II*, Scott Merryman. **Race 16 - Class G, 436 to 550 hp, 28 to 35 feet 11 inches:** 1) *Rijo*, Tucker Johnson (47.7 mph). **Race 17 - Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Pretty Woman*, Nick Martinez (24.4 mph); 2) *Allison Ava*, Henry McVane. **Race 18 - Class I, 551 to 700 hp, 28 to 35 feet 11 inches:** 1) *Lil’ Lisa Marie*, Gary Genthner (39.7 mph). **Race 19 - Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Mean Kathleen*, Sean Clemons (36 mph). **Race 20 - Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *Blue Eyed Girl*, Andrew Taylor (46.7 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Shootin’ Star*, Steven Osgood; 4) *Regency*, Zack Donnell. **Race 21 - Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** 1) *Miss Ava Elaine*, Robert Johnson (45.8 mph). **Race 22 - Class M, 40 feet and over, up to 500 hp:** 1) *Pull N’ Pray*, Justin Papkee. **Race 23 - Class N, 40 feet and over, 501 to 750 hp:** 1) *Temptation*, Wayne Clemons (29.6 mph); 2) *Master Mason*, David Vintinner (27 mph). **Race 24 - Class O, 40**

Continued on Page 23

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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.

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

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# LOBSTER BOAT RACING SEASON HEATS UP FOR LAST FOUR RACES

## Continued from Page 1

800-hp 550 Chevy] and in Class E (Over 525cid, 28 feet and over, superchargers/Turbos) there was BLACK DIAMOND and LITTLE GIRL, which became a combined race. We all knew when the flag dropped as everyone in the Thoroughfare could hear them push down the throttle on those big gas engines. Streaking up the middle of the course was LITTLE GIRL followed by BLACK DIAMOND and FOOLISH PLEASURE. Following this race, it was discovered there was a lot of water in the bilge of BLACK DIAMOND. They called for pumps and almost instantly they were being assisted. The thought was that they had a leak back aft and this meant her day was done.

Next up was the two Wooden Boat Races. In Wooden Boat A (Any hp, up to 35’11”) three boats came to the line and two were signed up for Wooden Boat B (Any hp, 36’ and over), but just one was on the line and they were sent down together. The winner of Wooden Boat A was LITTLE GIRL followed by Kathy Limeburner’s EMMA [31’ Buxton, 355-hp John Deere] and SNAPPER. LITTLE GIRL would also have the fastest speed in this race at 68.7 mph. The winner of Wooden Boat B went to KHRISTY MICHELLE.

Next up was the Diesel Classes and with 121 entrants there was only Class Q (Non-working boats, any length, any horsepower) without an entry. There were six boats on the line for Class A (Up to 235

hp, 24 to 31 feet) and it was not surprising to see Richard Hildings’ CAP’TEM [Calvin Beal 30; 235-hp Cummins] leading them to the finish with a speed of 24.5 mph. Second went to Andrew Reed’s BITTERSWEET [South Shore 30; 210-hp Cummins] and in third was Ed Upham’s BLACK MAGIC [Nauset 27; 135-hp Perkins]. In Class B (Up to 235 hp, 32 feet to 39 feet 11 inches) Brantley Ciomei’s RELENTLESS [Crowley-Beal 33; 225-hp John Deere] was able to get by Jeff Gove’s SHOCKWAVE [Harold Gower 38; 210-hp Cummins] for the top spot with a speed of 21.4 mph. Roy Fagonde’s LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] has been the dominate boat in Class C (Up to 235 hp, 32 feet to 39 feet 11 inches) and today was no different as he crossed first with Mike Dassatt’s SAVING GRACE [Holland 32; 280-hp Caterpillar] sliding over a couple of boat lengths back. The winner of Class D (236 to 335 hp, 34 feet to 39 feet 11 inches) was Dan Carter’s OUTNUMBERED [Duffy 35; 300-hp John Deere] followed by Robin Dunham’s SAMANTHA ERIN [Duffy 35; 315-hp Cummins]. Randy Durkee’s AUDREY MAY [Holland 32; 425-hp Cummins] has been the boat to beat in Class E (336 to 435 hp, 24 to 33 feet), but Dan Eaton in DESTINY [Crowley 28; 420-hp Yanmar] was hoping for an upset. At halfway they were bow to bow, but at the finish line it was DESTINY in the lead. Six competitors in Class F (336 to 435 hp, 34 feet to 39 feet 11 inches) were hoping to upset Winfred Alley’s FAITH MELLE [Libby 34; 425-hp Cummins], but it did not

happen. FAITH MELLE led all to the finish with Royce Fifield’s CALYPSO [Crowley Beal 33; 420-hp Cummins] second and Bennett Gray’s BABA BUOY [South Shore 34; 300-hp Caterpillar] third. In Class G (436 to 550 hp, 28 to 35 feet) Mariena Beal’s MY TURN was a no show, but one that has become her nemesis is Tucker Johnson’s RIJO [Mussel Ridge 28; 550-hp Cummins]. RIJO would get the easy win with Desmond Ashman’s MELLIE [Richard Duffy 35; 450-hp Cummins] in second. Eight boats were entered in Class H (436 to 550 hp, 36 feet to 39 feet 11 inches), which has been dominated by Willie Coombs’ MELYNDA M., but at the halfway point she was in the back of the pack. There was a close battle between Heath Eaton’s OFF THE HOOK [Crowley 36; 500-hp Caterpillar] and Oscar Beals PAPA’S PRIDE [Wayne Beal 36; 500-hp FPT] with Travis Otis’ FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] right on their stern for the top spot. The win went to PAPA’S PRIDE followed by OFF THE HOOK. FIRST TEAM got third, but it came at the price of a bent valve. MELYNDA M.’s issue was with her gear, which needed to be removed and repaired. Class I (551 to 700 hp, 28 to 35 feet) has been dominated by Gary Genthner’s LIL’ LISA MARIE [Mussel Ridge 28; 600-hp FPT] with Chris Smith’s MISTY [Crowley Beal 33; 650 hp Scania] back a boat length or two and today was no different with third going to Jackson Lemieux’s ASPIRATION [Young Brothers 35; 450-hp Volvo]. There were eight boats on the line for Class J (551 to 700 hp, 36 feet to 39

feet 11 inches) and when the flag dropped it was Sean Clemons in MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] in the lead. The battle now was for second and that went to Kyle Grant’s KOHEN MILES [Northern Bay 38; 800-hp Scania] followed by Scott Keenan’s DEAR ABBIE [Northern Bay 38, 700 hp Volvo]. One of the fastest Diesel boats on the coast of Maine is Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania], which raced in Diesel Class K (701 to 900 hp, 28 feet to 39 feet 11 inches) winning with a speed of 49.5 mph. She proved her dominance again followed by Jeff Eaton’s LA BELLA VITA [Northern Bay 38; 815-hp FPT] and then Steven Osgood’s SHOOTIN’ STAR [Northern Bay 36; 750-hp John Deere]. Also running down with them was James Nelson’s LESS THAN KNOT [Libby 34; 1,000-hp Isotta], which was the only entrant in Class L (901 hp and over, 28 feet to 39 feet 11 inches). The winner of Class M (40 feet and over, up to 500 hp) was Devon Gray’s SARAH CHRISTINA [Libby 34; 425-hp Yamaha] with a speed of 21.3 mph with second going to KHRISTY MICHELLE. Nine boats were on the line for Class N (40 feet and over, 501 to 750 hp) and the early favourite was Jason Chipman’s MISS MADELYN [Osmond 42; 700-hp Scania]. At halfway it was still anyone’s race with David Haskell’s HOO-LIGAN [Young Brothers 45; 815-hp FPT] and David Vintinner’s MASTER MASON [South Shore 42; 700-hp Volvo] running

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# Boat And Ship Yard News

## Continud from Page 19

run into somebody that has a slight interest in model building because they want to do something with their hands. As far as plastic models are concerned in the boat field, most of it is warships. It is something that they can take out of the box, cut the pieces off, glue it on and you have got a finished product. Something that you can actually physically hold. There are military figures that are 3-5 inches tall. There’re also buildings in various scales, which are fun because they glue together pretty quickly. Then there’s the model railroad aspect of kit building. There are some serious collectors in model railroads. A lot of them go to Cabin Fever Auction, which is online. There is also a ton of model railroad equipment out there dirt cheap. There are still collectors, some of them are younger, maybe it is from their grandfather or something like that. I haven’t seen an awful lot of model activity in this neck of the woods, but I do suspect there

are spots where it is coming back. It will be interesting in the next 10 years because a lot of my clients are at least 10 years older than I am, so in the next 10 years they are going to be in their late 80s or early 90s. A lot of those models up in the loft came from widows, because they have no idea what to do with it and they don’t want to have to throw it away.”

### Wesmac Surry

The 57-foot split wheelhouse patrol vessel ALLEGIANCE was christened at Perry’s Lobster in Surry on 11 June for the Maine Marine Patrol. This boat was designed to make it safer for offshore patrols. The hull was laid up as a 55-footer with a two-foot stern extension over the water. Down below she has bunks, head, hanging locker and small galley. Up in the main salon is the helm and navigation station, as well as a refrigerator. For navigation she has a full suite of Furuno electronics. She is powered

with a Tier 4 1,450-hp MAN Diesel, which will allow her to cruise at 20 knots. A concern when designing a boat for Tier 4 is the heat generated by the system. Wesmac doubled the air flow, and the designers of the DEF system made some modifications. Another issue is that the systems under the deck take up a lot of space, but they were able to make changes to minimize the issue. The deck space is large and will be able to handle a 15-foot Ribcraft Rigid hull inflatable. ALLEGIANCE will be stationed at Boothbay and will replace the 35-foot VIGILANT, which is almost 30 years old.

In the mould shop they are laying up a Superwide 46, which will be going out as a kit to be finished as a sportfish/lobster boat by a company on Cape Cod.

In Bay 1 they have a 46 multi species boat, powered with a 1,200-hp MAN, which will be going to Montauk, New York. In Bay 2 they have the Wesmac 18 skiff mould in, which they are laying one up in. In Bay 3 they have a 50-foot tuna boat underway. This one is powered with twin C-18 Caterpillars. Bay 4 is a staging area and Bay 5 has got a Superwide 46 being finished out as a tuna boat. She is powered with a 1,650-hp MAN. In Bay 6 they have a 50-foot tuna offshore charter boat powered with a 2,300-hp C-32B Caterpillar.

At the lower yard they have a Lowell 43 powered with a 3406 Caterpillar. She has a new owner and they have added chines, lifting strakes in an attempt to get her to lift out of the water more. They will also re-gelcoat the hull and house. There is a 50-foot lobster boat down there, which is being converted into a tuna boat. She is powered with a 2,000-hp C-32 Caterpillar.

SELECT, a 50-foot split wheelhouse tuna boat, went over mid-July. The owner had been using ERNEST, a wooden boat designed by Royal Lowell, which she also owns.

There is a Wesmac 38 at the shore they are working on.

### Gloucester Marine Railway Gloucester, MA

There is always something interesting going on here. They have a Newman 46 lobster boat up having her transmission replaced.

Then there is a LCM (Landing Craft, Mechanical), owned by Crabi Robotics, which is a research/development vessel. They are designing and building a scrubber system for the bottom of tankers. The yard built a big wing on the starboard side of it so they can mount the scrubber to the side. The scrubber magnetizes itself; the wing drops down and then it walks off onto the bottom of the hull. They are getting ready to make sure their prototype works.

MORNING STAR II is on the railway getting repair work done. Just before her they had the 85-foot steel trawler MID-NIGHT SUN on the railway. They changed out her 3412 engine and replaced it with a Mitsubishi and then painted the hull.

When MORNING STAR II comes off, she will be replaced by the schooner ERNESTINA of New Bedford, which is just getting a shave and a haircut. It was also thought she needed a Coast Guard inspection. The south railway is blocked and waiting for BLACK MOODY. They also have MARISSA & JULIE followed by LYNN WILLIAM coming up on this track.

The south railway cradle was recently rebuilt. They used the original longitudinals and they got 45-foot x 16-inch I-beams and laid them across the longitudinals. They now have 14 I-beams across the cradle for keel blocks. The north cradle is all wood, which is better for the schooners. Then they replaced all the chain (back-haul chain and haul chain) with all new shackles and swivels.

# LOBSTER BOAT RACING RESULTS

## Continued from Page 22

**feet and over, 751 to 1,000 hp:** 1) *Natalie E.*, Dana Beal (44.9 mph); 2) *Obsession*, Ryan Lemieux; 3) *Haylie Elizabeth*, Matt Clemons. **Race 25 - Class P, 40 feet and over, 1,001 hp and over:** 1) *Alexsa Rose*, Matt Shepard (36.3 mph); 2) *4 Ladies*, Tom Clemons. **Race 26 - Class Q. Non-working boats, any length, any horsepower: No entrants.**

**Race 27 - Wooden Boat Race A, Any hp., up to 35 feet 11 inches: No entrants. Race 28 - Wooden Boat Race B, Any hp., 36 feet and over. No entrants.**

**Race 29 - Gasoline Free-for-All:** 1) *Brown Eyed Girl*, Jim Koehling (38.9 mph).

**Race 30 - Diesel Free-for-All:** 1) *Miss Ava Elaine*, Robert Johnson (48.3 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *La Bella Vita*, Jeff Eaton; 4) *Rijo*, Tucker Johnson; 5) *Alexsa Rose*, Matt Shepard; 6) *Guilty Pleasure*, Jake Dugas; 7) *Miss Mairread*, C. J. Johnson; 8) *4 Ladies*, Tom Clemons; 9) *Haylie Elizabeth*, Matt Clemons.

**Race 31–Slowest Boat: No entrants.**

**Race 32 - Fastest Working Lobster Boat Afloat:** 1) *Miss Ava Elaine*, Robert Johnson (49.5 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *La Bella Vita*, Jeff Eaton.

**Race 32 - Fastest Non-working Lobster Boat:** 1) *Miss Ava Elaine*, Robert Johnson (43.9 mph); 2) *Brown Eyed Girl*, Jim Koehling.

# LOBSTER BOAT RACING SEASON HEATS UP FOR LAST FOUR RACES

right next to MISS MADELYN. At the line first over was MISS MADELYN, followed by HOOLIGAN and MASTER MASON. Six boats were on the line for Class O (40 feet and over; 751 to 1,000 hp) and all eyes were on the top two boats Ryan Lemieux’s OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and Dana Beal’s NATALIE E. [Libby 41; 1,000-hp FPT]. As they hit mid-way it was OBSESSION with NATALIE E. back by a boat length and that is how they finished. Third went for Josh Gove’s BRYNN MARIE [Duffy 46; 800-hp Caterpillar]. The final Diesel Class race was Class P (40 feet and over; 1,001 hp and over). The top boat has been Eric Beal’s KIMBERLY ANN [Calvin Beal 42; 750-hp FPT], but he was coaching a ball game. This meant the boat to beat was Matt Shepard’s ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] and at 39 mph he was the first over. Second went to Tom Clemons’ 4 LADIES [Wesmac SW46; 1,001-hp Caterpillar] and Ben Weed’s EMMA & ANDREW [Mussel Ridge 49’ 11”; 700-hp Caterpillar] was third.

LITTLE GIRL was the only boat to come to the line for the Gasoline Free-for-All.

However, 12 boats came to the line for the Diesel Free-for-All, and that was a sight to see. One could guess at the top boats: BLUEEYEDGIRL, LABELLA VITA, NATALIE E. and LESS THAN KNOT. BLUE EYED GIRL got the win, but in second was RIJO followed by LA BELLA VITA.

Next was the Andrew Gove Memorial Cup – Fastest Working Lobster Boat and just three boats came to the line with the win going to BLUE EYED GIRL. In second was LA BELLA VITA followed by David Myrick’s JANICE ELAINE [Northern Bay 38; 815-hp FPT].

The final race of the day was Jimmy Stevens Cup – The Fastest Boat Afloat. Of the five boats on the line, it was not hard to pick the winner: LITTLE GIRL. You could also pick second and third: BLUE EYED GIRL and LA BELLA VITA, which is how the results went.

## FRIENDSHIP LOBSTER BOAT RACES – 19 July

The ride down to Friendship on Saturday afternoon was beautiful until FIRST TEAM and I got to the lower end of the Mussel Ridge Channel. I am betting there were several waves that were over 10 feet and at least twice I had green water coming over the bow. With the conditions of Saturday afternoon and the forecast for rain and wind on Sunday, the general consensus was that many would not show up. Sign-ups were steady, and in the end, we had 32 entrants, just five less than last year so not bad considering.

First up were the three work boat classes, Class A, B and C. There were no entrants in Class A, one in Class B and four in Class C. The battle in Class C would be between Caleb Norton’s WHITE LIGHTNING [Mako 20; 200-hp Evinrude] and CASCOMISS. At the line it was WHITE LIGHTNING by two boat lengths. Third went to Gabriel Cooley’s BAND AID [Seaway 23; 115-hp Yamaha]. Reagan Anderson’s TROUBLE [Carolina Skiff 16; 40-hp Tohatsu] would win Class B.

In the Gasoline Classes there was just one entrant, Jim Koehling’s BROWNEYED GIRL [Duffy 26; 454-hp Chevrolet] in Class C. Unfortunately, we knew that FOOLISH PLEASURE had been running the course the night before and going well, but during signups I saw her on the trailer heading up the hill and out of town. The problem was likely the tide was going out and there would not be enough water to launch her until well after the start of the races.

With the number of boats entered there were no entrants in Diesel Class C and L. Many of the others had just one or two boats in them so they were combined. Class A, B and D had just one entrant, so they ran down together all getting the win in their respective classes. The winner of Class A was CAP’T EM, Class B SHOCKWAVE and Class D Frank Guptill’s SCREAMIN’ SEAMAN [Duffy 35; 300-hp John Deere]. Four boats were on the line for Class E, but where was Randy Durkee and AUDREY MAY? Unfortunately, we heard he had an infection in his foot but was on the mend. The win went to Jake Dugas’ GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins] and in second was Mason Vintinner’s AMY KATHREN [Osmond 29; 350-hp Cummins] followed by Chris Achorn’s MELODY MARIE II [Young Brothers 33; 420-hp Cummins]. There was one entrant in Class F and G with two in Class H, so they were sent down together. The winner of Class F was FAITH MELLE; winner of Class G was Donald Havener’s SEA YA [Duffy 35; 500-hp Cummins] and in Class H the win went to Myron Wotton’s SINISTER [Holland 38; 500-hp Caterpillar] with FIRST TEAM, nursing that valve issue, second. In Class I just LIL’ LISA MARIE and MISTY were on the line and LIL’ LISA MARIE got the win by two boat lengths. There was just one boat entered in Class J and K, so they ran down together. The win in Class J went to Steven Genthner’s MONICA ELAINE [Osmond 36; 580-hp FPT] and in Class K LA BELLA VITA. Two boats came to the line in Class M, and the winner was Robby Maloneaux’s MISS ADALYN [45, 500-hp Hyundai] with second going to Richard Curtis’ HARVEST MOON [RP 40; 500-hp Hyundai]. There were also two boats entered in Class N. The winner was David Vintinner’s MASTER MASON [South Shore 42; 700-hp Volvo] followed by John Crane’s MOURNING DOVE [Libby 41; 570-hp FPT]. Up next was Class O and the year-long battle between NATALIE E. and OBSESSION. This time it was NATALIE E. by a boat length followed by OBSESSION with Douglass Blasius’ TWILIGHT [John’s Bay 46; 803-hp] crossing in third. In Class P ALEXSA ROSE got the win with Frank Guptill’s TAYLOR NICOLE [Calvin Beal 44; 1001-hp Caterpillar] second. Also running down with them was Ann Johansen’s SARI ANN I, who won Class Q. We also combined this race with Wooden Boat B, which was won by TWILIGHT followed by SARI ANN I.

There was just one boat for the Gasoline Free-for-All BROWN EYED GIRL, so she ran the course by herself for the win.

Just two boats came to the line for the Diesel Free-for-All, and the win went to ALEXSA ROSE followed by LA BELLA VITA.

The schedule called for the Fastest Lobster Boat Race next, but the race committee wanted to give the Diesels time to get back down to the starting area, and with six boats waiting for the Fastest Friendship Lobster Boat Race, which was run next. The winner was SEA YA, followed by TAYLOR NICOLE and SINISTER.

Just two boats came to the line for the Fastest Lobster Boat race, and the winner was LA BELLA VITA with second going to BROWN EYED GIRL.

By 1300 we were done and heading home. We had now reached halfway point.

## HARPSWELL LOBSTER BOAT RACES – 26 July 2026

One could not ask for better weather than what we were blessed with this day. There was lots of sunshine, temps in the



**Tucker Johnson’s RIJO [Mussel Ridge 28; 550-hp Cummins] was the only entrant in Diesel Class G (436 to 550 hp, 28 to 35 feet 11 inches) at Harpswell.**

70s-80s and a nice breeze off the water.

The Harpswell race committee had signed up about 20 boats Saturday evening and I signed up the rest at Erica’s Sunday morning for a total of 49 racers.

The first race of the day was Fastest Lobster Boat in Casco Bay, which had seven boats entered. The early favourite would have to be Robert Johnson’s MISS AVA ELAINE [Northern Bay 36; 1,200-hp MAN; x-MOTIVATION > x-STARLIGHT EXPRESS] and as she made her way up the course, she was well in the lead. However, just before the finish line the gear slipped, engine died and she went dead in the water allowing the other seven competitors to slip by. The winner was MEAN KATHLEEN, followed by BROWN EYED GIRL and Mark Davis’ WHISKEY GIRL [Duffy 34; 300-hp Sisu].

In the Work Boat Classes four boats were entered in Class A, which was won by Brighten Lewis’ 14 JBM with Walker Linscott in WICKED WALKER [16-foot Aluminum; 15-hp] second. In Class B seven boats came to the line. SCREEN TIME was screaming up the far side and looked like an easy win, but then out of the corner of my eye came Andy Correa in his Boston Whaler fly past me for the win with a speed of 41.9 mph. Eight boats were entered in Class C and running down the opposite side was Mark Olsen’s F755 [AB19VST; 200-hp ETEC]. It looked like it was going to be an easy win for Mark, but as they got nearer to the finish line Jacob Noyes’ WHITE KNUCKLE [Aquasport 17; 175-hp Johnson] slipped across for first as did David Noyes in ZIPPAH [Corson 16; 150-hp Evinrude] leaving F755 third.

This day there were two boats signed up for the Gasoline Classes, one in Class C, BROWN EYED GIRL and one in Class E, Steve Johnson’s LYNN MARIE [Sisu 26; 632 Chevrolet] so they ran together and won their respective classes.

The only Diesel class with no entrants was Class Q, but again there were a number with just one or two and those were combined. Class A had one; Class B one, Class C two and Class D, one. The winner of Class A was Nick Munn’s TIDELY-IDLEY [USCG Launch; 110-hp Hercules]; Class B, Jesse Mitchell’s SHADY LADY [Young Brothers 38(Slippery); 225-hp John Deere]; and Class D WHISKEY GIRL. In Class C the winner was Adam Kimball’s MISS ATTITUDE [Holland 32; 265-hp John Deere] with Bruce Hamlin’s RUTHLESS [Mussel Ridge 28; 325-hp Yanmar] second. Four boats were entered in Class E and with his infection under control AUDREY MAY was present, but missing was AMY KATHREN. When the flag dropped AUDREY MAY was off and won with a speed of 40.3 mph. Second went to C. J. Johnson’s MISS

MAIREAD [Duffy 30; 430-hp Cummins], which was the first VOOB [Duffy 30] after a major rebuild by her new owner this past winter. In third was GUILTY PLEASURE. Also racing down with Class E was the only entrant in Class F, Scott Merryman’s K. E. II [Northern Bay 38; 405-hp Cummins]. Next up was the lone racer in Class G, RIJO, and the two racers in Class H: Nick Martinez’s PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] and Henry McVane’s ALLISON EVA. RIJO got the win in Class G and PRETTY WOMAN for Class H. The only entrant in Class I was LIL’ LISA MARIE so she raced down against MEAN KATHLEEN, each getting the win in their respective classes. Class K had four entrants and with just MISS AVA ELAINE in Class K she ran down with them. After her going dead in the track in the first race she came back to the committee boat and they went to work. Would her gear slip again and the engine die? She led the way to the finish line and never looked back. The battle for first in Class K went to BLUE EYED GIRL with a speed of 46.7 mph. Second went to LA BELLA VITA followed by SHOOTIN’ STAR. Classes M and N were combined. The winner of M went to Justin Papkee’s PULL ‘N PRAY [Wayne Beal 40; 500-hp Isuzu] the only boat in the class. Wayne Clemons’ TEMPTATION [Young Brothers 40; 730-hp MAN] took the top spot in Class N with MASTER MASON second. In Class O the judges got lined up on the line as they knew this race could have a very close finish between NATALIE E. and OBSESSION. At halfway NATALIE E. had the advantage and would win by three boat lengths with OBSESSION second. Matt Clemons’ HAYLIE ELIZABETH [Mussel Ridge 46; 1,000-hp FPT] all geared up and still managed a third-place finish. KIMBERLY ANN was a no show for the second time and ALEXSA ROSE took the top spot in Class P, followed by 4 LADIES.

There were no entrants in the Wooden Boat races, so it was onto the Gasoline Free-for-All. Just BROWN EYED GIRL came to the line, and she ran the course by herself.

Nine boats were on the line for the Diesel Free-for-All, and the winner was MISS AVA ELAINE followed by BLUE EYED GIRL and LA BELLA VITA.

In the Fastest Work Lobster Boat Race, it was the same top three.

The final race of the day was Fastest Non-Working Lobster Boat Race MISS AVA ELAINE was again the winner with BROWN EYED GIRL second.

We were hoping to see Tom Clemons’ new boat, the Morgan Bay 43 with an 1,800-hp MAN, but she was not quite ready. Hopefully, Winter Harbor or Pemaquid was the thought for her debut.

U. S. NAVY NEWS





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Continued from Page 8

fare. Built as a versatile cornerstone of the U.S. Surface Fleet, the ship provides critical power projection, sea control and maritime security operations globally, whether operating independently or integrated into larger strike groups. Commissioned in 2001, USS Lassen is homeported in Mayport, Florida. COMNAVSURFLANT mans, trains and equips assigned surface forces and shore activities, ensuring a capable force for conducting prompt and sustained operations in support of United States national interests. The SURFLANT force is composed of 77 ships and 31 shore commands.

Portsmouth Naval Shipyard Delivers Battle-Ready Albany  
From Hanna Lanoie

15 July 2026  
Portsmouth Naval Shipyard (PNSY) delivered USS Albany (SSN 753) to the Navy at Naval Submarine Base New London, returning the Los Angeles-class fast attack submarine before the Fourth of July holiday. “Team Albany worked tirelessly to deliver a battle-ready asset back to the fleet and get the team home to celebrate the Nation’s 250th anniversary,” said Jeremy Squires, Albany project superintendent.

Aligned with the Chief of Naval Operations’ “Foundry Fleet Fight” edict, PNSY’s standard of excellence is an essential component of the Fleet’s ability to sail forward, stay ready, and sustain combat power.

“The Albany project team tackled obstacles with absolute professional resolve and innovation, buying time back for their counterparts to perform their duties,” said Capt. Jesse Nice, Portsmouth Naval Shipyard commander. “The team’s perseverance was a testament to the true grit of PNSY’s workforce.”

From the project’s inception, shipyard leadership and the Albany project team set an uncompromising baseline — returning the submarine to active service. Rising to the task, the Albany project team met disruptions head-on avoiding weeks of operational delay.

Throughout the final sprint to certification, the project team’s focus remained on safety and quality, guaranteeing every system met the Navy’s rigorous standards. By ensuring all maintenance was executed with precision and safety, the team delivered a submarine fully prepared for combat operations in any environment.

PNSY’s mission is the safe overhaul, repair and modernization of the U.S. Navy’s nuclear-powered attack submarine fleet, specifically Los Angeles and Virginia-class submarines. Through expertise, precision, and commitment to excellence, PNSY ensures the U.S. Navy maintains undersea dominance that deters adversaries and protects our Nation’s interests around the globe.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces (SOF); carry out Intelligence, Surveillance and Reconnaissance (ISR) missions; support battle group operations; and engage in mine warfare.

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

## Continued from Page 13

\$1.6 million supports work for one new and three continuing awards for three of NOAA’s Species in the Spotlight: North Atlantic right whales, Southern Resident killer whales, and white abalone—all of which face a high risk of extinction.

States and tribes play an essential role in conserving and recovering species. Threatened or endangered species under NOAA Fisheries’ jurisdiction may spend all or part of their lives in state or tribal waters. Successful conservation of these species depends largely on working cooperatively with states and tribes. This year’s funding supports our state and tribal partners in activities such as: Implementing on-the-ground recovery and threat-reduction actions, including habitat restoration and species reintroduction; Developing programmatic habitat conservation plans; Collecting demographic and genetic information to improve understanding of population structure, habitat use, and threats.

We identified projects that would benefit the species identified in our Species in the

Spotlight initiative as a priority in our funding decisions. Newly funded and ongoing projects will address three Species in the Spotlight: North Atlantic right whale; White abalone; and Southern resident killer whales.

**Seeking Public Comments on Where to Look for New Aquaculture Opportunity Areas**

*Attend one of three public listening sessions or provide a written comment through September 14, 2026 to help inform where NOAA should focus on searching for Aquaculture Opportunity Areas.*

July 30, 2026

NOAA is seeking public input on where to focus while searching places to begin the process of identifying Aquaculture Opportunity Areas. We are requesting relevant information on specific issues and areas we should consider for future Aquaculture Opportunity Areas.

The deadline for comments is September 14, 2026. You can submit comments through the Federal Register via the Federal e-Rulemaking Portal. Visit <https://www.regulations.gov> and type NOAA–NMFS–2026–2179 in the Search box.

Aquaculture Opportunity Areas are defined geographic areas that have been evaluated to determine their potential suitability for commercial aquaculture. The AOA identification process takes into account the potential environmental, economic, and social impacts of identifying AOAs and siting aquaculture in those locations drawing from extensive scientific review and analysis. Public input is critical to this process.

**Public Listening Sessions**

As part of the comment period NOAA will also host three public listening sessions. Register for a Public Listening Session

English:

- Thursday, August 6 from 9:00-10:00pm EDT / 6:00-7:00pm PDT / 3:00-4:00pm HST / 11am-12pm CHst +1day
- Thursday, August 13 from 6:00-7:00pm EDT / 3:00-4:00pm PDT / 12:00pm-1pm HST / 8am-9am CHst, +1day

English and Spanish:

- Monday, August 31 from 3:00-4:00pm EDT / 12:00pm-1:00pm PDT / 9:00am-10:00am HST

areas used by fishing operations and other commercial users

- Locations where aquaculture gear may overlap with protected species like whales, dolphins, and sea turtles
- Areas that may be important for subsistence harvest or other cultural resources
- Areas that may be important for outdoor recreation or conserving natural resources

Americans imported an estimated \$12 billion in farmed seafood in 2024, about half of the \$25 billion in total seafood imports. Aquaculture creates jobs, uplifts coastal economies, and complements wild-capture fisheries. It provides healthy and sustainable seafood to American families—bolstering domestic food security.

**Past and Ongoing Aquaculture Opportunity Areas**

In 2020, NOAA sought input on regions to begin searching for Aquaculture Opportunity Areas. California and the Gulf of America (previously Mexico) were selected as the first regions for focused evaluation. In 2025, we completed this process by identifying 13 areas in the Gulf and off Southern California totaling more than 21,000 acres in federal waters as Aquaculture Opportunity Areas.

We are also working to identify Aquaculture Opportunity Areas in Alaska state waters. In February 2026, the National Centers for Coastal Ocean Science published an Atlas identifying 77 options, ranging from 50 to 2,000 acres, for Aquaculture Opportunity Area identification across 10 study areas in Gulf of Alaska state waters.

This work supports Executive Order 13921 on Promoting American Seafood Competitiveness and Economic Growth.



## Maine Dept. of Marine Resources

### Continued from Page 10

second annual Maine Commercial Fishing Remembrance Day.

While this is the second such event, it is the first time this day has been proclaimed by law.

This important occasion is also being recognized with an event in Lubec and wreath layings in communities up and down the coast

We are deeply grateful to Governor Mills for her proclamation of July 21st as Maine Commercial Fishing Remembrance Day and her signature to make it a law. I’d also like to thank Representatives Tuell, Eaton, Hepler and Strout, and Senator Moore for co-sponsoring the bill that enshrined this day in statute.

I’d like to recognize any of our state legislators here today, including the members of the Marine Resources Committee whose work is so important to the Department of Marine Resources and to Maine’s fishing industry.

Any members who are here, please raise your hand. Thank you all and for your dedication to the health, wellness and safety of Maine’s fishing community.

Today we once again gather to pay tribute to Maine fishermen for whom the sea was a way of life, but who tragically did not make it home.

Sadly, in the past year four more names have been added to the list of Maine fishermen lost at sea as recorded on monuments across the region.

As Governor Mills mentioned, in January, Freeman Short of Presque Isle was one of seven crew members lost at sea when the fishing vessel Lily Jean sank off the coast of Gloucester.

This past April, Thomas West of Steuben died while working on his lobster boat, Aces and Eights.

In May, Stephen Johnson of Machias lost his life when a wave capsized his boat while he was harvesting periwinkles.

Last month, Marshal Ames passed away after he fell from the boat he was crewing on.

The tragic loss of these men underscores the dangers the entire Maine fishing community faces every day on the water.

According to the National Institute for Occupational Safety and Health, Commercial fishing is one of the most dangerous jobs in the United States with a fatality rate over

40 times higher than the U.S. average.

But still, they risk their lives to feed and support their communities, and to provide for their families.

We should remember not only how they died, but how they lived – with dedication, a strong commitment to family and community, and a deep respect for the ocean.

The sea gave them purpose and shaped their lives.

Despite the dangers they confronted each day on the water, they faced those challenges with bravery, sacrifice and hope.

To the families and friends of Freeman, Thomas, Stephen and Marshal who shoulder the burden of their loss, there are no words that can fill the emptiness. But I sincerely hope you can find comfort in the knowledge that their lives touched many people.

We will continue to honor their memory by working together to prevent the tragedies that took the lives of these and too many other Maine fishermen.

The Maine Marine Patrol works tirelessly to support safety on the water and to respond rapidly with both expertise and compassion when fishermen are in trouble.

DMR’s Commercial Fishing Safety Council will continue to guide efforts to improve safety training, education, and outreach for Maine commercial fishermen.

If there are members of the Council here today, please raise your hands. Thank You for your service.

We will also continue to work with other organizations like Green and White Hope, established in memory of lobsterman Tylar Michaud.

We’re proud that there are so many other organizations who share our dedication to the safety of Maine fishermen including the Maine Coast Fishermen’s Association, the Sunrise County Economic Council, the Maine Lobstermen’s Association, the New England Fishermen’s Stewardship Association, the Island Institute, the University of Maine and the Maine Center for Coastal Fisheries, among others.

While July 21st will forever be a day of solemn reflection, I am grateful for the groundswell of support that has brought so many here today in dedication to a safe future for Maine fishermen.

May those we have lost rest in peace. And may those who continue to fish return home safely to the people who await them with love.

Thank you.

**Make Your Voice Heard**

We are requesting data, comments, views, information, analysis, or suggestions from the public to support the identification of AOAs in U.S. waters. Specifically, we are interested in learning from this input about:

- Regions of the country where NOAA should consider analyzing for potential Aquaculture Opportunity Areas
- The types of aquaculture these areas may or may not support
- Water depths and distances from shore that should be considered
- Locations where the presence of aquaculture gear may overlap with

| Information Wanted on<br>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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# More History of the Fishing Industry from the 1880s

22 June 1883  
Page 6

**FISH AND GAME.**

The Boothbay Register says: The canning factory is now running on full time, putting up lobsters. Captain Leeman was over from Round Pond with his new boat last week. He gathers up lobsters from Pemaquid Point to Rockland, up the Medomak and St. George Rivers, and concentrates them at Round Pond, from whence they are usually brought to the factory by Adna Orne in one of Mr. Smith's boats. Lyman Orne has the Western route, embracing the Sheepscot, around Westport, Georgetown, etc., F. H. McKown the Damariscotta River, John's Bay, etc. Mr. Smith employs 18 men and 10 girls, paying about \$25 a day in wages. J. W. Jones and one of the firm from France was here last Friday. This man came to make arrangements for putting the lobsters in ½ pound cans and brought his labels, printed in French, for their market. He says he can get them cheaper from the Provinces but the lobsters here are better and sell more readily in his market. Mr. S. is now packing the small cans.

Page 8  
**EASTERN INDUSTRIES.**

Deering & Donnell, Bath, recently launched a fine fishing schooner of about 80 tons, to hail from Portland.

\* \* \* \* \*

The Winslow Packing Company have already sold this year's pack of 125,000 cases of sweet corn, at the same price as last year.

29 June  
Page 2  
**THE NEW DISPENSATION OF FISHES.**

(Charles Hallock, in American Angler)  
In the middle of last April, when the incoming steamers from Europe reported icebergs adrift off the Newfoundland Banks, sagacious minds predicted marine phenomena of marked character. The presence of these bergs two months in advance of their usual appearance indicated warm weather in the polar zone, as well as the projection of an Arctic current into a portion of the South Atlantic hitherto dominated by the Gulf Stream. Subsequent investigations by intelligent sailing masters discovered that the Gulf Stream had been so encroached upon by a cold current as to force it 600 miles out of its course! As this influx of ice water showed a temperature of 32 deg., it became easy to account for the long and

backward spring, the cold, foggy and rainy weather which beset our eastern coast line until as recently as the 1<sup>st</sup> of June. Its effect was seriously felt as far south as the Capes of Delaware. Furthermore, it was a logical inference that such great changes must exert an important effect upon the marine fauna, introducing new species from the northern seas, and perhaps temporarily driving off some species long recognized as local and indigenous to the waters whose temperature had been thus suddenly chilled. Another natural consequence would be to introduce vast supplies of fish food in new variety, to replenish a very sensible depletion long since discovered to exist upon the old feeding grounds of our best known commercial fishes, and thereby to invite their return to those resorts long frequented by the fishing fleets. Present results are justifying these conclusions.

For a dozen years past there has been a marked dearth of cod, mackerel, herring, and other varieties of fish, with poor fares and indifferent catches all along the shore and banks. Causes visible and unknown combined to produce this depletion. Fishermen had almost begun to despair of success, and were preparing to seek other employments, when by one of those opportune operations of nature which can seldom be anticipated, fortune suddenly rolled in on the flood tide of the Arctic current; and now they are finding abundance instead of dearth. All vessels are coming in with full fares, bringing reports of fish crowding the ledges and marine meadows of their old haunts, and carrying joy all along the coast where livelihoods are gained by the hook and trawl. Bluefish, weakfish, mackerel, cod, striped bass, halibut, and nearly all varieties are being caught a month earlier than usual, and instead of striking at successive points along the coast as has been their habit, and working their way from southern waters to points northward, they seem to have invaded the whole coast simultaneously from Nova Scotia to the Chesapeake.

No doubt a change of water and a change of temperature will work out other results equally beneficial and less expected. As has been intimated, species whose habitat has been restricted to other localities, are likely to be taken on new grounds hitherto unfrequented by them. Their distribution will be widely extended. Possibly the lobster, now so nearly exterminated, will reappear in increased size and number. Even the gigantic marine fauna – the norwhal, the sea lion and walrus may return to the haunts they frequented three hundred years ago, and their

presence as far south as Long Island Sound become no longer a novelty. Oysters, clams, and other shellfish, may be stimulated by an infusion of new diet and new material for vigorous growth, to increased reproduction. There is no end to the speculative benefits which are likely to result from the temporary displacement of the Gulf Stream by the polar current. Whether it will soon resume its old channel, or whether the change is an initial to mark a new climatic epoch like that which converted the Greenland of the early Norsemen into an icy and sterile tract, is a problem which may well be contemplated with more than ordinary interest.

Page 6  
**FISH AND GAME.**  
The Island Packing Company, Round Pond, Bristol have been canning mackerel the past week. Their steamers brought in 150 barrels, taken off Monhegan.

\* \* \* \* \*

There are now 24 salmon canning establishments within the limits of the city of Astoria, Oregon – an increase of five since last season. These canneries employ nearly 5000 white men and Chinamen, including the fishermen.

\* \* \* \* \*

It is authoritatively stated that the porgies are making their appearance on our coast in large numbers, many schools having been seen and some schools taken with mackerel seines in Massachusetts bay.

\* \* \* \* \*

The Calais Times says that salmon are frequently seen in the river at Baring, a sure indication that the cotton mill fish way is a success. There is an immense run of alewives in the river this season. In passing through the new channel cut for the river below the cotton mill on the American side, they darkened the rips, and were crowded out of the sides of the pools.

Page 8  
**EASTERN INDUSTRIES.**  
Messrs. Roswell, Libby, & Company have juts completed and equipped, at Long wharf, Portland, one of the finest and most extensive fish-packing establishments in New England. The building, 100 x 35 feet, is constructed in the most substantial and permanent manner, and contains on the first floor an enormous upright boiler, five large steam ovens or retorts, a steam pump and an improved steam-coil testing kettle. In this processing room are furnaces, etc., for the use of ten solderers of the cans as they are packed; also two immense refrigerator

rooms, fitted with every known device for storing fresh fish while awaiting processing. On the second floor are the can making shop, in which are at present employed some 16 men and boys manufacturing daily about 70 gross of cans; and the labeling and boxing room, in which the goods receive the finishing touches for shipment. A portion of this floor will also be devoted to a store room and office. Over this is the spacious loft for storing empty cans and boxes, extending the entire length and width of the building. From basement to loft everything is arranged to insure convenience and expedition in conducting a large business. When the season has fairly opened the employees will number from 75 to 100. Everything is in readiness, and active operations in canning mackerel will begin upon the arrival of fish in sufficient quantities probably the present week. A steam dredge is now at work deepening the channel in front of the establishment, so that fishing vessels may safely lie at the wharf during all times of tide.

6 July  
Page 3  
**EASTERN INDUSTRIES.**  
The fishing schooner CHARLOTTE MORGAN, Captain Jordan, arrived at Bucksport on Friday of last week from the Grand Bank, bringing 700 quintals of cod to her owner, N. H. Powers. This is the first Grand Bank arrival of the season, at Bucksport. The vessel will refit immediately, and sail on another Bank cruise.

Page 4  
**EASTERN INDUSTRIES.**  
White & Hatch Bros., at the Head of the Tide, Belfast, are engaged in the manufacture of fish barrels for the Portland market. They have shipped 2120 and have 500 on hand.

\* \* \* \* \*

The new fishing schooner ELLEN W. SAWYER, lately launched at Kennebunkport, by George Christenson, was towed round to Portland Wednesday. She is a thoroughly built vessel of about 104 net tons, owned by J. W. Sawyer, Perley & Russell, Lyman, Son & Co., and others of Portland, and will be commanded by Captain John Orchard, formerly of schooner J. W. SAWYER, a veteran in the fishing business.

Page 6  
**FISH AND GAME**  
Two Eastport firms have been buying all the alewives they could obtain for the West India trade.

## Nautical & General Books For Sale



**Wiscasset Antiques Mall**  
536 Bath Road, Route 1, Wiscasset

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

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# Start of GGR Race 6 Sept.

## Continued from Page 9

involving New Zealand and Cape Horn. Following a final refit in the United States, he is now crossing the Atlantic aboard the Cape George 36 Tipi Haere and may just reach Les Sables-d’Olonne in time.

Guy deBoer, 70, from the United States, departed the Canary Islands aboard his Tashiba 36 Spirit. He remains several weeks from France but is currently expected to arrive only one or two days before the deadline.

Stephen Wraith, 65, from the United States, was the last of the six to depart, setting sail on 18 July. With approximately 4,000 miles still to cover, current estimates suggest that he may arrive at least a week after the cutoff.

### Three important partner commitments

Against this hard-edged backdrop—and amid a challenging global economy—McIntyreAdventure has welcomed three important new or expanded partner commitments to support the organisation and delivery of the 2026 Golden Globe Race.

### Département de la Vendée

The Département de la Vendée, internationally recognised for its long association with the Vendée Globe, has previously worked alongside Les Sables-d’Olonne to promote the Golden Globe Race. It is now strengthening that relationship through direct financial support for the 2026 event. The Département joins McIntyre Adventure and Les Sables-d’Olonne as a major GGR partner.

### Scipio SA

During the 2022 GGR, Scipio SA sponsored South African sailor Kirsten Neuschäfer, who went on to win the race. The Geneva-based company has now joined Don McIntyre and his team to provide the traditional £5,000 Golden Globe prize to be presented at the conclusion of the 2026 race, and to support the event’s organisation. Scipio specialises in the physical movement of soft commodities throughout sub-Saharan Africa.

The award continues a famous Golden Globe tradition. The original 1968 Sunday Times race offered £5,000 for the fastest solo, non-stop circumnavigation. Sir Robin Knox-Johnston won both the Golden Globe Trophy and the prize money, which he donated to Donald Crowhurst’s family.

### Arthur Beale

Historic British ship chandler Arthur Beale has joined as the Official Clothing Partner of the Golden Globe Race and the exclusive supplier of official GGR clothing and accessories. Its dedicated 2026 collection includes apparel and maritime accessories for sailors, supporters and followers of the adventure.

### GGR Window successfully completes sea trials

The custom-built GGR Window LIVE

system, developed with Swedish technology partner TriPeak, has now successfully completed sea trials aboard Pär Nyman’s Lazy Otter.

Using Starlink satellite connectivity and purpose-built hardware and software, the system creates a strictly one-way window from the participating yachts to GGR control. A sailor can activate the system with a single button and select one of three cameras, but cannot receive messages, data, weather information or any other communication in return.

Seven selected entrants—Ertan Beskardes, Stephen Wraith, Gunnar Christensen, Etienne Messikommer, Louis Kerdellu, Helga Marie “Mara” Løvenskiold Kveseth and Pär Nyman—are scheduled to transmit on a rotating basis during the voyage. Viewers will be able to open the YouTube GGR Window 24 hours a day for scheduled two- to three-hour daily live transmissions, breaking-news interruptions and a scrolling feed of fleet updates.

The audience will gain unprecedented access to life aboard the yachts, while the sailors remain isolated behind their radios, sextants, paper charts and 1968-style navigation equipment. The official GGR description confirms that the system transmits information outward while sending nothing back to the entrant.

The first extended public test of the GGR Window is planned to run during the three-day SITraN Challenge Prologue, beginning in Les Sables-d’Olonne on 16 August.

### The adventure has already begun

Forty-eight days remain before the 2026 McIntyre Golden Globe fleet leaves Les Sables-d’Olonne on 6 September 2026. For some sailors, the race around the world has ended before it began. For six others still crossing the Atlantic, the first finish line is now Les Sables-d’Olonne—and the clock is running.

The McIntyre Golden Globe Race is a solo, non-stop and unassisted race around the world, sailed in approved production yachts of traditional design using technology available to sailors during the original 1968 Sunday Times Golden Globe Race. The 2026 event is the fourth running overall and the third modern edition.

The 2026 edition starts from Les Sables-d’Olonne, France, on Sunday, 6 September 2026. Competitors will sail more than 28,000 nautical miles around the world via the three great capes before returning to Les Sables-d’Olonne.

Eighteen active provisional entrants remained as at 20 July 2026; the final starting fleet will be confirmed only after each entrant completes all conformance requirements and receives a GGR Green Card.

All entrants have compelling backstories, and their journeys will undoubtedly captivate the world.



## 2001 Eastern 27' Lobster Fisherman – Trailer Included

Well-maintained 2001 Eastern 27' Downeast-style cruiser/fishing boat, owned by the same owner since new. Powered by a MerCruiser 5.7L 250 HP freshwater-cooled engine with 1,563 hours. Features a Bravo 2 outdrive replaced in 2023 with only 25 hours of use.

Equipped with Garmin electronics, VHF radio, windlass, trim tabs, shore power, cabin heat, enclosed head, freshwater system, dual fuel tanks, rod holders, cockpit lighting, and more. Includes new 2025 batteries, spare prop, fenders, dock lines, life jackets, and Coast Guard safety gear.

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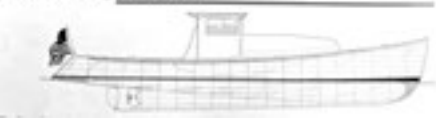
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17' 2018 Sportsman Island Reef 17 w/ Yamaha F90 Outboard – 404 Hours, 2018 Single Axle Trailer, Bimini Top & GPS. Very Clean, Asking \$22,000 – Call or stop by for more details – Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com



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

POWER



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



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



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

POWER



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



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

POWER



27' SCOUT 277 DORADO, 2022. With Dual Yamaha F200XCA White Outboards – Only 182 Hours! Black Full Hull Color, Garmin 8612XSV, Garmin VHF 315 Radio, Optimus EPS Steering, Cayenne Cushion Package, Hardtop Full Enclosure & Drop Curtain, Rocket Launchers – Clean & Loaded. \$199,000 - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



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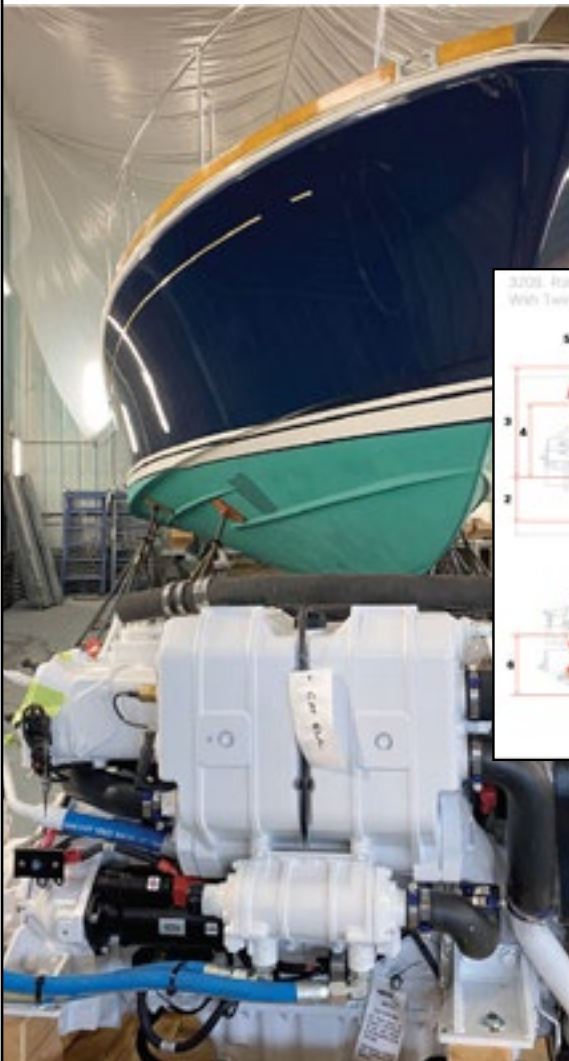
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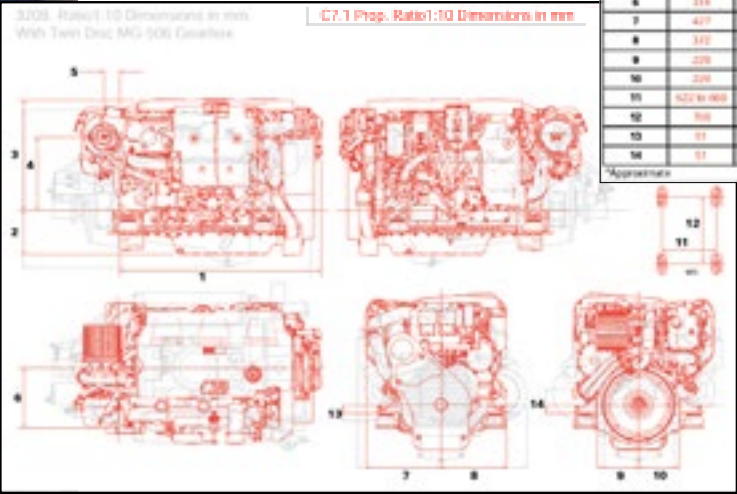


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IMO II (EPA, GL, CCS)  
317, 298, 261, 209 bkW (425, 400, 350, 280 bhp) @ 2700, 2600, 2500, 2300 rpm  
Heat Exchanger Cooled-Sea Water Aftercooled & Keel Cooled  
(Performance Data Published at Maximum Limits at Rated Speed)

**Recreational**  
EPA Tier 3 (E5 Cycle - Recreational Only)  
IMO II (EPA, GL, CCS)  
373, 336, 298 bkW (500, 450, 400 bhp) @ 2900 rpm  
E Rating (High Performance)  
Heat Exchanger Cooled-Sea Water Aftercooled  
(Performance Data Published at Maximum Limits at Rated Speed)

Contact the Milton CAT Marine Team for more information about this program  
888.637.0640  
miltoncat.com



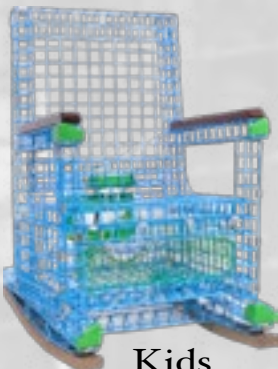
# Lobster Trap Tough...Rocking Chair Relaxing!



High Back



Low Back



Kids

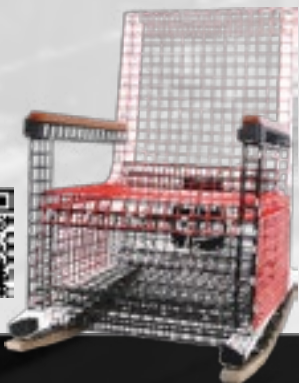


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