

Maine Coastal News

Volume 39 Issue 11

November 2026

FREE

BOAT YARDS & BOATBUILDERS ALREADY GETTING VERY BUSY



An oyster work boat under construction at Fogg's Boat Works in North Yarmouth.

Flower Boat Works Walpole

Recently they finished one of Jeremy Beal's former race boats off as a cruiser for a customer from Connecticut. Jeremy sold MARIA'S NIGHTMARE II (Wayne Beal 32, 1,000-hp Isotta) and it was shipped to Walpole, minus her engine. They repowered her with a Cummins 6.7 QSB 450-hp diesel. They modified the top by adding some length. For accommodations they put in a V-berth and an enclosed head and galley. They changed the exhaust, hydraulics, and wiring. They were really pleased with how the boat went. They said at 18 knots she burned just six gallons an hour. They delivered her to Portland cruising at 24 knots saying it felt like driving a skiff she is so light.

In the main work bay, they have a Flower 43 pleasure cruiser, which they are doing some upgrades to. They have the engine out and are polyfairing the entire engine room and then they will Awlgrip the engine bay. They have added an anchor locker, and they changed her layout from a mid-level galley into a double bunk with chart table. Down forward she has an island queen berth, a huge master head with a walk-in shower, an electrical locker, and a double berth. Up in the shelter is a steering console, L-shaped settee, and galley. She also sports a floating deck with air intake under the deck, a retractable

swim platform, bow and stern thrusters and joystick function.

In the bay next to the 43 is a Mussel Ridge 28, which is being finished out as a race boat for Gary Genthner of Round Pond. The hull was finished out light, and they are now building her top. As for power, it was thought she would get a real big gasoline engine.

After these they have a Flower 38, which needs some upgrading. She had been finished with Seaboard, and this will be stripped out and replaced with wood. They will then repaint the interior. The owner has a long list of upgrades, which, coupled with the other projects, will keep them busy this winter.

There are a couple of other small repair jobs and then they will be building a new Flower 30.

Flower also has the moulds for the 23 Seaway, 22 Sisu, 27 Sisu, 25 T. Jason, 30 South Shore and in the Flower line the 33, 38 and 43. The 43 has also been stretched to 46.

Fogg Boat Works North Yarmouth

There are two boats in their new shop. One is a new 28-footer, which is being finished out as sort of a landing craft with a flat angled bow. She is being built as an oyster boat for a company on Nantucket.

Patrick Fogg, who runs the shop, is her designer. He said, "She is a big workboat. It has a modified V-hull and a nice big open platform with side cutouts. The pilothouse is pretty basic, with just simple systems, like GPS and VHF, but no radar. The cutouts in the bulwarks are for loading on their 4 x 4 cages. We are building a davit, which is an easy way to get the cages on board. We have a large main hatch in the deck that the fuel tanks can come in and out of and it gives you access to the bilge pumps. There is also sort of a rail system that you slide the tanks on. The fuel tank holds 90 gallons. She will be powered with a 200-hp Yamaha outboard."

They started this project at the end of July, and they have just a month left before she is done. Patrick thought there was about a week left on the metal work and another week for wiring and she will be out the door.

Next to her is BLACK BEAR, which is an aluminum research vessel owned by the University of Maine. She is in to have her bottom replaced due to electrolysis. Patrick said, "We have completely gutted it, tore off all the bottom plating and are now re-plating the entire bottom. We basically had to cut out all the decks, as it was full of foam and that had to be removed. Welding with that stuff behind it would not be good. We've got a ways to go, but all the bottom plates are on."

Plating the bottom became easy when they were able to call the boat's maker, Spec-

mar, Inc. of St. Helens, Oregon and get the CAD files for the plating. Those files were sent to a company, which cut all the plates and sent them back on a pallet. They still have the chine plates to do and then they need to weld on the inside and put back in all the systems. She came in last February and they felt they would not be totally finished until the end of winter or early spring.

Before this they did a 16-foot electric skiff for a lobster co-op in Spruce Head with the assistance of the Island Institute. Patrick designed the boat and powered her with an E-Propulsion system. This was followed by 16-foot Downeast launch for a customer on North Haven, who has an oyster farm. Then last July they launched a 27-foot Downeast styled picnic boat that went out to Peaks Island.

Patrick has built an impressive company taking over for his father, who is semi-retired. He spent two-years at The Boat School in Eastport and went right to work with his father, who had built several aluminum boats starting in the early 2000s. Patrick said that he uses a lot of the principles he was taught at The Boat School. He added, "It's all completely different here now. When I started working with my father I had my hand in a number of the early builds. I picked up the welding as we went. Back then

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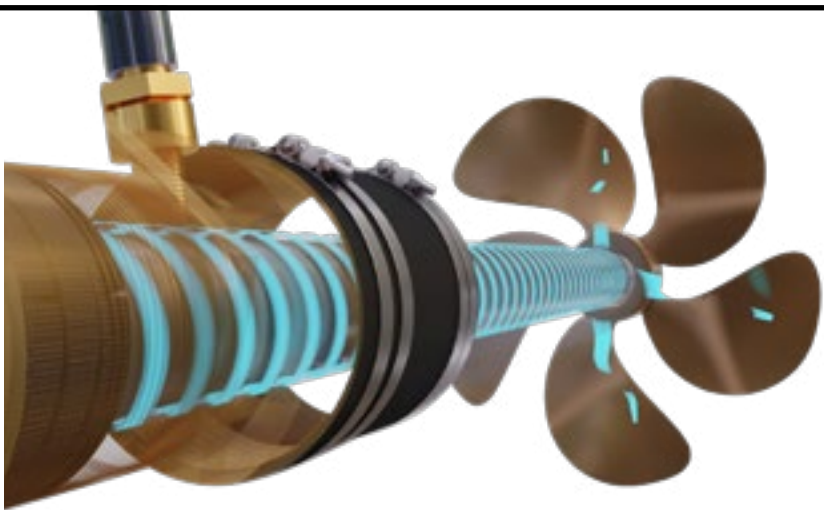
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MCN's Calendar

On-going Exhibits
Penobscot Marine Museum
Evolution of the Maine Lobster Boat
Jim Steele Peapod Shop
Art of the Sea
Working the Bay
Gone Fishing
Searsport
Info: 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

Cape Ann Museum
Among Friends
Avery, Gottlieb & Rothko by the Sea
Contemporary Art Wetu
Native Waters, Native Lands
Gloucester, MA
Info: 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

2026
OCTOBER
17 Annual Meeting & Awards Banquet
Robinson’s Wharf
Southport Island
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2027
TENTATIVE!
JUNE
19 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230

20 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O’Hara (207) 542-4348
Mike Mayo (207) 542-1879
Kevin Glover (207) 691-4332

27 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Elean Mitchell (207) 266-6968
Bonnie Lewis (207) 975-3319

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

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

Publisher's Note

Some businesses, and or the employees, just do not get the meaning of “Service.” When doing my run around Portland to Freeport just after the last issue was printed, I rounded the corner on Route 1 to head down to South Freeport Marine and Strout’s Point Wharf Co. and there in the street someone had lost a number of pieces of demolition debris. I made sure I missed the two or three porch pillars, but I failed to see the smaller pieces. When you hit something in the road and you think you might have a tire issue, just turn to the inside tire pressure screen. I did that and continued on, but it was quickly evident that the left rear tire was losing pressure. So, I went to a tire company in Yarmouth and asked the person behind the counter when he could look at a tire that needed to be repaired. He said “Saturday.” This is a 15-minute job and waiting two days 120 miles from home was not an option. He could not have cared less. So, I headed to my last drop off and asked them where I could get a tire changed. The person said, “Oh, we can do that!” In no time they had the tire off, plugged and back on and I was on my way home.

When your vehicle is how you do business, you need great service. I have dealt with Bangor Tire for over 40 years, and they do their best to keep me on the streets, but unfortunately, most of my issues are more in depth than they do. I am not impressed with dealerships as they could care less if you need the vehicle for work or not. It should all come down to knowing your customers and service. They have computers and could easily add information to better help serve their customers. When someone calls Jonesport Shipyard they do their best to take care of them no matter if they are pleasure or commercial. However, commercial boats will take priority as this is how they make their living and for the most part the pleasure boaters have been understanding.

I am also getting less and less impressed with the new vehicles. It is like almost everything made today, they are built as cheaply as possible and only last a fraction of the time of the older ones. If you think there is a climate problem, then why has there not been a ruling in Washington making them build quality products? Three years ago, I purchased a GMC pickup powered with a small turbo Diesel and to date it has logged over 157,000 miles. It has been a good truck getting almost 28 mpg per gallon. Some car manufacturers have stopped putting diesels in their vehicles, which makes you wonder why. I just wonder what I should be doing for preventative maintenance before I have a problem, and I am stuck without a vehicle for a week or two. These things are full of sensors and when one goes your speed could drop to 3 mph until you fix it. Right now, I have a coolant senor issue, which takes 4.5 hours to replace and was fortunate to get an appointment with a GMC dealer within a week of calling. Let us see how they do for service.

I am not sure service will ever be like it was. Society has a poor attitude toward service and customers in general. For what they get paid, they should be jumping with joy to serve you. They should want to make you feel good so you want to continue doing business with them, but most could care less.

To me the conclusion of summer comes with the Newport International Boat Show in Newport, Rhode Island, which takes place in the middle of September. I did my usual run to the Book Barn in Niantic, Connecticut and only came out with two boxes of books. The next morning, I made my way to Newport to get the Maine Built Boats booth set up, which usually does not take more than an hour to accomplish.

In looking around I felt there were not as many people floating around the town, but it was Wednesday and the show did not start until the following day. With questions about the economy one always has to wonder if the people would come or stay home and save their pennies. After setting up the booth I walked around the show and it seemed bigger. There were lots of in the water boats, albeit mostly centre consoles. and plenty of booths in the tents.

Before the show started, I ran over to Commonwealth Books, a great used bookstore in Newport, which is only opened Thursday to Sunday. I got four great books on British naval history and looked at some of their rare books, which were fascinating, but I refrained.

The first two days of the show are usually when you see your serious customers and I saw a number in the booth. I had questions on new boats, service work and then general Maine questions. What I did notice was that the docks did not seem all that busy, but that might have been poor timing or just where I was looking. Saturday and Sunday are always busy days and everywhere there were plenty of people wandering around Saturday, but unfortunately, on Sunday we had rain for the first couple of hours, and the crowd was lighter than usual.

After the show I talked with several people, and they stated that they had a good show with good prospects. Everyone I talked with seemed pleased. This is not a cheap show to do. When you add up all the costs of having a simple booth, hotel, and food you will probably spend about \$5,000. To justify this expense, you need to have made some good contacts that turn into sales. However, if you are not there, they may think you are no longer in business. I am seriously considering going next year with Holland Boat. When you are surrounded by a sea of centre console boats, a Holland 32 would certainly stand out.

I have been trying to get more reading in, and it ends up being a juggling act between that and doing what I should really be doing. While in Newport I finished a book on the Royal Navy’s SOVEREIGN OF THE SEA. It was a great overview on the evolution of warship design as related to the Royal Navy and other continental powers during the Tudor period. When I finished that I started reading the series on the History of Civilization and chose to begin with the Age of Voltaire. I thought this could be really dry reading, but actually it is enjoyable, but it is long, over 800 pages. I got about 125 pages read when I got side-tracked and started another book on crime and punishment aboard naval vessels in the 1800s. People who think they have it rough should have lived back then. They would probably never complain again.

During the summer, my research sort of gets overridden by everything else that has a greater priority. I have been working on entering more vessels from the List of Merchant Vessel of the United States (MVUS) for 1989, of which there are 197,000 entries. Getting this entered into my vessel database will give it more recently built vessels and make the database much more useful. Unfortunately, it is going to take a few years to complete.

I have also begun adding information from my database on merchant sailing vessels for 1867-1885. Some of these ended their careers before 1885 and I am adding their information to the database. That means I need to complete entering all the sailing vessels in MVUS up to 1940 when all types of vessels were combined into one section and then add those to the big vessel database.

The Water Runs in Our Veins

The Water Runs in Our Veins
By Harriett Train

When you ask people from multigenerational families who have worked on the water about their earliest memories, most cannot identify just one. For many of us, those memories go back beyond a time we can remember. They are simply part of who we are. But when asked to name their earliest set memory, the story is rarely about a boat. It is about a feeling, and often about the person who created it. For some, it is a father, mother, uncle, sibling or grandparent. For me, it was my grandfather. I recently asked friends and family about their earliest memories on the water, and nearly every story came back to the same thing: the feeling of being there, and the person who helped make the water feel like home. My grandfather understood that feeling better than anyone. The water was in his blood. It is in mine, too, and he taught me much of what I know about it. My earliest memory of working on the water was when I was four or five. My father had a little outboard skiff in front of my parents' house, and every couple of weeks he would let me haul it in from the mooring, put on my life jacket and learn to run the outboard. We would go out to a single lobster trap he called mine. I would bait it, band the lobsters and measure the catch. When we returned, my grandfather would either be sitting on the dock or watching from his porch. His face showed equal parts concern and pride. Every time, he'd ask, "What'd you get?" And when I showed him my catch, he'd say, "Good stuff."

Those trips eventually became my own lobster gear. At eight, I got my student license and ten traps. My grandfather sister-tagged them with me so he could legally help when I needed it, but he still expected me to do as much as I could myself. He taught me how

to rig gear, paint buoys, haul traps and run a boat. At first, he put me on two five-gallon buckets so I could see over the helm. I knew where the ledges were around our house, and I was terrified I would hit one. He never let me. But he made me believe that running the boat was my responsibility. Over the years, the buckets became one, then milk crates, and eventually I stood on my tiptoes. I still do that today. When a boat begins to pick up speed, I sometimes instinctively rise onto my toes to see over the helm. It is muscle memory from a little girl being told that if she was going to work on the water, she needed to be capable of doing it herself. It took my grandfather a little while to understand that it didn't matter that I was a girl. I could do the work. Once he realized that, he expected as much from me as he would have from any boy my age. I became his sternman one or two days a week through middle school and high school. We patched traps, painted buoys and troubleshot old outboards. Sometimes I learned the hard way, like the time a rock crab latched onto my thumb. Other times, he simply trusted me. At thirteen, my mother woke me at six one morning. Grampy's boat had broken down, the boys were offshore, and he wanted me to tow them home. So I climbed into my skiff, figured out how to rig the tow and brought a boat roughly my size back to the dock. I was thirteen. And apparently, I was capable. I was never in love with lobstering the way my grandfather was. What I loved was the water. That is the part he passed down to me. He was a simple man. He hauled out of a skiff. His last boat was Grandmarie, named for my grandmother. His buoys were a faded light blue, almost the color of old jeans. His boat smelled like stale cigarettes and always had

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From Canal Boats to Cargo Ships: The History of Cassidy Point

Continued from Page 5

warm cans of Diet Pepsi on board. He also had a school of striped bass that became his pets. He would save bait and dump it overboard in front of the house, and eventually the stripers learned the sound of his engine. He would sit on the porch in his polarized sunglasses and watch them in the shallows. Those small details are how I remember him. A few years ago, my father bought a scallop boat. For at least a year, we worked on her without knowing for sure what her name would be. We spent a season cleaning her up, and I spent a couple of days buffing and painting the hull. Then my father chose a name. You don't name a boat after a man. At least, that's what we always joked. But he named her the Edward L. Train. Grampy didn't know until the day she was launched, with his name painted on the hull. After a lifetime tied to the sea, he finally had a boat named after him. My grandfather passed away on July 17. We were fortunate to spend his final week together in hospice. Looking back, that final week showed me just how deeply he had instilled a love of the water in all of us. Almost every day, my father and uncle still went hauling because that was how they found peace. One of the last days, and longest days my sister went fishing, one cousin spent sunset on a sailboat, another took his boat out with his fiancée, and I went on a boat ride and watched the sunset with a friend. None of us planned it as a tribute. We simply found ourselves drawn to the place that had always brought us comfort. That is what my grandfather gave us: the water. He gave us a place to work, to learn, to make mistakes, to find peace and to feel at home. He taught me that being capable matters more than being expected to be capable. He

put me on buckets until I could see over the helm, then took the buckets away. He gave me traps, then a boat, and eventually the confidence to figure things out for myself. The water runs in our veins. It is in the boats we still climb into, the traps we still haul, the sunsets we still chase and the stories we will continue to tell. It is my happy place. And whenever I climb into a boat and instinctively rise onto my tiptoes to look over the helm, I know a part of him is still there with me. Good stuff, Grampy. In memory of Edward L. "Eddie" Train.

From Canal Boats to Cargo Ships: The History of Cassidy Point By Harriett Train

With possible new development at Cassidy Point and Merrill Marine Terminal on the Fore River, this part of Portland has been in the news quite a bit lately. It got me thinking about something I realized I didn't know as much about as I thought I did: what has actually happened on this piece of waterfront over the years, and why this particular location has mattered to Portland's port?

So, I decided to dig into its history.

What I found was a story that reaches much further back than the Merrill Marine Terminal. The history of this waterfront is tied to the development of Portland as a port, to the changing ways Maine moved goods, and to the connections between Maine's inland communities, its industries and the rest of the world.

It starts with location. Along the Fore River, just inside Casco Bay, it has access to deep water, rail and major transportation routes.

The Cumberland and Oxford Canal was completed in 1830, connecting Portland's waterfront with Sebago Lake and the interior

of Maine. Goods could move inland from Portland, while lumber and other materials traveled toward the coast. Historic maps show the canal running along the Fore River through the area around what would become Thompson's Point and the Vaughan Bridge. As railroads expanded through Maine, they offered a faster way to move freight, and the canal was abandoned in 1872. (Maine Historic Preservation Commission; Casco Bay Estuary Partnership, Historic Sources of Pollution in Portland Harbor.)

The transportation system changed, but the location remained important.

Thompson's Point developed into an important railroad and industrial area, while the shoreline changed with new industries and ways of moving goods. Through the late 19th and early 20th centuries, Portland's waterfront handled lumber, coal, fuel, paper products and other materials tied to Maine's economy.

That history eventually brings us to the Merrill family. Paul E. Merrill purchased his first truck in 1929, beginning what became Merrill Transport Company. The business grew into a major Maine transportation operation, expanding into lumber, energy and heavy equipment. (Maine Historical Society, Records of the Merrill Companies, Coll. 2894.)

In 1979, Paul D. "P.D." Merrill returned to Maine and took over operations of Maine Lumber Company and Eastern Pier and Coal Corporation. He became instrumental in developing Merrill Marine Terminal, which opened in 1982 and was dedicated in 1983. (Maine Historical Society, Records of the Merrill Companies, Coll. 2894.)

The terminal handled newsprint, wood pulp, coal, salt and scrap metal, with shipments involving ports from Newfoundland to Sweden, China, Thailand, Chile and Egypt. Maine Historical Society describes it as the largest dry freight marine terminal in the state. (Maine Historical Society, Records of the Merrill Companies, Coll. 2894.)

For me, this is where the history becomes particularly interesting: the cargo

was never only about Portland. Salt arriving by ship could ultimately end up on roads throughout Maine. Paper and wood products connected to mills and manufacturers across the state. Coal, machinery, steel and other materials supported industries well beyond the city.

The canal mattered because it connected Portland to Maine's interior. The railroad expanded those connections. The marine terminal continued that function in a different era, connecting Maine businesses and communities to markets by water.

Cassidy Point, then, is not just a Portland story. It is part of the transportation system connecting different parts of Maine.

Merrill Marine Terminal remained under Merrill management until 2004, when it was leased and eventually sold to Sprague Energy. Its cargoes and operators changed, but its connection to marine commerce continued. (Maine Historical Society, Records of the Merrill Companies, Coll. 2894.)

The shoreline looks very different today. Rail lines, roads, buildings and docks have changed, but the geographic advantage remains: commercial water access connected to land transportation and positioned between Portland Harbor and routes leading into Maine.

That makes the current conversation about Cassidy Point worth considering historically. If the property is developed for uses different from marine cargo, it would not erase its history. But deep water, rail, roads and industrial space in one location are a specialized combination that can be difficult to recreate.

Whatever happens next, the history is worth remembering.

For nearly two centuries, this stretch of the Fore River has helped connect Maine communities, industries and businesses to the water. From canal boats carrying goods from the interior, to railroad cars moving freight through Portland, to ships carrying cargo around the world, this waterfront has played a role in Maine's economy far beyond the city limits.



I have always wanted a ride in a triple cockpit classic runabout. The end of August I headed to Wolfboro on Lake Winnepesaukee and got a ride on MILLIE B., a replica of a Hackercraft. It was a little choppy, but she rode through it like it was a calm day.

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The 2026 Golden Globe Race - Solo Non-Stop Round the World

2026 McIntyre Golden Globe Race

LES SABLES-D’OLONNE: With five days to go before the running of the 2026 GGR, 16 skippers were given their green card, which meant they had met all the qualifications and were approved to race. This is a single-handed, nonstop circumnavigation of the globe, approximately 30,000 miles and must be sailed with no assistance. The start was scheduled for 6 September with the Parade of Sail taking place at 1400 with racers departing the marina in two-minute intervals starting at 1430.

The rules of this race are basically the same as they were in 1968, which means no electronics. Racers will use celestial navigation only. The boats they use must be a production model built before 1988. In the three previous GGRs 43 sailors started, but only nine have finished, making this the most challenging single-handed sailing event.

Before the start there was a remembrance to Donald Crowhurst, who issued false reports in the South Atlantic during the first race in 1968 and then disappeared the following year. His son Simon Crowhurst was in Les Sables-d’Olonne and issued a commemorative coin for this year’s event.

The start saw light winds in the Bay of Biscay as the racers headed to La Nouch south cardinal, west to Petit Barge and back to La Nouch before they headed out. The first to round the final mark was Henry Wootton’s PRIVATEER.

The breeze built to 7-12 knots, but there were places with no wind. During the night they had light head winds with about four-foot seas. The following morning, they were greeted by a front packing 25-35 knot southwest winds with 9 foot seas. There were reports of seasickness and some found leaks they did not know were there. Ertan Beskardes’ MISS BEAGLE decided it was more prudent to stop sailing for the night and resume when the front had passed. Helga Lovenskiold had leaks. Par Nyman’s LAZY OTTER lost a rigging part overboard at the start and then rudder issues after the start and was forced to return to port. He was hoping to be back out after just three days and with the slow start he was back by just 140 miles. Louis Kerdelhue’s IE CHARGE had an issue with his hydrovane control head, which he could not secure. Later he radioed that a temporary fix was holding and he was continuing.

8 September: The question was who would be first to Cape Finisterre? Damien Guillou’s SOLAREM went south and this placed him in the lead. He was being closely followed by Pat Lawless’ SILVERMINES HYDRO. Those that headed north were hoping to get the coming wind shift first, but it hit both about the same time. A high-pressure system was coming and when it arrived those that had passed Cape Finisterre would gain a day or two on those who would be trapped on the other side.

16 September: It was thought that the Rustler 36 racers would be the leaders in this race. The top two boats had already passed through the film-drop rendezvous at Marina Rubicon. Guillou passed through at 1215. He then anchored to replace a spinnaker sheave at the head of the mast before heading back out into the race. Lawless came through seven hours later. These stops are used to pass over film footage, recordings and letters and do an interview. They then headed south where there was more wind, which would expand their lead. Behind them the weather forecast showed light winds in the Bay of Biscay and that would add to their lead. The question was, could either of the two leaders gain once they pass the Canaries. Some of the boats in the back were suffering from no wind and one had only made 24 miles since the start.

17 September: Guy DeBoer was having an issue with his hydrovane mounting brackets. Louis Kerdelhue also has had an issue with is hydrovane. Henry Wootton’s PRIVATEER had sailed 172 nautical miles in the last 24 hours. He had told race officials he was not emotionally up to it at first, but he was now good to go. Also moving better is Helga Lovenshiold Kveseth on SHOWGIRL. Four days earlier she sailed 143 nautical miles in 24 hours, and this day sailed 161 nautical miles.

Numan on LAZY OTTER was back on the course, and he was now chasing the other competitors, which were scattered around the Bay of Biscay. Unfortunately, the wind was supposed to disappear about 20-21 September and that meant that the leaders would gain more.

25 September: Tropical storm Gonzalo packing winds up to 55 knots hit the racers near Cabo Verde. Four boats were already experiencing 30-35 knot winds with seas building. This storm was moving north-northwest at 7 knots. Conditions will



One of three skippers expected to face the worst of the storm. American sailor Gunnar Christensen works at the mast of his Hans Christian 34 cutter POMPOEN during the Lanzarote film drop.

Credit: Don McIntyre / GGR2026

depend on where the racers are located. The most exposed are: Louis Kerdelhue’s IE CHARGE; Gunnar Christensen’s POMPOEN; and Matt Woodside’s TIPI HAERE. The bigger problem was as the racers headed south the winds are forecasted to shift from the south to the north in a matter of hours and that would be a challenge. Those to the west may not be very affected by this storm.

Guy deBoer’s SPIRIT was at Marina Rubicon in Lanzarote as surveyors looked over the hull damage around the chainplates. Repairs will need to be made before he receives another green card and is allowed to re-enter the race in the Chichester Class. This class is for those who have received assistance but want to continue.

Selim Yalcin and his HELP DISABLED CHILDREN is in Cadiz with radio issues. There is a question if he will continue in the Chichester Class.

28 September: The storm passed through the fleet and it took a toll. Gunnar Christensen on POMPOEN was one of the most exposed to the storm’s wrath. He had seen winds up to 55 and waves up to 15 feet. He lost gear from the stern and was heading in the wrong direction. He was now in less wind and making just 2.6 knots, which was equally as frustrating.

Helga Marie (Mara) Lovenskiold Kveseth on SHOWGIRL was questioning if she could continue if they did not get more social media coverage. She wants to promote her foundation and women’s causes, and she was not satisfied with what was on social media. However, there was a question about her using social media as it was contrary to GGR rules.

Damien Guillou and SOLAREM was

Continued on Page 25

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U. S. NAVY NEWS



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Keel Laid for Future USS John E. Kilmer
10 September 2026
BATH — The keel for the future USS John E. Kilmer (DDG 134) was laid during a ceremony Sept. 10 at General Dynamics Bath Iron Works.

A keel laying ceremony represents the joining together of the ship’s first major modular components at land level. During the ceremony, the keel is authenticated when a welder etches the initials of the ship’s sponsor into the keel plate.

Mr. Neil W. T. Hogg, Deputy Under Secretary of the Navy for Management, served as guest speaker at the event.

“We honor John Kilmer by building a Navy worthy of his legacy,” said Hogg. “The ship that carries his name will bring that same fighting spirit to the Fleet, built by American workers for the Sailors who will take her to sea.”

Additional speakers included Rear Adm. Matthew Case, Acting U.S. Navy Surgeon General and Acting Chief of the U.S. Navy Bureau of Medicine and Surgery; Capt. Jay Young, Arleigh Burke-class destroyer shipbuilding program manager, PAE Maritime, and Charles F. Krugh, president of General Dynamics Bath Iron Works.

The ship’s sponsor is Mrs. Linda Gilday, a former Navy civilian engineer and program manager, a staunch advocate for Navy and

Marine Corps families, and wife of Adm. Michael M. Gilday, the 32nd Chief of Naval Operations.

The ship is named for Hospital Corpsman John Edward Kilmer, who posthumously received the Medal of Honor for actions during the Korean War. On Aug. 13, 1952, Kilmer braved heavy fire to provide critical medical aid to Marines of Company H, 3rd Battalion, 7th Marines, 1st Marine Division, Fleet Marine Force Pacific. He was mortally wounded during the Battle of Bunker Hill while shielding a Marine from enemy fire. Kilmer was 21 years old.

“The future USS John E. Kilmer will carry on Corpsman John Kilmer’s legacy of courage, service and dedication to our country,” said Young. “DDG 134 will be a welcome addition to the fleet, providing our Navy warfighters with an undeniable strategic advantage.”

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 keel laying ceremony for DDG 134 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.

The Portfolio Acquisition Executive (PAE) for Maritime is the single accountable organization for delivering surface ships for the U.S. Navy. This new centralized organi-

zational construct will empower leaders with broader scope and greater authority to accelerate delivery of combat capability and ensure acquisition speed and discipline are driven by what the warfighter needs-when they need it.

Navy Conducts Preliminary Acceptance of Future USS John F. Kennedy (CVN 79)

29 September 2026
NEWPORT NEWS, VA – Following successful completion of Acceptance Trials in August, the Navy has taken “preliminary acceptance” of the nation’s next aircraft carrier, the future USS John F. Kennedy (CVN 79) from Newport News Shipbuilding, a division of HII (HII-NNS) on Sept. 29.

Preliminary acceptance will allow the ship and its crew to conduct at-sea testing and build underway proficiency while the shipbuilder completes final ship systems testing prior to formal delivery of the ship in Spring 2027.

“Achieving preliminary acceptance marks a new phase for the ship and her crew, allowing them to get more water under the keel as they test and train underway, said CAPT Mark Johnson, the Navy’s Program Manager for Gerald R. Ford-Class New Construction. “This milestone is a testament to the shared commitment of our sailors and our combined Navy-industry team, who remain laser-focused on completing the final stages of construction and test with precision and efficiency to deliver combat-ready lethality to the fleet.”

John F. Kennedy is approximately 99 percent complete. All major systems are complete. The shipbuilder is currently completing final ship systems testing, including testing of the remaining four Advanced Weapons Elevators. Preliminary acceptance allows

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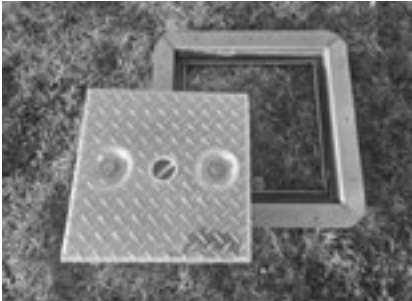
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U. S. COAST GUARD NEWS

U.S. Coast Guard commissions 63rd Fast Response Cutter honoring 9/11 hero

Sept. 14, 2026

WASHINGTON – The U.S. Coast Guard commissioned its newest Fast Response Cutter, Coast Guard Cutter Jeffrey Palazzo (WPC 1163), during a ceremony in New York City on Sept. 12. The event marked the ship’s entry into active service.

The cutter’s namesake, Jeffrey Palazzo, was a New York City firefighter and Coast Guard reservist who made the ultimate sacrifice while responding to the Sept. 11, 2001, terrorist attacks at the World Trade Center.

The Jeffrey Palazzo is the 63rd Fast Response Cutter in active service. It will be the fifth vessel of its class homeported in Guam. It joins cutters Vincent Danz, Myrtle Hazard, Oliver Henry, and Frederick Hatch.

Adm. Kevin Lunday, Commandant of the Coast Guard, presided over the ceremony.

“As the nation marks 25 years since Sept. 11, Jeffrey Palazzo’s legacy reminds us of what service and sacrifice mean,” Lunday said. “He answered the call for his city, his country, and his fellow Americans. As this cutter enters service, its crew will carry his legacy forward by standing the watch, saving lives, countering threats, and protecting American interests across the region.”

Palazzo joined the Coast Guard in 1988 and was stationed in Rockaway, New York. During his career, he responded to multiple high-profile incidents and large-scale emergencies.

In 1993, Palazzo was on the first Coast Guard boat to discover the Golden Venture, a cargo ship that ran aground carrying more than 200 Chinese immigrants. He was credited with saving dozens of lives.

After eight years of active-duty service, Palazzo joined the New York City Fire Department while continuing to serve in the Coast Guard Reserve. In early 2001, he

earned a position with Staten Island’s elite Rescue Company 5.

On Sept. 11, 2001, Palazzo responded to the World Trade Center as part of the city’s emergency response. He and 10 fellow members of Rescue Company 5 made the ultimate sacrifice that day.

The Jeffrey Palazzo will execute Coast Guard missions across Oceania, including maritime security operations, search and rescue, countering illegal fishing, and strengthening partnerships with Pacific Island nations.

Fast Response Cutters homeported in Guam extend the Coast Guard operational reach across the Pacific and defend U.S. and partner-nation interests in one of the world’s most expansive maritime regions.

Replacing 1980s-era 110-foot patrol boats, Fast Response Cutters feature advanced command, navigation, and intelligence systems alongside improved habitability and seakeeping.

The Coast Guard has ordered 77 Fast Response Cutters to perform a range of missions, including countering illicit maritime activities, search and rescue, bilateral and multilateral operations, and defense of ports, waterways, and coastal areas.

All Fast Response Cutters are named after an enlisted Coast Guard hero who performed extraordinary service in the line of duty. The newly commissioned cutter honors Palazzo’s memory and the legacy of all first responders who gave their lives on 9/11.

Record recruiting allows Coast Guard to restore full operations at six stations
Oct. 1, 2026

WASHINGTON – Record recruiting results are allowing the Coast Guard to fully staff six stations and restore full operations in 2027. The stations operated at reduced capacity

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In the Name of Conservation

By Sheila Dassatt

Every now and then, I have a reader that asks me about a certain topic for my next article. I am more than happy to oblige as I am glad that you folks are reading my printed material! This time, the concern and awareness is about V-notching lobsters and a couple of other concerns dealing with the health and well-being of our Maine lobster stock. I say Maine because other states may have different rules. I have taken the time to look into the facts and hope that you find it informative. We have had a hard season this year and a lot of folks want to do the best that we can to protect the mortality of our lobster population.

Here we go, I did not realize that history goes back this far. The history goes back to 1872 when Maine started early catch prohibitions for our egg bearing females or “egggers.” Then we jump to 1917 the State Seed Lobster Program started. This is when the wardens purchased egg bearing lobsters and punched a hole in their middle tail flipper before release and banned the landing of punched lobsters. In 1948 Maine transitioned to a distinct V-notch cut on the tail flipper. Then in 1957 the state outlawed mutilating lobsters to hide or remove existing notches. In 1975 the placement of the notch was officially confirmed for the right of the middle flipper.

Then in 2002-2003 V-notching went from a voluntary practice to a mandatory legal requirement for lobstermen. Please remember, this is all for the sake of conservation, which has turned out to be a very

viable practice. This is probably why Maine still has the largest catch ratio compared to the other Atlantic states.

So this practice works when a lobsterman catches a female egg bearing lobster and uses a special tool to cut a small v-shaped notch in the middle right tail flipper. Then the lobster is released back into the ocean and the notch protects them from being possessed and legally sold which safeguards her to remain as a reproductive breeder for future molts.

As time has gone on, it has been brought up at Zone meetings and Advisory meetings that not enough lobstermen are continuing to notch their female lobsters. This became a growing concern due to the fact that we still need to protect our brood stock and have a healthy amount of lobsters for now and for our future generations. With this concern, a V-notching contest has been established with Zone competition. This entails that all participants have a V-notch tool and a jar for collecting the notches. At the end of the time allowed, all of the notches will be counted and see which zone comes up the winner. This was all intended to promote active V-notching again. We decided not to participate which was anyone’s choice, because we had concerns about this. Once you collect these notches, how do you determine if it is a female or male notch?

At this point, a lot of fishermen started seeing notched males and females that were not egggers. They also started seeing dead lobsters in their traps with the same descriptions. There are a few downfalls to notching

that most don’t realize. The lobster does not have a vascular system, their circulation is within their shell. So if the cut or notch is too deep, there is research going on right now to see if they “bleed” out and die from this. If the cut is too deep and doesn’t heal soon enough, they can gain bacteria and contact shell disease also. So these cuts need to be just at the very end of the tail and not too deep into the tail fin.

Now this is not everyone’s only concern. It came to my attention with my research, that these protected lobsters appear in the traps more than once, actually many times. Without the proper handling, they will become weak and die. Just stop and think how many times some of these female lobsters are brought to the surface, nowadays the haulers are much faster, so then they are tossed back into the ocean again and again.

These are all awarenesses that a lot don’t even think about. A few years ago, the Lobster Institute of the University of Maine had a study and awareness about how these lobsters are handled. They really need to be handled with care and respect for the animal. An egger should be dropped carefully with their back pointed to the water so the eggs can stay in place. The same care goes for

all of them, male and female.

Think about it, when lobstering started out, they were hauled by hand. This evolved over the years to a winch head or forgive me, but it was called a “nigger head.” After that, we have hydraulic and sometimes electric haulers. They started out with small discs and only moved so fast, but now, the haulers are much faster and the hauler discs can be as much as 18 inches. The lobsters are coming to the surface in a big hurry (almost like the bends) and in the age of speed hauling, they are culled out in a hurry and returned back to the ocean. How many of you have seen the same oversized lobster more than once? They may come up many times and in many different traps in their lifetime.

The Department of Marine Resources has put in for more research on these subjects as it has become an awareness. We all can play a part in this conservation measure and pay close attention to how we are doing things these days when we’re on the boat. If you see dead lobsters in your traps, please let us know. We really need to make sure that research is done about this.

I hope that I have spoken for all that have had concerns and appreciate their care about our fishery. We are all in this together.

Maine Dept. of Marine Resources

DMR Launches Public Education Campaign to Support Sturgeon Recovery

September 23, 2026

AUGUSTA — Cleaner water, dam removals, and efforts to reduce threats are helping create better conditions for Atlantic and shortnose sturgeon recovery in Maine’s coastal rivers. To build on that progress, the Maine Department of Marine Resources (DMR) has launched a campaign that encourages the public to report sturgeon sightings and follow safe handling practices when these remarkable fish are accidentally caught.

Both species are protected under the federal Endangered Species Act. Known for their prehistoric appearance and spectacular leaps from the water, sturgeon are a distinctive part of Maine’s rivers and coastal waters. “Restoring access to historic habitat and improving water quality support their recovery, while research and public participation help guide ongoing conservation efforts,” said DMR Director of Sea Run Fisheries and Habitat Bureau Sean Ledwin.

The campaign, “Catch a Sturgeon, Let It Go. See a Sturgeon, Let Us Know,” invites people to take simple actions to support sturgeon conservation. With \$10,000 in funding from a NOAA Species Recovery Grant to States, DMR has collaborated with Maine Sea Grant to design and post signs and distribute stickers at popular beach access points and boat ramps along Saco Bay and the Androscoggin River that promote safe handling and release practices based on guidance from NOAA Fisheries. Additional signage will be posted at targeted sites next summer.

The campaign also urges people to report sightings of live or dead sturgeon, including accidental catches, through DMR’s Maine Sturgeon Sighting Reporter. The online platform offers an easy way for anyone spending time on or near the water to contribute to sturgeon research.

“This campaign gives people a simple way to take part in sturgeon recovery,” said Ledwin. “Whether you spot a sturgeon leaping from the water or accidentally catch one while fishing, your observations and actions can help us better understand and protect these remarkable fish.”

Since the Maine Sighting Reporter launched in 2025, DMR has received 121 reports. Those observations have helped biologists identify locations where public outreach can be especially valuable and learn more about when and where sturgeon use Maine’s rivers and coastal waters.

“Reports through the Maine Sturgeon Sighting Reporter have helped us better understand the timing of sturgeon migration and habitat use,” said DMR Scientist Danielle Frechette, Ph.D. who leads the research. “That information has helped guide the expansion of our network of acoustic receivers, which track tagged sturgeon in coastal rivers and estuaries.”

People can submit reports anonymously or choose to provide contact information so DMR biologists can follow up for additional details and thank them for their contributions.

“It’s so much fun to read an email or talk with someone over the phone—they are excited to share their stories about seeing these incredible fish,” said Frechette. “We’ve heard from people who spotted sturgeon while paddleboarding or scuba diving, and from people sharing memories of seeing them in Maine’s rivers in the 1960s.”

During its first year, the reporting program also helped DMR recover more sturgeon carcasses for examination and learn more about accidental encounters—information that can help identify and address remaining threats.

“Cleaner water and restored access to habitat have helped lay the groundwork for recovery,” said Ledwin. “Every report adds to our understanding of sturgeon in Maine and helps us build on those conservation efforts. We’re grateful to everyone who takes the time to share a sighting and help protect these fish for future generations.”

DMR Updates on Karenia Mikimotoi Bloom

September 23, 2026

Below are updates DMR has issued to Maine’s shellfish industry and interested parties regarding the recent bloom of the phytoplankton Karenia Mikimotoi. Announcements are arranged chronologically

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Commercial Fishing News

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

From the Director –

Here we are in October already! The leaves are turning autumn colors and are shaping up to be a beautiful fall. In Maine, the Moose hunt is going on right now and the wild turkeys are everywhere. You may want to take a ride “up country” to see the full extent of our foliage.

I’m trying to stay positive with this report, but as far as our fishery goes, this has been a slower season. Right now, the price of new shell is \$5.05, and the hard shell is \$6.05. As I said in the last report, with the price of fuel and bait, it has been a “hard row” this year. With Canada needing our lobsters for their processing, it would seem that the price would be a little higher by now.

There have been lean years and most of our younger ones have not experienced this kind of drought. We have lived through these tough times before, but it has been a while since this has happened. All we can do is stick it out and hope for the best. It is definitely a time that we will need to budget our expenses, especially with winter coming on and the price of heating oil will be the next challenge.

Operating costs have increased by 32 percent, with that knowledge, the net income has gone down by 34 percent. If you divide your fishery by thirds, that is almost a third of our income. Actually this year, the ones with the smaller boats are probably making out better in the long run because they do not require as much fuel as the bigger boats. A lot of the bigger boats have been repowered with bigger engines and crew is also an expensive issue. Unfortunately, a lot of the guys with smaller boats are going out alone, which is definitely a safety issue. Another thing that is happening is a lot of stern men are getting their own licenses and leaving the boats that they have been working on. With this being said, that captain needs to

find another sternman and the one that just got his license and a boat of their own, needs to find a sternman or go alone. Sounds like a conundrum, doesn’t it?!

A lot of the talk now is showing a little apprehension with the H. R. North Atlantic Extension Act that was introduced by Representative Mike Lawler and Representative Jared Golden. This is the bill that would extend the existing regulatory framework established under the Consolidated Appropriations Act, 2023 Concerning the North Atlantic right whale through 2035. The reason as I stated in my last report, is to have more time to study the data of the whales and to have a better understanding of the entanglement risks. What is happening now is there is fear of what we may possibly need to give up in order to do this. The concerns are, will there be a gauge increase, a vent increase, or trap limits? We have always been told that in order to balance the scale, there is a give and take here. What are we willing to suggest that we are willing to compromise with? Sometimes we have to be careful what we are asking for and if we receive it, what is next?

On a lighter note, Sardinefest is going on today in Searsport at the Penobscot Marine Museum. This is where they honor and celebrate sardine canning plants that were so predominant along our Maine Coast. I believe that the last operating plant closed down in 2010 which marked the end of an era. This represented a lot of jobs that started the beginning of the demise of hard working folks that made their living off of the ocean. This has been quite a success and we hope to get back there next year with D.E.L.A.

D.E.L.A. welcomes new members aboard! We welcome Reese Velishka from Stamford, Ct. and Marie-Therese DUYEA, Mrs. Perry B. Duryea, of our legendary lobster smack era. It is an honor and a privilege

to have these folks join us! My Dad was a crewman on the Perry B. lobster smack that transported lobsters to New York and Boston in the day. This was before tractor trailer trucks started transported the lobsters to market.

The Maine Fishermen’s Forum is now accepting seminar proposals for the upcoming Forum, March 4 – 6, 2027 at the Samoset Resort in Rockport, Maine. All RFPs are due by November 27, 2026. Proposals will be reviewed by the Forum and all submitters will be notified of placement or rejection by December 18, 2026. For RFP assistance please contact Hank Soule, hsoule@mainefishermensforum.org. For general event assistance, please contact Forum event producer Kim Curless, forum@mainefishermensforum.org.

Whether you agree or disagree with some of the issues and the stance that we take, you are welcome to join us, every member counts and makes a big difference! The membership form is right in this publication.

Take care and have a good rest of the season, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Giving North Atlantic Right Whales a Check-Up Using Advanced Technology August 17, 2026

This story is part three of a three-part series. Read about how we are listening for North Atlantic right whales with passive acoustics, monitoring them with aerial surveys, and using boats, drones, uncrewed surface vehicles and satellites to learn as much as we can about them and their habitat. In the Northeast, we work with many partners to track right whales, including mothers and calves, using advanced technology to help inform actions that reduce risks to the species.

Passive acoustic monitoring and aerial surveys can provide critical information about endangered North Atlantic right whales. But to assess their health, you need to get closer. That’s why we use these techniques in tandem with vessel surveys. From the water, scientists conduct drone photogrammetry, take biopsies and photographs, and even collect breath samples. Our team flies drones and takes samples from the R/V Selkie, a 23-foot boat, in Cape Cod Bay in the spring and in the Southeast over the winter.

Assessing Right Whale Health Using Drones and Biopsies

A biopsy—a small sample of skin and blubber—taken from a North Atlantic right whale. Scientists use biopsies for genetic and health analysis as well as many types of ‘omics research studies. Taken under NOAA permit # 27066. Credit: Whale Ecology Branch, NOAA Northeast Fisheries Science Center

Taking and analyzing specialized photos using a drone is called photogrammetry. It allows scientists to measure calf growth rates and check on mother right whales’ health. Mothers nurse their calves but do not eat while they are in the Southeast, so they lose blubber until they start feeding again in the Northeast. Our team gets a longer time series by sampling both in the Southeast calving grounds and Northeast feeding grounds. They also use drone imagery to examine scarring and entanglements. Our team processes the photos using an open source software called MorphoMetriX.

Our vessel survey teams also collect right whale biopsy samples. Along with state partners, they biopsied all but one of the 23 newborn calves this season. Samples provide critical information about the genetics

of the calves. Genetics allow us to identify individuals and trace family relationships. These samples can also inform scientists about the health of the calf. That information is added to the North Atlantic Right Whale Catalog.

To biopsy a whale, scientists slowly approach within 30 feet on a small boat and use a specialized hollow biopsy dart discharged by a crossbow. They collect a small sample of skin and blubber—about 1 inch long and the diameter of a pencil. The dart floats, allowing scientists to easily retrieve it for genetic and health analysis. The samples are quickly flash frozen aboard the boat. Ultimately, the samples are stored at the National Institute of Standards and Technology lab in Charleston, South Carolina. They are available for many types of ‘omics research studies. The team hopes that long-term preservation will enable researchers to do the most good for right whales.

Using Snot and Suction Cups to Study Whales

Researchers from our science center partnered with the New England Aquarium to collect breath, or “blow,” samples using drones. The drone flies over a surfacing whale and collects the air and “snot” exhaled through the blowhole onto a petri dish. This is a non-invasive and low-stress sampling method. Ongoing studies are investigating whether this can be used to measure the whales’ hormone levels, indicating pregnancy, stress levels, and other health parameters. If it can, it will help reduce the number of biopsy samples needed and increase our ability to sample health metrics from whales.

Another non-invasive and low-stress way to monitor whales is attaching a suction cup tag to the whale’s back using a drone. The tags can stay on for a few days. The tag collects data that help scientists understand feeding ecology, dive patterns, vocalization rates, and other whale behavior. They can also help trained responders track entangled whales.

Defining Right Whale Habitat Using Uncrewed Surface Vehicles

Our scientists use autonomous surface vehicles to understand right whale habitat. The vehicles are equipped with echosounders and a hydroacoustic instrument that collects information on currents. A transducer sends pings into the water and records what bounces back. By comparing responses from different frequencies, scientists are

working on using active acoustics to identify aggregations of the copepods right whales like to eat. The goal is to use this information to predict where and when right whales will gather and ultimately take action to reduce risks to whales.

Looking Forward: Using Satellites to Track Right Whales from Space

Our scientists lead the Geospatial Artificial Intelligence for Animals initiative. This is a broader collaboration with public and private sector partners to detect North Atlantic right whales using very high-resolution satellite imagery. They are currently building a training dataset of expert-annotated images capturing whales across a range of ocean conditions. It will support developing a machine learning model to reliably detect right whales from space under real-world conditions.

How We Reduce Risks to Right Whales

Vessel strikes and entanglement in fishing gear are the leading causes of North Atlantic right whale mortality. Our work with partners is helping us more effectively track right whales, including mothers and calves, with advanced technology, informing actions to reduce risks to these whales. For example, acoustic monitoring and aerial surveys allow us to share information about areas where right whales are detected using voluntary Dynamic Management Areas and Right Whale Slow Zones.

Right Whale Slow Zones and Dynamic Management Areas are voluntary programs to notify vessel operators to slow down to avoid right whales. Maintaining speeds of 10 knots or less can reduce the risk to right whales from lethal vessel collisions. From July 2025 to July 2026, we announced 84 Dynamic Management Areas and Slow Zones in the Northeast to reduce risks to whales. Of these, 47 were triggered by acoustic detections and 37 by visual detections.

All boaters from Maine to Florida can sign up for email or text notifications about the latest Right Whale Slow Zones. You can also download the free Whale Alert app, which will automatically notify you to slow down when you enter one of these areas. Additionally, partners use some of

these advanced technologies to reduce both entanglement and vessel strike risk for right whales in state waters. For example, Massachusetts Division of Marine Fisheries uses visual survey and real-time acoustic monitoring to decide when to open state waters to fishing activity and when to lift a seasonal speed restriction in Cape Cod Bay.

How Can I Help North Atlantic Right Whales?

You can play an important role in conservation by reporting sightings to NOAA Fisheries and partner agencies. These public reports add to data that researchers collect during using aerial and vessel surveys and passive acoustics. They also contribute to updated right whale population and calving season numbers.

American Tuna Gets a Boost: Increased Bluefin Tuna Quotas Mean More Opportunities for U.S. Fishermen

August 18, 2026

In a major win for America’s fishing industry, NOAA Fisheries is implementing increased bluefin tuna quotas after historic negotiations by the United States at the 2025 annual meeting of the International Commission for the Conservation of Atlantic Tunas (ICCAT). Today’s action—alongside additional quota increases for bluefin tuna, North and South Atlantic swordfish, and North Atlantic albacore—will dramatically expand access, create new fishing opportunities, and provide greater flexibility for U.S. fishermen.

U.S. pelagic longline fishermen who incidentally catch Atlantic bluefin tuna will also benefit from significantly greater operational flexibility. Through successful negotiations, the U.S. ICCAT delegation also secured a substantial increase in the bluefin tuna bycatch set-aside quota. It accounts for the catch of eastern Atlantic-origin bluefin tuna by U.S. vessels operating in the vicinity of the ICCAT bluefin tuna management area boundary and adjacent areas (i.e., western Atlantic exclusive of the Gulf of America). NOAA Fisheries has incorporated this increased allocation into its Individual Bluefin Tuna Quota program, providing additional opportunities for the fleet.

New England Fishermen's Stewardship Assoc. News

Congratulations Elyza Chipman winner of NEFSA's Youth Writing Contest!

Elyza received 4 free tickets to NEFSA's 4th annual Save Our Fisheries Summer Bash for her family, and got to take home a NEFSA swag bag. She read her personal story to all in attendance at Cooks! Well done, Elyza!

Elyza’s essay on growing up in a fishing family:

“My name is Elyza Chipman, and I am 13 years old. I live in Seal Cove Maine on Mount Desert Island. I am a sixth-generation fisherman. I’ve been lobstering for as long as I can remember. I got my student license at the age of eight and now have 50 traps of my own that I fish. I also help my dad as third crew on his boat.

My dad has taught me everything I know about being on the water and working on the boat. I have learned how to rig and haul traps, paint bouts, bait and set traps, tie the buoy and traps, drive and dock a boat. He has shown me the whole process of lobstering from start to finish.

We wake up at 4:30am, pack our lunches and head to the dock to get the boat ready and pick up the rest of the crew before heading out to haul our first trap.

During the summer, I go out with him to learn even more about the job. Being a fisherman’s child means helping out on the

boat and on the dock. I prepare all the bait, band all the lobsters, put fuel on the boat and even help with that maintenance with the boat like the oil changes. My dad cleans the boat while I drive home.

Working alongside my dad has taught me responsibility, hard work and valuable skills. I know I have to be responsible because it’s very dangerous to run a boat. The work on a boat involves heavy lifting and being on your feet most of the day along with long hours. School has not taught me about winds, currents, and tides like he has. I can say I’ve learned more being on the boat than I have in school.

Some of my favorite things about being on the boat are seeing sunrises, different animals, seeing what comes up in the traps, and going to different places on the boat that you can’t get to by land. A few of my least favorite things are waking up very early, the rough seas and the sea sickness.

Being a fisherman’s child is very special. I am grateful for everything my dad has taught me and the time that we get to spend together. I know the lessons he has taught me will stay with me for the rest of my life. Even on the longest and hardest days, he never gives up and that has inspired me to always do my best, never give up, and not to be afraid of hard work.”

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Bluefin by the Numbers

The baseline annual bluefin tuna quota increases from 1,316.14 to 1,509.58 metric tons. The pelagic longline bycatch set-aside quota increases from 25 to 62.5 metric tons. This represents a total increase of 17 percent.

Building on these historic outcomes, NOAA Fisheries is also increasing 2026 annual quotas for North and South Atlantic swordfish, and North Atlantic albacore to account for 2025 underharvests. Together, these actions maximize available fishing opportunities, ensure U.S. fishermen can fully benefit from sustainable fisheries management, and reflect the strong results achieved through U.S. leadership in international negotiations.

Beyond Ocean Mapping: Using Uncrewed Vehicles to Advance Ocean Research

August 20, 2026

Even when traditional research vessels can't safely reach parts of the ocean, the science doesn't stop. Uncrewed surface vehicles give scientists access to the ocean with fewer constraints, rewriting what is possible in oceanographic and fisheries research and addressing longstanding research questions.

It's January off of Nantucket Shoals. An uncrewed surface vehicle begins a series of carefully planned transects through Southern New England, collecting data day and night. There are no scientists onboard, but the 30-foot vessel is constantly measuring ocean currents, water temperature, salinity, weather and other ocean conditions. It's also helping identify areas with high fish and plankton abundance. Every nautical mile traveled adds to a more complete picture of how marine ecosystems function.

These missions reflect NOAA's growing use of uncrewed systems technology. Traditionally, these autonomous platforms have supported hydrographic surveys, nautical charting, and ocean mapping. But the benefits extend beyond creating better maps. Today, the same technologies are helping scientists answer complex ecological and oceanographic questions. They're collecting critical, high-accuracy, and time-sensitive data across nearly every mission area.

"Over the last several years, we have been able to expand the applications for how uncrewed surface vehicles can help with various research related to stock, ecosystem, and protected species evaluations and assessments," explains Dr. Conor McManus, marine development and advanced technology program lead for the Northeast Fisheries Science Center. "With each mission we conduct, we are learning more about the Northeast U.S. Shelf ecosystem, but also how we can better operationalize these

technologies to meet our scientific or data needs."

These technological advances are expanding where, when, and how our scientists collect ocean data. The results allow researchers to observe the ocean more continuously and in places that are difficult to sample with ships alone. These vehicles complement ship-based surveys—filling gaps in data that can arise from challenges like winter weather and limited ship availability.

This year, there were three uncrewed surface vehicle missions in the Northeast—two operated by Chance Maritime Technologies and one using DriX. They demonstrated how the benefits of uncrewed survey technology can answer many different scientific questions.

Reaching Places Scientists Can't Always Go

This spring and summer, the science center contracted Chance Maritime Technologies to survey portions of the Mid-Atlantic Bight and George's Bank. Their high-power MC40 uncrewed surface vehicle spent about 30 days surveying the region, covering approximately 4,500 kilometers. The mission focused on understanding the ocean conditions that create feeding habitat for endangered North Atlantic right whales. As an added bonus, researchers collected sightings of marine mammals and seabirds from boat cameras.

The survey used advanced oceanographic sensors to better understand why zooplankton—tiny drifting animals that form the foundation of the marine food web—aggregate in certain areas. Right whales rely on dense patches of zooplankton for food. Identifying the oceanographic and foraging conditions of these right whale hotspots can improve our understanding of why these animals form consistent, dense aggregations. Scientists observe where these patches occur, but questions remain: Why do they form? Why do they vary from year to year? What ocean conditions help create the dense aggregations on which whales depend?

To help answer those questions, the 40-foot uncrewed surface vehicle was outfitted with a suite of oceanographic and biological sensors: Acoustic echosounders; Acoustic Doppler Current Profiler; CTD instrumentation; Plankton imaging via periodic vertical casts; Algae levels and water clarity; Meteorological and oceanographic sensors.

As it surveyed, it continuously measured: Ocean currents; Water temperature and salinity; Plankton abundance and species; and Weather and ocean conditions

Continued on Page 20



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Boat And Ship Yard News



A Hinckley custom 61 in the paint bay at The Hinckley Company in Southwest Harbor.



A small wooden tugboat having her keel replaced at Yankee Marina in Yarmouth. The keel has been removed and you can see the new one in the background.

As for new boats, they already have their new 39 model, which was at the Newport International Boat Show in September, under construction at their Trenton facility. This is also offered as an outboard model, which makes it into a 41. The new 45 is under construction, but the first one is not yet complete.

Spring was very busy getting all the storage customers ready for the new season. In one of the shops is the custom Hinckley 61 GOLDEN ARGOSY, built in the early 1990s. She is undergoing a major refit, which includes painting the hull and decks, replacing the teak decks, interior modifications, and systems upgrades. The owners have owned this boat for most of her life and are making sure she is in perfect shape so they can pass it on to their children.

Most summers there are transients that come in needing some amount of work and this year was no different. However, they also had four boats that found underwater obstructions. Two of them were simple repair jobs, but two were not. They will need

to have their keels removed along with some of the interior joiner work so they can make the necessary fiberglass repairs around the top of the keel.

Other work includes four teak deck jobs. The winter schedule is shaping up to be a busy one.

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Diesel Class B - Up to 235 hp, 32 feet and over:



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Diesel Class C - 236 to 335 hp, 24 to 33'



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Diesel Class E - 336 to 435 hp, 24 to 33'



1) *Audrey May*, Randy Durkee



2) *Guilty Pleasure*, Jake Dugas



3) *Amy Kathren*, Mason Vintinner

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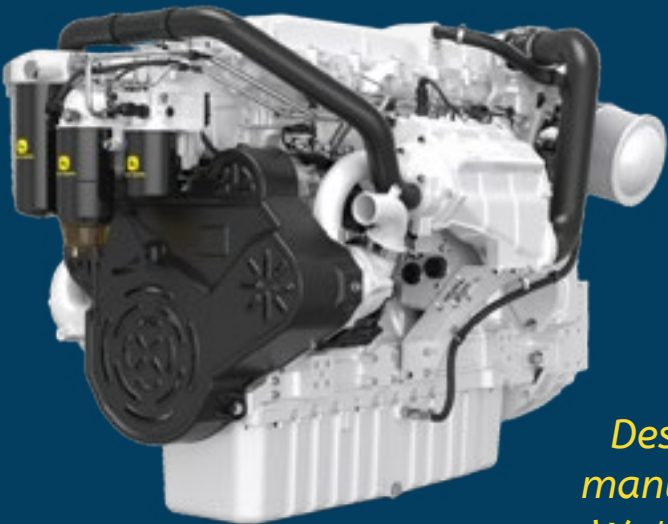
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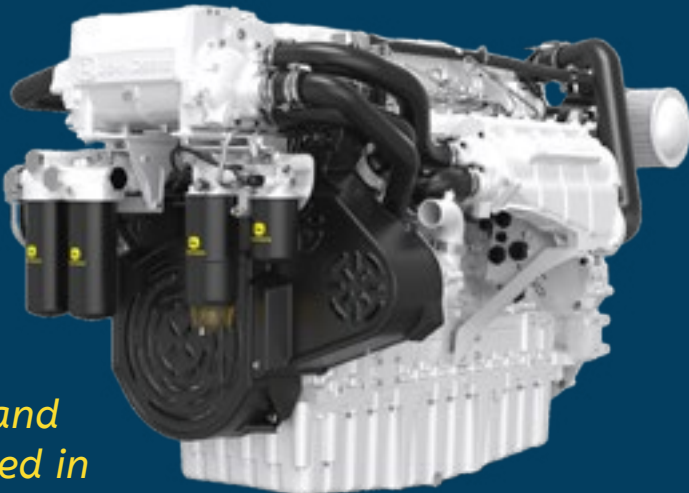


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2026 Maine Lobster Boat Racing Association Winners

Diesel Class G - 436 to 550 hp, 28 to 35'



1) *My Turn*, Mariena Beal

Diesel Class J – 551 to 700 hp, 36 feet and over:



1) *Mean Kathleen*, Shawn Clemons



2) *Master Mason*, David Vintinner

Diesel Class P – 40 feet and over; 751hp and over:



1) *Alexsa Rose*, Matt Shepard

Diesel Class H - 436 to 550 hp, 36 feet and over:



1) *First Team*, Travis Otis

Diesel Class K – 701 to 900 hp, 28 feet and over:



1) *La Bella Vita*, Jeff Eaton



3) *Temptation*, Wayne Clemons



2) *Kimberly Ann*, Eric Beal

Diesel Class O – 40 feet and over; 751hp and over:



1) *Natalie E.*, Dana Beal



3) *4 Ladies*, Tom Clemons



1) *Melynda M.*, William Coombs

Diesel Class L – 901 hp, 28 feet and over



1) *My Turn*, Mariena Beal

Diesel Class I - 551 to 700 hp, 28 to 35'



1) *Lil' Lisa Marie*, Gary Genthner

Diesel Class M – 40 feet and over, up to 500 hp



1) *Pull 'n Pray*, Justin Papkee



2) *Obsession*, Ryan Lemieux

Class Q. Non-working boats, any length, any horsepower & Wooden Boats (B) Any hp, 36 feet and over)



1) *Sari Ann I*, Ann Johansen



2) *Misty*, Chris Smith

Diesel Class N – 40 feet and over, 501 to 750 hp:



1) *Miss Madelyn*, Jason Chipman



3) *Aspiration*, Jackson Lemieux

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued on Page 22

above and below the ocean surface.

These observations are giving researchers new insight into the physical processes that shape zooplankton distributions and, ultimately, the feeding habitats of whales.

Funding for this work was provided by NOAA Office of Marine and Aviation Operations Uncrewed Systems Operations Center.

To improve efficiency while building on ongoing efforts, the Chance mission coordinated NOAA Fisheries’ long-running Ecosystem Monitoring Survey. For more than 40 years, the science center has conducted long-term surveys of the Northeast U.S. Shelf. It is one of the nation’s longest continuous records of changing ocean conditions. “Conducting near-real-time comparisons of our traditional net sampling with new plankton imaging and acoustics collections is a valuable opportunity,” shares Dr. Greg Ellis, oceanographic research analyst with the science center. “It will allow us to see how data from these different methods compare, and help us understand how to improve our data products using these new tools.”

During the spring survey, Chance Maritime coordinated sampling with NOAA Ship Pisces at 14 stations over 2 days. Scientists collected plankton samples using traditional bongo nets and optical instruments. The uncrewed surface vehicle gathered acoustic, oceanographic, and plankton imaging data at the same locations.

Each approach contributes different but complementary information. Net samples collected by scientists show what species are present throughout the entire water column. The uncrewed vehicle can pinpoint the depth where plankton are located, as well as the ocean conditions surrounding them. Understanding that vertical structure is essential—plankton and fish are not evenly distributed with water depth, and those patterns influence where predators, including right whales, find food.

Scientists will be able to gain a clearer understanding of plankton distribution by combining these complementary collection methods. The results will also help improve future autonomous surveys and refine how uncrewed vehicles are integrated into long-term ecosystem monitoring in the Northeast. The work comes at a time of NOAA’s growing investment in autonomous marine technologies. We recently awarded a \$21.6 million contract to Chance Maritime Technologies for the purchase of up to eight uncrewed marine systems over the next 5 years.

Monitoring a Changing Ocean

A second uncrewed surface vehicle model—a 25-foot-long submarine-shaped platform called the DriX—is helping NOAA scientists understand marine ecosystems in areas that can be difficult to consistently survey. Marine development, including offshore wind farms, oil and gas platforms, and aquaculture farms, can create survey challenges and data gaps in long-term oceanographic, fish, and protected species datasets. NOAA vessels and aircrafts may not be able to access and sample these areas safely or consistently, depending on the platform and work they need to conduct. The maneuverable DriX can sample as close as 65 feet from wind turbines, much closer than many large research vessels that support the science center’s survey enterprise.

Since its first mission in the fall of 2023, DriX has evolved from testing new technology to supporting repeatable scientific surveys. Subsequent missions in spring and fall 2025 and spring 2026 collected detailed measurements of fish and plankton biomass,

ocean currents, and other ocean conditions in and around offshore wind lease areas.

Scientists are working to understand how fish and plankton are distributed in these areas with new marine development, and how aggregation effects could alter future survey designs. These repeated surveys across different seasons and multiple years will help researchers separate natural variability from longer-term environmental change and improve future monitoring of offshore ecosystems.

Like the Chance vehicle, DriX expands NOAA’s capabilities by collecting data when research vessels are unavailable or conditions make traditional surveys difficult—including areas that are rarely sampled. This data will help us better understand oceanographic and biological differences inside and outside of marine development areas.

How DriX is helping fill data gaps in difficult-to-reach areas Advancing Technology for the Future of Ocean Observation

The value of uncrewed surface vehicles extends beyond the data collected during a single mission. Scientists are now designing surveys that combine autonomous vehicles, research vessels, and multiple types of sensors. This will enable us to answer questions that would be difficult for any one platform to address alone. At the same time, NOAA is building the data systems needed to process the large amounts of information these technologies collect. We will be able to turn large datasets into actionable information more quickly.

“Every time we send an uncrewed surface vehicle on a mission, we’re expanding what we can observe and understand about the ocean. By combining this technology with decades of NOAA science, we can fill important data gaps and better track how changing marine ecosystems are impacting the fisheries and protected species that depend on them.” — Dr. Chris Orphanides, the science center’s protected species lead for marine development

From helping scientists understand the feeding habits of North Atlantic right whales to improving fish and plankton monitoring around marine development areas and supporting future fisheries surveys, uncrewed systems are becoming an important part of NOAA’s research toolkit.

Mackerel on the Move: Cooperative Research Investigates Atlantic Mackerel Abundance Under Changing Ocean Conditions

Changing conditions are more than an oceanographic curiosity—they’re reshaping where fish are found and when fishermen encounter them.

August 24, 2026

Atlantic mackerel have long followed a predictable seasonal migration across the Northwest Atlantic. Each spring, mackerel move north from southern New England and the Mid-Atlantic—through Georges Bank and along the Scotian Shelf—toward the Gulf of St. Lawrence and Newfoundland. Then, they return south as ocean temperatures start to cool in the fall.

In recent years, that familiar pattern has become less predictable. Throughout a period of persistent warming across the Northeast U.S. shelf, several marine species were observed shifting northeast and into deeper waters. But beginning in 2024, an unusual period of cooler ocean conditions across the region drew attention from both scientists and fishermen. As scientists and fishermen documented widespread cooling, delayed migrations, and species redistributions, fishermen began reporting an apparent

uptick in Atlantic mackerel—sometimes in unexpected locations.

The Atlantic Mackerel Cooperative Research Initiative is looking at which ecosystem drivers are influencing the increased mackerel population and shifting migration patterns.

Fishermen Spot Signs of Change

After decades of declining Atlantic mackerel abundance, commercial and recreational fishermen throughout the Northeast began reporting an uptick over the past few years. Fishermen have also observed other target species like white marlin, billfish, sand lance, and Illex squid in surprisingly high numbers. At the same time, Atlantic mackerel, striped bass, red drum, bluefish, and other species are appearing in unexpected places and at unusual times.

Fishermen are essential partners in helping understand shifting oceanic conditions. Their firsthand accounts are often an early indication something is changing in the ecosystem. Fishermen’s reports prompted conversations between Northeast Fisheries Science Center researchers and industry members. They wondered: Are Atlantic mackerel beginning to recover, and what environmental drivers are behind the changes in the mackerel population and distribution?

How you can contribute your on-the-water observations Cold-Water Events Offer New Clues

The timing of the fishermen’s observations coincides with an unusual oceanographic event. Although the Northeast U.S. Shelf is one of the fastest-warming marine ecosystems in the world, something unexpected happened in 2023. A pulse of cold, fresh northern water entered the region, spreading cooler ocean temperatures throughout the northeast continental shelf and slope through 2024. Scientists had not observed oceanographic conditions like that since the 1990s.

NOAA’s annual State of the Ecosystem reports help connect observations like those from the fishing community with the long-term scientific monitoring that revealed cooler-than-expected ocean temperatures. The 2025 report documented the cold, fresh pulse and highlighted fishermen’s reports of abundant Atlantic mackerel and other cold-water species. Although those cooler temperatures persisted through 2025, the mechanisms that drove those conditions in 2024 were likely different from 2025.

Building on this shift in conditions, the 2026 State of the Ecosystem report introduced marine cold spells as a new ecosystem indicator. It added seasonal and decadal ocean temperature forecasts that extend through 2035. These adaptations are helping managers move beyond describing ecosystem changes and towards anticipating and planning for them.

“We haven’t seen an oceanographic signal like this since the 1990s. This cold pulse could be associated with the cooler ocean temperatures in 2024 and 2025 reshaping the habitat of Atlantic mackerel during their migration” — Dr. Glen Gawarkiewicz, Physical Oceanographer and Senior Scientist at Woods Hole Oceanographic Institution.

For Atlantic mackerel, these changes could matter. The latest Atlantic mackerel stock assessment found signs of improving abundance after years of rebuilding efforts. But questions remain about the role of recent ocean conditions in mackerel abundance and migration. Cooler waters have historically been associated with higher survival rates for larvae and juvenile fish, but temperature alone is unlikely to tell the whole story. Scientists suspect it may be one piece of a much larger environmental puzzle, with cooler ocean temperatures

acting as a proxy for other conditions that influence recruitment and survival.

Cooperative Research to Solve the Puzzle

NOAA Fisheries is supporting multiple collaborative research programs to answer these questions—and more. We recently launched a \$2.3 million cooperative research initiative that will engage more than 50 fishing vessels to improve our understanding of the Atlantic mackerel stock. Fishermen will work alongside researchers to: Develop new survey tools and technologies that improve estimates of stock abundance; Quantify mackerel movement between Northeastern U.S. and Canadian waters; Evaluate mackerel spawning seasonality; and Collect and analyze data to reduce uncertainty in future stock assessments.

Another complementary project is exploring how changing ocean conditions may be influencing where Atlantic mackerel are found and when they are encountered by fishermen and scientific surveys. The NOAA-supported Quantitative Ecology and Socioeconomics Training Program will include researchers from the Cooperative Institute for the North Atlantic Region, led by Dr. Camrin Braun at the Woods Hole Oceanographic Institution. They will combine fisheries observations, scientific survey data, and ocean measurements to better understand shifts in mackerel distribution and availability. The team will specifically investigate how the recent influx of colder northern waters to the shelf ecosystem influence Atlantic mackerel availability throughout the Northeast. This will give scientists and managers better context for interpreting survey and fishery data.

“Mackerel may not always be where we expect them to be. Our goal is to understand whether recent changes reflect a real shift in the population or whether changing ocean conditions are affecting where the fish are found and how often fishermen and surveys encounter them.” —Dr. Camrin Braun, Ocean Ecologist and Assistant Scientist at Woods Hole Oceanographic Institution

Together, these efforts are combining local knowledge and long-term science to improve our understanding of a changing ocean and help managers prepare for what comes next.

NOAA Announces Confirmed U.S. Large Whale Entanglement Numbers for 2025

There were 76 confirmed large whale entanglement cases in 2025—similar to the historical average and a decrease from 2024.

September 30, 2026

NOAA Fisheries has released the National Report on Large Whale Entanglements Confirmed in the United States in 2025. There were 76 confirmed large whale entanglement cases nationally in 2025. This is lower than the 95 confirmed large whale entanglement cases in 2024. It is slightly higher than the average annual number of confirmed entanglements over the previous 18 years, which is 72.7.

The annual report helps NOAA meet our mandates by facilitating “the dissemination of reference data on the health of marine mammals and health trends of marine mammals in the wild” under Section 402 (Title IV) of the Marine Mammal Protection Act.

Entanglements in fishing gear or marine debris represent a continued threat to the welfare and recovery of many whale species. This includes species that are endangered, such as North Atlantic right whales. Entanglements involving threatened or endangered species can have significant negative impacts on the population as a whole.

Maine Department of Marine Resources News

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with the most recent listed first.

It is important to note that this species of phytoplankton is not toxic to humans. Shellfish and other marine organisms may still be harvested and sold during the bloom by aquaculturists, harvesters and dealers who are always required to meet rigorous regulatory standards that ensure the product that makes it to market is safe and wholesome for human consumption.

October 2, 2026

As a reminder, *Karenia mikimotoi* is a type of naturally occurring marine phytoplankton or algae that does not negatively impact human health. It remains safe to eat shellfish and fish harvested from Maine waters.

DMR continues to monitor the *Karenia mikimotoi* bloom throughout coastal Maine waters. Sampling includes phytoplankton cell counts in sea water, collection of various marine species for future toxin testing and histology as well as dissolved oxygen measurements. DMR is also partnering with several institutions to further understand this bloom including Bigelow Laboratory for Ocean Sciences, Maine Aquaculture Innovation Center and the University of Maine Darling Center.

Casco Bay area:

The bloom is continuing to dissipate within inner Casco Bay. No significant water discolorations are being reported or were observed by DMR this week and cell counts continue to decline. Dissolved oxygen has shown isolated decreases but overall was stable this week.

Midcoast area:

Satellite imagery, Marine Patrol flyovers, cell counts and fishermen observations have all indicated an increase in bloom activity from Phippsburg to Port Clyde particularly along peninsulas and ocean-facing embayments. As was observed in Casco Bay, algal blooms are patchy and

do not impact each community or waterway similarly. Biological samples were collected for analysis in impacted areas.

Penobscot Bay area:

Satellite imagery, Marine Patrol flyovers, cell counts and fishermen observations have indicated patchy blooms of *Karenia mikimotoi* within Penobscot Bay. A DMR sample in Port Clyde had a cell count over 50 million cells per liter which indicated a very high-density bloom. No impacts to marine organisms have been reported.

Offshore:

The offshore bloom has grown in intensity following the recent rain event based on satellite imagery, DMR observations and fishermen reports. Reports from one-half mile to five miles offshore have reported water discoloration from offshore Portland to Penobscot Bay.

Relative Fluorescence and Chlorophyll-a concentration from Satellite for Northeast US - NCCOS - National Centers for Coastal Ocean Science shows the active bloom. Chlorophyll-a is presumed to be dominated by *Karenia mikimotoi* throughout the state as numerous confirmatory samples have been taken within high Chlorophyll-a areas.

Be on the lookout for discolored water, rust color to brown and almost black depending on the density of the phytoplankton cells. You may also observe an unpleasant odor that will intensify as the bloom collapses. Where the bloom is most dense it is likely to cause mortalities particularly in softshell clams and marine worms. It is less likely to kill other marine organisms that can easily move away from areas of lower oxygen (e.g. fish or lobsters not in a trap or crate). While *Karenia mikimotoi* can produce low potency toxins, the toxic impacts are believed to be limited to direct contact with marine organisms, specifically through their gills and are not transferred up the food chain.

Please report observations of discolored water and/or marine organisms dead

or dying to DMRPublicHealthDiv@maine.gov

September 23, 2026

As noted in communications DMR has issued to Maine’s shellfish and aquaculture industries over the past two weeks, we continue to monitor the development of a *Karenia mikimotoi* bloom in coastal Maine waters.

As a reminder, *Karenia mikimotoi* is a type of naturally occurring marine phytoplankton or algae that does not negatively impact human health. It remains safe to eat shellfish and fish harvested from Maine waters.

Satellite imagery from the National Oceanic and Atmospheric Administration (NOAA) National Centers for Coastal Ocean Science (NCCOS) shows an active phytoplankton bloom from northern Massachusetts to Jonesport area and offshore in much of the Gulf of Maine. It appears most dense offshore from Phippsburg to Vinalhaven with very dense pockets in western Penobscot Bay. While the satellite images are not specific to *Karenia mikimotoi*, it is assumed this is the dominant species comprising the current bloom based on coastal sampling. It is also important to note that satellite images can only capture what is on the surface and it is possible the bloom is also present in other areas at depth.

Casco Bay area:

Bloom monitoring using satellite imagery indicates a decline in intensity in the inner Casco Bay region. On the ground sampling and observations support this with lower phytoplankton cell counts and less visible water discoloration. However, as the active bloom collapses, the impact of reduced oxygen in the water increases and continued mortalities of shellfish and marine worms are likely.

Penobscot Bay area:

Bloom monitoring using satellite imagery indicates an increase in intensity in

western Penobscot Bay between Owls Head, Northport and Islesboro. There is also a dense patch south of Vinalhaven. Industry members have reported discolored water in Stonington. The bloom in the region appears to be expanding and it is likely impacts to marine organisms from low oxygen will be observed.

Be on the lookout for discolored water, rust color to brown and almost black depending on the density of the phytoplankton cells. You may also observe an unpleasant odor that will intensify as the bloom collapses. Where the bloom is most dense it is likely to cause mortalities particularly in softshell clams and marine worms. It is less likely to kill other marine organisms that can easily move away from areas of lower oxygen (e.g. fish or lobsters not in a trap or crate). While *Karenia mikimotoi* can produce low potency toxins, the toxic impacts are believed to be limited to direct contact with marine organisms, specifically through their gills and are not transferred up the food chain.

Please report observations of discolored water and/or marine organisms dead or dying to DMRPublicHealthDiv@maine.gov

September 18, 2026

The Maine Department of Marine Resources announces the adoption of the following emergency rule:

Chapter 9: Harvester: Shellstock Harvesting, Handling and Sanitation [Targeted Closures]

CONCISE SUMMARY: The Commissioner adopts this emergency rulemaking to establish targeted closures in Casco Bay to include the entire intertidal growing area of Maquoit Bay in the town of Brunswick and the eastern side of Middle Bay in the town of Harpswell. The Department is concerned that continued harvesting during the phytoplankton bloom (*Karenia mikimotoi*) in

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We now have a listing of over 168,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 6' adding more vessels and updating the ones already listed. Hope to have ready the end of Summer.

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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Dedicated to the Preservation of Maritime Writings

Maine Department of Marine Resources News

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these areas will cause additional stress on the shellfish resource, as well as increased mortality. The Commissioner finds an immediate closure is necessary to protect and conserve the shellfish resource in these harvest areas from unusual damage. For these reasons, the Commissioner hereby adopts an emergency closure of shellfish harvesting in these areas as authorized by 12 M.R.S. §6171(3)(A).

EFFECTIVE DATE: September 19, 2026

The adopted regulation is available at: <https://www.maine.gov/dmr/rules-enforcement/regulations-rules>.

A copy of the complete filing is available at: <https://www.maine.gov/dmr/rules-enforcement/regulations-rules/emergency-regulations>.

September 16, 2026

REMINDER: the *Karenia mikimotoi* bloom is not a risk to human health either from recreational or work-related skin contact or from consumption of shellfish or other marine organisms.

The *Karenia mikimotoi* algal bloom centered in Casco Bay is now visible from the Maine/New Hampshire border to Penobscot Bay. Outside of the Casco Bay area, the bloom is largely offshore or in the middle of large bays without reported marine organism mortalities. Intertidal impacts are still predominantly only occurring in Casco Bay now having been observed at Maquoit Bay (Brunswick), Middle Bay (Brunswick/Harpswell) and Broad Cove (Cumberland). This week, cell counts have been generally trending downward in Casco Bay and along with other indicators such as observable decomposition on intertidal flats, suggest that the bloom may be past its peak. Algal blooms are patchy in their distribution and do not impact every waterbody or shoreline the same way. In locations where dissolved oxygen levels were taken, they show a generally stable pattern in Casco Bay with a few locations showing reduced levels. Dissolved oxygen levels may decrease creating anoxic conditions in areas where the bloom decomposes, resulting in impacts to benthic organisms. Similar to impacts from the active bloom, anoxic conditions created by decomposing blooms are often patchy in nature. Phytoplankton and dissolved oxygen testing will continue until the bloom has ended. Samples of marine organisms are actively being collected for examination by the DMR fisheries pathologist and archived for later testing.

Please visit the DMR website for notices of biotoxin and bacterial shellfish closures.

September 11, 2026

Additional sampling efforts and environmental observations have been completed by DMR and other organizations during the week. The *Karenia mikimotoi* bloom impacting Casco Bay is persisting and elevated cell counts and water discoloration is known to be present in areas between Crescent Beach, Cape Elizabeth and the New Meadows River. Bigelow Laboratory for Ocean Sciences also completed a genetic analysis confirming the species identification. Cell counts vary from site to site with a maximum estimated cell count of 5,000,000 cells/L in Maquoit Bay. Outside organizations have reported to DMR cell counts as high as 12,000,000 cells/L. These cell count ranges are relatively similar in scale to the 2017 *Karenia mikimotoi* bloom. Industry members have observed marine organism impacts on the mud flats in Maquoit Bay

and Middle Bay. Soft-shell clam samples are under analysis to further understand the cause of the observed stress and/or mortality. It should be noted that algal blooms such as this are typically patchy in nature and are prone to moving around with the tide and current. Impacts are often equally patchy in nature. As a reminder, this algal bloom has no human health impacts and shellfish may still be harvested during the bloom and consumed safely.

September 9, 2026

The following is some guidance for shellfish growers who may be impacted by the current *Karenia* bloom primarily in the Casco Bay area. Reminder, this bloom does not impact human health and it is safe to harvest, sell and consume shellfish.

1. First, determine if your farm is being impacted by the bloom.

This is a visible bloom. To easily determine if it is in the vicinity of your farm, take a scoop of water in a clear container and see if there is obvious discoloration of the water. This is a “you’ll know it when you see it” kind of determination, if you are thinking, well maybe there is a very slight change, then you are not in a bloom that will adversely impact your farm at the moment. This assessment should be done every day because the bloom can grow and move around. People outside of Casco Bay likely don’t have to worry but that could change and everyone west of Penobscot Bay should be making close observations on their farms.

2. Second, if you determine you are in a bloom area, consider your risk.

Where is your product in the water column, what size is your product, is it also being stressed by something else. Shellfish at smaller sizes are going to be most vulnerable, take care of them first. The most important consideration in this bloom is reduced oxygen caused at night when the cells move toward the bottom and respire and when the bloom crashes and starts decomposing. We don’t have evidence that the toxins that are generated by *Karenia mikimotoi* have impacted Maine shellfish species in the past, but we also can’t rule it out. We do know shellfish have died from reduced oxygen levels in Maine in the past.

3. Third, assess your options and take action.

- Can you get shellfish temporarily out of the water, for example by flipping the cages? During the day, the bloom will be at the surface, at night the bloom sinks toward the bottom.
- Can you take some product out of the water, for example putting it in cold storage on land (make sure it has tags)?
- Can you move product to another lease site or LPA in an area not being impacted by the bloom? Do you know someone in an area that is not impacted that would allow you to move product to their site? Keep in mind that if you move product the site you move it to must already allow that gear type and species. And make sure you follow all Chapter 24 regulations on the restriction of movement for disease considerations (e.g. MSX areas).

In 2017, the last time we had a *Karenia mikimotoi* bloom on this scale the entire event lasted about 3 weeks. Blooms are very dynamic and maybe gone in a localized area much more quickly.

DMR will continue to monitor the bloom, including with flights to document the extent. Shellfish will be sampled from impacted areas periodically and updates will be provided.

September 8, 2026

The Department of Marine Resources

is monitoring a bloom of the commonly occurring phytoplankton *Karenia mikimotoi* in Casco Bay. The bloom has been observed from Portland Harbor to Middle Bay. Observations have also been reported of the bloom being present in New Hampshire and Massachusetts waters. Phytoplankton counts in Portland were 2,000,000 cells/L. Observations by DMR staff and from public reports indicate brown discoloration of the water and an accompanying smell.

Unlike other toxic blooms that the Department routinely monitors (e.g. “red tide”; PSP-, ASP- or DSP-related phytoplankton), this species of phytoplankton is not a threat to human health, however, this species can have harmful effects on marine organisms. *Karenia mikimotoi* can produce compounds that can potentially impact fish and shellfish, and there have been fish kills and benthic mortality events reported during blooms of this species (e.g., in Hong Kong, Australia, Ireland, Japan, Korea, Alaska and in the 2017 Casco Bay event). Mortality events have been attributed to low dissolved oxygen resulting from high biomass blooms (especially as the bloom declines) and/or fish-specific toxins. The last time there was a bloom impacting Maine, Casco Bay in 2017, the highest sampled count was 44,000,000 cells/L and shellfish and lobster (unable to move out of anoxic areas due to being in traps or crates) mortalities were reported in some communities. Early reports have indicated clam mortalities in Middle Bay and Maquoit Bay that may be related to this bloom.

Industry members located in the Casco Bay region should remain alert for signs of low oxygen, water discoloration and an odor. The lowest dissolved oxygen levels may occur at night or in the early morning. Many dinoflagellate cells migrate to the surface during the morning so that they can utilize light for photosynthesis, at the end of the day, they migrate to deeper waters and respire, which consumes oxygen. Typically, oxygen is lowest around sunrise and if cells are vertically migrating, oxygen can be depleted in the bottom layers through this process.

The Department will continue taking samples to monitor and evaluate the bloom. The Department will provide regular up-

dates on the progress of the bloom throughout Casco Bay. Questions can be directed to DMRPublicHealthDiv@maine.gov.

Marine Patrol Searching Near Nubble Light for Missing Boater

September 24, 2026

CAPE NEDDICK – The Maine Marine Patrol is searching for 84-year-old Chester Benjamin Wiggins of Bedford, Massachusetts, whose 17-foot Boston Whaler was found Wednesday afternoon by a local resident, overturned on the shore near the Cape Neddick Nubble Light. Mr. Wiggins was last seen Tuesday evening aboard his boat in Cape Neddick Harbor. Marine Patrol began the search yesterday with members of the US Coast Guard and the York Police Department. The Marine Patrol continued the search this morning by plane and along the shoreline but was unable to search by boat due to high seas. York Police Department has deployed drones near Nubble Light and Cape Neddick Harbor. Marine Patrol will continue the search effort in the coming days.

Body of Missing Boater Recovered

September 25, 2026

YORK – The Maine Marine Patrol along with York Fire Department rescue swimmers recovered the body of 84-year-old Chester Benjamin Wiggins of Bedford, Massachusetts at approximately 1:30 p.m. today.

Mr. Wiggins’s body was located 150 feet from shore off Ocean Avenue Extension in York by a witness who reported it.

His body has been transported to the Office of Chief Medical Examiner.

A search for Mr. Wiggins began Wednesday when his overturned 17-foot Boston Whaler was found in the afternoon by a local resident on the shore near the Cape Neddick Nubble Light. Mr. Wiggins was last seen Tuesday evening aboard his boat in Cape Neddick Harbor.

The search continued over the past two days with today’s search involving members of the Marine Patrol, York Police and Fire Departments, and the York County Emergency Management Agency’s Drone Team.

Marine Patrol will investigate the cause of this incident in the coming weeks.

MISC. COMMERCIAL FISHING NEWS

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Whales unable to free themselves can carry the entangling gear for days, months, or even years. Entanglements often interfere with swimming, feeding, breathing, and other vital functions. Severe entanglements can cause injuries that result in death from infection, starvation, amputation (of the flippers or flukes), blood loss, strangulation, or drowning.

Working with Partners to Respond to, Track, and Document Entanglements

NOAA Fisheries’ Marine Mammal Health and Stranding Response Program is proud to work with our partners in the U.S. Large Whale Entanglement Response Network. The Network is composed of highly skilled experts and trained response teams along all coasts. Network members track and document as many of these entanglement incidents as possible.

Scientists and managers use entanglement data to determine the impact of entanglement on individual whales and on populations. They look at different aspects of each entanglement case, including: Entanglement rates; Entanglement severity; Configuration of the entanglement on the animal; Type of gear or debris; Injuries and

impact to the animal.

Experts use these criteria to evaluate existing management measures and implement new management measures that balance supporting successful and thriving marine industries with reducing the threat of entanglement to large whales.

How You Can Help

The U.S. Large Whale Entanglement Response Network relies on entanglement reports from the public. However, you should not attempt to disentangle whales yourself—call authorized professional responders instead. Disentangling large whales is a dangerous activity that requires years of training, specialized knowledge, and skills. Experts use customized tools and equipment to ensure the safety of the animals and the response team. Authorized U.S. Large Whale Entanglement Response Network responders can typically remove more of the entangling gear than members of the public. This leads to better outcomes for the whale and helps us gather valuable information that may reduce future entanglement threats and impacts.

State Entanglement Hotlines

If you encounter an entangled large whale, call your state hotline: Maine through Virginia: (866) 755-NOAA (866-755-6622)

U. S. NAVY NEWS

Continued from Page 8

CVN 79 to be delivered to the U.S. Navy on the fastest path possible to achieve combat readiness.

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.

The Portfolio Acquisition Executive (PAE) for Maritime is the single accountable organization for delivering surface ships for the U.S. Navy. This new centralized organizational construct will empower leaders with broader scope and greater authority to accelerate delivery of combat capability and ensure acquisition speed and discipline are driven by what the warfighter needs-when they need it.

Navy to Procure 30 Medium Unmanned Surface Vessels Following Completion of Phase I At-Sea Testing

29 September 2026

WASHINGTON, D.C. — Today, the U.S. Navy announced its plans to procure 30 Medium Unmanned Surface Vessels following the completion of Phase I at-sea testing marking a key milestone for the program and demonstrating the Department’s commitment to deliver asymmetric capability to Fleet warfighters to counter evolving threats.

Production Other Transaction Authority (OTA) agreements were awarded to Galliano Marine Services, HII, and Saronic Technologies following successful at sea testing. Each agreement includes the procurement of 10 MUSVs, at an average procurement cost of \$40,000,000 per vessel. The first MUSVs are scheduled to be delivered to the Navy prior to the end of Fiscal Year 2027.

In addition to the OTA agreements, Leidos, PAC MAR, and Sea Machines were determined to complete the project provided for in their prototype other transaction agreement and will receive a \$15 million award as part of the previously established terms of the prototype OTs, and alongside the OT

awardees, will be accepted onto the Drones.mil hosted Maritime Marketplace, where they are now eligible to receive follow-on production agreements from authorized acquisition authorities across the DOW.

“Our warfighters don’t have time to wait on bureaucracy while our adversaries pace forward,” said Acting Secretary of the Navy Hung Cao. “Our message to the defense industrial base is simple: build fast, deliver on time, and match the urgency of the threat. This MUSV award is a prime example of how we are streamlining acquisitions to ensure our Sailors and Marines have the capabilities they need to fight, win, and come home safe.”

Testing evaluated, among other things, core capabilities including the vessel’s ability to see and understand the surrounding maritime environment, how well the vessels navigate autonomously according to International Regulations for Preventing Collisions at Sea, and the vessel’s ability to conduct a long-duration mission.

Building on these results, the Navy released a MUSV Phase II Integration and Testing Call for Solutions (CFS) on September 23. The CFS seeks to expand its acquisition pipeline through a Maritime Marketplace to broaden offerings and satisfy future MUSV mission sets.

“MUSVs are an important part of the hedge strategy laid out in our U.S. Navy Fighting Instructions. They give commanders a Tailored Offset — additional capacity and capability that can be rapidly adapted to the threat, distributed across the battlespace, and placed at risk without placing Sailors at unnecessary risk,” said the Chief of Naval Operations. “Just as importantly, MUSVs give us a platform for rapidly integrating new sensors, weapons, and other mission payloads as technology and operational requirements change. This is about moving beyond experimentation and putting reliable, combat-relevant capability into the hands of our Sailors at the speed the Fleet requires.”

The Direct Reporting Program Manager for Robotic and Autonomous Systems

(DRPM RAS) will play a central role in accelerating the fielding and integration of MUSVs across the Fleet, ensuring these systems move rapidly from development into operational use. Working closely with the Robotic and Autonomous Systems Warfighting Development Center (RASWDC), DRPM RAS will help put reliable systems in the hands of Sailors while RASWDC develops the tactics, training, and operational experience required to employ them effectively. Through the Navy’s Containerized Capability Campaign, that partnership will give commanders adaptable platforms for rapidly integrating sensors, weapons, autonomous systems, and other mission payloads — allowing the Fleet to tailor capability to the mission and expand combat power at the speed the operational environment demands.

Navy Announces Commissioning of the Future USS Ted Stevens

02 October 2026

WHITTIER, AK — The U.S. Navy will commission its newest Flight III Arleigh Burke-class destroyer, USS Ted Stevens (DDG 128), on Saturday, Oct. 3, at 12 p.m. AKDT in Whittier, Alaska.

The commissioning of USS Ted Stevens delivers an immediate, decisive expansion in surface fleet lethality and global deterrence. Engineered to prevail in contested environments, the warship integrates the AN/SPY-6(V)1 Air and Missile Defense Radar and Aegis Baseline 10 combat system, establishing unparalleled Integrated Air and Missile Defense (IAMD) capabilities across simultaneous anti-air warfare and ballistic missile defense operational profiles.

The ship and its commissioning location honor the legacy of the late Senator Ted Stevens, who was a decorated Army Air Corps pilot in World War II, flying hazardous transport missions over “The Hump” in the China-Burma-India theater. Returning to Alaska following World War II, he became a champion of Alaska statehood. Stevens later served in the U.S. Senate from December

1968 until January 2009, where he served as the president pro tempore in the 108th and 109th Congresses and was the third U.S. Senator to hold the title of president pro tempore emeritus. In the Senate, Stevens promoted national security, worked to strengthen our military with modern weapons, new facilities, and improved pay and benefits. Selecting Whittier highlights Alaska’s critical strategic geography and reinforces the Navy’s persistent operational readiness to secure vital high-latitude sea lanes and defend the homeland.

The ship’s sponsors are Mrs. Catherine Ann Stevens, Senator Stevens’ wife, and his daughters, Mrs. Susan Stevens Covich and Mrs. Lily Stevens Becker. In accordance with naval tradition, the sponsors will order the crew to “Man our ship and bring her to life!” As sponsors, they will represent the ship’s enduring connection to the Stevens family throughout the vessel’s operational lifetime.

From the North Pacific campaigns of World War II to current Arctic operations, the Navy and Alaska have maintained a shared commitment to defending the nation’s northernmost sea lanes. Today, the Navy maintains a persistent operational presence in Alaska by conducting high-latitude maritime security patrols, cold-weather warfare training, and joint-force exercises designed to project decisive naval power, secure critical sea lanes, and defend the homeland.

Following commissioning, USS Ted Stevens will transit to its homeport in Norfolk, Virginia, joining the operational fleet fully prepared to deploy in support of national defense priorities and global maritime security.

The commissioning of the USS Ted Stevens (DDG 128) underscores the Navy’s commitment to building America’s Golden Fleet. For 250 years, American naval power has projected strength globally. That mission continues – and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Golden Fleet is our answer.

U. S. COAST GUARD NEWS

Continued from Page 9.

because of workforce shortages. Additional stations will return to full operations in the future.

The Coast Guard prioritized six stations to return to full operations in 2027 based on operational risk and mission demand: Station Castle Hill, Rhode Island; Station Milford Haven, Virginia; Station Saginaw River, Michigan; Station Vallejo, California; Station Golden Gate, California; Station Rio Vista, California.

“Record recruiting is giving us the people we need to strengthen frontline operations,” said Adm. Kevin E. Lunday, commandant of the Coast Guard. “Returning these stations to full operations means more Coast Guard men and women serving in our communities and greater capacity to respond when the American people need us. This is an important step, and more stations will follow.”

The Coast Guard reduced operations at several units in 2023 and 2024 through its Force Alignment Initiative in response to workforce shortages. The initiative shifted personnel to higher priority units and missions while maintaining the Coast Guard’s ability to meet operational demands.

Record recruiting reversed that trend. The Coast Guard now has the personnel to fully staff these six stations and restore capabilities that were reduced.

Returning these stations to full operations will increase capacity for search and

rescue, maritime security and law enforcement. It will also increase Coast Guard presence in the communities these stations serve and strengthen the Coast Guard’s ability to respond to crises or contingencies on the water.

Reconstitution of these stations, to include staffing and restoration of full operations, is contingent upon Fiscal Year 2027 appropriations. The Coast Guard will continue to prioritize the return of stations to full operations based on operational risk, mission demand, and availability of funding. Additional stations will be announced in the future

Coast Guard orders six additional C-130J surveillance aircraft

Oct. 2, 2026

WASHINGTON – On Sept. 24, 2026, the U.S. Coast Guard leveraged existing U.S. Air Force contracts to order six baseline C-130J long-range surveillance aircraft from Lockheed Martin Aeronautics in Marietta, Georgia.

This acquisition expands the Coast Guard’s C-130J program to 25 total aircraft. The Coast Guard expects to receive the first C-130J from Lockheed Martin in fiscal year (FY) 2028, with all six arriving by the end of FY 2030. Following delivery, the Coast Guard will award separate contracts to configure the aircraft to meet the Coast Guard’s mission requirements that designate the aircraft as HC-130Js.

These acquisitions continue the on-

going modernization of the Coast Guard’s aviation fleet. Compared with the legacy C-130H model, the new C-130J aircraft features a more advanced engine and propellers, yielding a 20% increase in speed and altitude, as well as a 40% increase in range.

HC-130J aircraft operate in core Coast Guard missions including counterdrug operations, alien interdictions, and search-and-rescue recoveries. The fleet is vital to the Coast Guard’s efforts to save lives, secure, control, and defend the U.S. border and maritime approaches, facilitate commerce vital to economic prosperity, and respond to crises and contingencies.

“The HC-130J is the largest and most capable airlift asset for the Coast Guard and the Department of Homeland Security,” said Michael Haycock, director of systems integration (CG-SI). “Expanding our fleet supports the most critical Coast Guard missions and those of our DHS partners.”

This procurement also supports the Coast Guard’s plans to expand its HC-130J operations to additional air stations, including Air Station Sacramento, California, which received its first HC-130J in July 2026. The Coast Guard currently operates the HC-130J out of three air stations: Elizabeth City, North Carolina; Kodiak, Alaska; and Barbers Point, Hawaii.

The Coast Guard funded this acquisition using up to \$735 million of the \$1.412 billion provided by the fiscal year 2025 One Big Beautiful Bill Act for fixed-wing aircraft. The FY 2025 One Big Beautiful

Bill Act is part of a comprehensive strategy to invest in Coast Guard facilities and infrastructure, supporting execution of missions across the country. To date, the Coast Guard has awarded approximately \$19 billion across reconciliation projects throughout the United States.

Coast Guard searches for missing medical transport aircraft off Nantucket

Oct. 3, 2026

BOSTON — The U.S. Coast Guard Northeast District is searching Saturday for a missing medical transport aircraft with six people aboard after the aircraft lost contact while traveling from Bermuda to Boston.

At approximately 2 a.m., the Federal Aviation Administration notified the Coast Guard that contact had been lost with the Gulfstream G100 aircraft, tail number C-GRJP.

Coast Guard air and surface crews are searching an area off the coast of Nantucket.

Coast Guard assets responding include: An HC-144 Ocean Sentry airplane crew from Coast Guard Air Station Cape Cod; HC-130 Hercules crew from Coast Guard Air Station Elizabeth City; An MH-60 Jayhawk helicopter crew from Coast Guard Air Station Cape Cod; A 47-foot Motor Lifeboat crew from Coast Guard Station Brant Point; Coast Guard Cutter William Sparling, a Boston-based Fast Response Cutter.

The search remains ongoing.





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MARITIME NEWS FROM THE PAST

1883

6 July, Page 6

FISH AND GAME

The Calais Advertiser complains that alewives can't get by Salmon Falls, and says the fishway there is useless and that one should be constructed on the American side.

* * * * *

The Lamoine Packing Company are receiving all the fish they can handle, and are obliged to run nights. They shipped 200 cases of sardines to New York one day last week.

* * * * *

There is at present great activity in the mackerel canning business at Portland. The fish are arriving from Boston and elsewhere in large quantities, generally in good condition, and full crews are employed in the factories of R. Libby & Co., G. E. Deering & Co., C. A. Dyer & Co., and Burnham & Morrill, which are severally packing from 10,000 to 12,000 cans daily, an aggregate for the four establishments of some 40,000 cans.

* * * * *

Says the Damariscotta Herald and Record: The shore fishermen are doing a small business this spring. All the bait they have is what few alewives they can procure from the men who catch them in nets. During the alewife season it is a common thing to see several men coming from the Beach at early dawn with a bag of alewives on their shoulders—a hard way to get bait. Now, if the Pemaquid stream was opened for the fish to pass up, it would be a great benefit to the fishermen, beside a profit to the town. Two years go the town voted to call the fish commissioners to view the stream. It is reported that they came and saw the mill owners and went away; nothing was done. The town will be called on next spring, and the matter urged to a final decision. In the mean time, let the voters investigate the matter. The profits from the fish will help pay the war debt of

the town.

13 July, Page 6.

FISH AND GAME

The fish-curing operations of the season have commenced at Hurricane Isle.

* * * * *

Meddybemps Lake is swarming with alewives. The people out there are dipping barrels of them and curing them for winter use.

* * * * *

Captain Elbridge Wotton seined about two hundred Menhaden last Tuesday near the entrance to Friendship Harbor—being the first that have been caught near the place for several years.

* * * * *

The alewife season at Dennysville is about over. The catch does not vary much from last year, being about 400 barrels. Prices have ruled higher than usual and probably about \$1500 will be realized.

* * * * *

The once large fishing fleet of Belfast is now reduced to four or five small fishing crafts. These are doing a good business, however. The fish are mostly sold at Vinalhaven, where the fishermen receive the cash for their fish as soon as landed.

* * * * *

The annual report of the Dominion and fisheries department for 1882 gives the total value of the fisheries during the year as \$16,824,092, an increase of \$1,600,000 over the previous year. These figures are exclusive of Manitoba and the Northwest territory.

Another sheephead has been captured on the Maine coast. This one was taken last week in a seine, by a Harpswell fisherman. Either the northern waters must be warmer this season than usual, or else something is the matter with their Southern feeding grounds.

* * * * *



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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1880s

The sardine industry at Lubec is being extended. In addition to the three factories in operation, there is a new one nearing completion and another in North Lubec upon which work has just begun. Brown’s factory employs about fifty hands, and pays out for fish and labor an average of \$500 per week. The Quoddy Packing Company employ sixty hands and pay out \$600 per week. Gillice, Wolff & Pike operate the largest factory in town, employing over one hundred hands. By means of a patent oven recently put in they can take care of twenty hhds. of fish daily—double the quantity either of the other factories can handle. Sealers make the best pay. W. S. Cleaves earned in one week, last year, \$28.52; he sealed in four days over 6200 cans.

Page 8.

PORTLAND PACKING COMPANY

The New York Daily Graphic, in a recent illustrated article upon Portland and its industries, gives a few interesting facts in relation to the operations of the Portland Packing Company. The canning and hermetical sealing of fruits, meats and fish is an invention of quite recent origin, but as a means of preserving articles otherwise perishable it is thoroughly effective. Among the earliest to embark in this enterprise was the firm of Davis, Baxter & Co., Portland, known also as the Portland Packing Company. In 1860 this firm succeeded Samuel Rumery, who was the pioneer in the packing business, having commenced operations in 1849. The business was commenced before these goods were generally known in the market, and to the present firm belongs much of the credit of introducing them. The demand gradually increased, requiring a constant enlargement of the business. New articles were from time to time added to the list, until from these beginnings comparatively small, the Portland Packing Company has become the largest packing establishment of corn, lobsters and mackerel in the world; their annual product amounting to 10,000,000 cans.

The range of their goods is very extensive. Of fish they put up lobsters, mackerel and clams. Their canned meats embrace roast beef, mutton, veal, turkey and chicken, potted sausage and soups. Their other canned goods include apples, beans, corn and succotash. They also manufacture the cans and boxes used in their trade. Their factories, twenty-six in number, are located at the following points in Maine, Nova Scotia and Newfoundland: In Maine, at Portland, Stroudwater, Cumberland Mills, Gorham, Sebago Lake, Naples, Fryeburg, Wells, Winthrop, Vassalboro, Monmouth, Prospect Harbor and Hammond’s Cove; In Nova Scotia, at Little River, Wood’s Harbor, Upper Harbor, Cape Sable, Bear Point, Shelburne, Chester, Indian Harbor, Blue Rocks, Canso, White Haven and Harbor Au Bouche; in Newfoundland, at Placentia. Some goods are canned during every season of the year, the busiest season being the fall, during the canning of vegetables. In the busy season about 3,500 hands are employed in all their factories, the number never being less than from 400 to 500 at (???sentence missing!) shipped to every part of the civilized world, London, Liverpool, Paris, Hamburg and Stockholm being the most important foreign ports. From Portland goods are shipped by rail and boat, single orders for Chicago, Cincinnati and other Western cities often calling for from fifteen to twenty carloads. The quality of their goods is equal to the quantity, and they have received diplomas and medals from the Centennial, the Paris Exposition, the American Institute, Vienna Exposition, the Hamburg Exposition, the

Cordova Exposition, and also those of Bremen, Paris (1868), Sydney and Berlin. Their Yarmouth Corn and Star Lobster, on account of their superior quality, have a world-wide reputation and command the highest prices.

The general offices of the company are at No. 305 Commercial street, Portland, in a fine large brick building trimmed with granite, and five stories high; where there is also a storehouse for goods awaiting shipment, and in close proximity is one of their factories devoted to the canning of meats, mackerel, soups, poultry and clams. They keep a large amount of goods in bond, having two large bonded warehouses filled with goods for their export trade. A large product is manufactured so much more cheaply than a small one that dealers in these lines of goods will do well to send for a price list to the Portland Packing Company, Portland, Maine.

20 July, Page 5.

PACKING BOXES.

How, where and for what they are made.—The curiosities of a shifting industry.—Fine printing on wooden box covers.—History of the Box Business in New England.—Bangor’s trade in Boxes and Box Boards.

The leading industries all have their tributaries, which are dependent upon, but essential to them. The relation of superiors and subordinates in manufactures and trade is an interesting study, and finds an excellent illustration in the particular of packing boxes, which term may include the multifarious forms of boxing goods for transfer and transportation.

There are three causes for the constant expansion and advance in the packing box industry. The bulk of production in every department of manufacture is constantly and wonderfully increasing. The multiplication of delicate products and the general refining of the quality of manufactured articles demand a nicer and costlier casing for distribution and display. Packing has become an art, and aesthetics are not limited to the fabric, but must be exemplified in box and case. The third and principal cause of the improvements in casing goods is seen in advertising methods. The packing box is utilized, not only to hold and protect the product, but to skillfully display and advertise it, and a most effective method it has become.

The packing box business as a special industry dates back to the year 1827, when the Jackson Bros. made boxes for the soap and candle factory on Boston Neck. A Mr. Tirrell also made boxes about the same time. He made “pulpits,” as the large packing

cases for woolen goods were called in those days, for the woolen mills in Dedham. But woolen mills, and, in fact, all kinds of textile manufactories were scarce in New England considerably more than half a century ago, and there was no impetus in those mills to the packing case business. The soap manufacturers were the first to make business for the makers of boxes, and today they are the principal consumers. There are more soap boxes made than for any other use. In the early days of the industry, those who afterward realized a competency began manufacturing with a hand saw and wheelbarrow, doing every part of the work by hand. In this way George B. Page, one of the successful manufacturers, started a Cambridge establishment nearly half a century ago. The California tidal wave of 1850 was really the foundation of the packing box industry. The vast shipments of all classes of goods to that newly opened territory created a demand for large packing cases and the smaller boxes such as had never been known. From this great impulse the business branched out in every direction, following the multiplication of manufactures.

A “case” in the language of the trade, is a large wooden receptacle of coarser lumber, and somewhat roughly made. A “box” is a small receptacle more or less finely constructed and finished. Manufacturers send out their cases and boxes in two forms—either ready for use or in shooks. A “shook” is a case or box, the parts all made and ready to be put together, but transported in the “knock down.” All large cases made at a distance from the place of their use are brought in the shook, and put together when used. The manufactories in the vicinity of Boston formerly commanded a large foreign trade. In 1860 large invoices of boxes in the shook were sent to Cape Town and other parts of Africa. Before the war, Texas, New Orleans and other southwestern points bought large quantities of boxes in New England. But a new factor was introduced just before the war opened which has not only modified but entirely changed the packing box business. At the time mentioned, the great West began its competition in this industry, and has so expanded it that New England has been driven out of all the southern and western trade and most of the foreign. A great many New England mills today buy their boxes in the West. Nearly all of the large piano and organ manufacturers get their cased there, freighting them in the shook. The larger packing box establishments suffer from another competition. In many of the

provincial textile centres a local supply of packing boxes is obtained from mills which make dry goods cases only as a subsidiary part of their principal business. Slabs and odds and ends from the sawmill are worked into packing box stuff, and all this is counted as a clear gain, for the material is otherwise useless. The cases for most of the large cotton and woolen mills are made for them in the immediate vicinity of their use. Very few boot and shoe cases are made by general packing box manufacturers. There are small manufactories all over New England which make a sufficient supply of boxes for one or two mills and make no attempt to secure a wide run of custom. Maine manufacturers formerly did a large sugar shook business with the West India Islands, but western competition has nearly ruined their trade. The packing box business in New England touched its greatest prosperity in 1864-5. For the last ten years there has been no marked increase in the demand. As heretofore stated, soap manufacturers have the most boxes; next to them the Boston manufacturers of spices come in their demand, and an immense quantities is constantly consumed in this trade. Next to them stand the manufacturers of patent medicines in their orders for packing boxes. In this direction the increase in the demand compensates for the losses in other directions.

The materials for packing boxes are, first, pine, which is the principal wood, and then spruce and white wood. No hemlock is used. Pine is the best lumber for boxes, and is used in nearly all cases save where its penetrating order is objectionable. The, white wood and often spruce is employed, as there is no taste nor odor in the latter. The lumber for Boston-made boxes comes mostly from Maine. In a single establishment 100 men are employed, 10,000 boxes are turned out each week, and 6,000,000 feet of boards worked up each year. Nearly 400 different styles of boxes are made to order in this establishment. A packing box is a very simple affair in ordinary life, but tracing the steps of its construction is not an unprofitable study. Machinery is the salvation of the box maker. He must turn out a great quantity of nice work in a brief space of time and at a minimum cost. These conditions are exacting and inexorable. The profit is so small that it can’t be seen in a single box, and is only respectable when extracted from the grosses and thousands. There are ingenious mechanisms in a box factory. The chamfering machine is almost a wonder. There is no beauty in it, but it does cut with

The 2026 Golden Globe Race

Continued from Page 7

still the leader followed by Pat Lawless and SILVERMINES HYDRO. They had reached the southeast trades and were 550

RESULTS as of 3 October

Pos.	Skipper	Distance Country	Distance Sailed	Estimated to Finish	Date to Finish
1	Damien Guillou	France	4,058	22,798	195d, 19h, 37m; 21 March
2	Pat Lawless	Ireland	3,837	23,018	207d, 19h, 46m, 29s; 2 April
3	Ertan Beskardes	UK	3,056	23,743	260d, 13h, 47m, 28s; 25 May
4	Daniel Pinsky	Israel	3,101	23,855	271d, 5h, 21m; 4 June
5	Andrea Lodolo	Italy	3,162	23,869	271d, 0h, 28m, 8s; 4 June
6	Henry Wootton	UK	3,172	23,909	276d, 15h, 13m, 48s; 10 June
7	Etienne Messikommer	Switzerland	3,110	23,910	276d, 17h, 22m, 30s; 10 June
8	Mara Lovenskiold	Norway	3,082	23,921	276d, 6h, 38m, 55s; 9 June
9	Guido Cantini	Italy	3,052	23,939	279d, 18h, 8, 3s; 13 June
10	Matt Woodside	USA	2,874	24,015	286d, 6h, 48m, 7s; 19 June
11	Isa Rosli	Canada	2,952	24,090	296d, 15h, 12m, 45s; 30 June
12	Par Nyman	Sweden	2,734	24,122	300d, 12h, 5m, 7s; 4 July
13	Gunnar Chrisensen	USA	2,956	24,143	302d, 23h, 32m, 17s; 6 July
14	Louis Kerdelhue	France	2,859	24,202	310d, 10h, 50m, 25s; 13 July
15	Guy DeBoer	USA	1,454	25,314	569d, 0h, 59m. 25s; 28 March ‘28
16	Selim Yalcin	Turkey	1,390	RETIRED	

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1880s-1890s

lightning sweep a beautiful bevel on a box top. So with the machinery fashioning every part, shortening every operation.

Probably the greatest surprise in a packing box manufactory is the printing office attached to it, and which in these days is an integral and absolutely essential portion of it. In fact, the curiosity of the business is heightened when it is ascertained that the best printer among box manufacturers is the one who is most successful, and the only one who secures plenty of business without solicitation. The establishment mentioned above boasts probably the best wood printing office in the country, printing on boards—pine, spruce, whitewood—as easily and with as much nicety as book work on calendered paper. Here are compositors setting up plain and fancy type; pressmen locking up chases and running cords of lumber through the best of printing presses. The “impression” is sufficient to make the lettering appear much like a brand, as the strong iron type settle into the soft wood a little way, while the ink work is perfect as on paper. Light and fancy type, as well as plain and heavy, are employed, and the effect is excellent. Stereotype plates are used, some of them massive. Printing on these boards is done in three and four colors. Here the press is busy stamping big red eagles on soap box covers, a brand very popular in South Africa, whither these boxes holding soap, perhaps for Cetewayo’s palace, are going. A critical examination of the 400 specimens of styles and patterns of imprint and box making hung upon the walls of this lumber printing office demonstrates that nowhere, save in a newspaper, is the exact science of fine advertising better understood than by those who pack small goods in the modern packing box. “Cape Cod Turkey” is one of the curious box cover legends which meet the eye in this curious printing office, and taste and economy of space combine to make of a printed box cover an object of Yankee interest. Here is a single “medical discovery” which requires from 700 to 900 boxes per week. In East Boston, there are four concerns making packing boxes, and several in Cambridge. The largest in the vicinity of Boston is the one chiefly referred to above in Cambridgeport. Some of the above firms furnish about 200 large cases a week to each of three or four organ manufactories. Some of these are shooked and the rest nailed. The fish and oil trade in Boston consume a good deal of the smaller product manufactories.

The business of box manufacturing in New England is a shifting one as regards locality. Many smart wooden pail manu-

facturing towns of a quarter century ago or more went into decadence at the time of or soon after the war. Some of them have revived on the box business. An instance is the smart town of Winchester, NH, where years ago, pail making was the chief industry, and where money was made. The shops burned down or were given over to other uses or fell into desuetude. But recently box shops have sprung up like magic, a superior quality being made by enterprising firms; a big lumber market is created, and prosperity is the rule.

The above facts are given as the results of investigations by a Boston newspaper reporter.

THE BUSINESS OF THIS PORT

In boxes and box boards is of considerable magnitude and yearly increasing. Two of the planing mills here make up some 2,200,000 feet of pine into packing cases annually, largely used for shoe packing. The boot, shoe and moccasin manufacturers here are supplied, and the remainder are shipped to various points in New England, mostly to Massachusetts and Rhode Island towns. There were also manufactured in this vicinity and shipped from this port last year 785,000 fish boxes, which went principally to the Massachusetts fishing villages; 700,000 orange and lemon boxes to Sicily and about 200,000 to Florida and the West Indies; 70,000 onion boxes and 21,000 tomato boxes to Bermuda; and 16,000 oil cases to Boston, New York and Philadelphia. One firm in this city, who import and grind some 40,000 bushels of salt yearly, also manufacture for their own use 150,000 salt boxes annually, requiring for the purpose some 500 to 600 cords of basswood and spruce. In addition to the above, several of the smaller wood working establishments carry on a considerable business in making boxes for the local manufacturers of toilet soaps, confectionery, spruce gum, etc., etc. Upwards of 15,000 boxes of spruce gum are put up annually in this city, the boxes for which are all made here. Shipments of pine box boards from this port have for several years amounted to about 20,000,000 feet annually, and will probably be larger this season than ever before. These are of various lengths and thickness, are used for every variety of purpose, and are shipped all over New England and as far south as Philadelphia. The aggregate Bangor business of last year in wooden boxes and box boards amounted in value to upwards of \$370,000.

The outlook for the future of the business in this vicinity is most excellent. There is no locality in this country where first class

shipping facilities, both rail and water, are brought in such close proximity to unlimited supplies of material for boxes, as at Bangor. The rapid growth of the Florida orange trade is causing an increased demand for orange boxes, and this is the only northern port from which these shipments are made. The extension of the fish-packing interest, and particularly the sardine industry of Eastport, Lubec and the Eastern Maine coast generally, has created a new home market for boxes, and manufacturers here are filling large orders for Washington county. Manufacturers of proprietary medicines, in various parts of the country, are also beginning to look to this section for their supply of boxes. One firm in this city are sending a carload of shoos monthly to Lydia Pinkham, Sons & Co., Massachusetts. Another new branch of the business which promises to assume immense proportions is that of oil cases. The first shipments were made in July last, and, as stated above, some 16,000 were shipped last season. This year several hundred thousand have thus far been shipped, and it is thought that the shipments will reach fully a million cases before the close of the season.

Page 7.

FISH AND GAME

Reports from St. John’s, Newfoundland, state that the catch of codfish on that coast, this season, is the largest for years.

Burnham & Morrill’s lobster canning factory at Englishman’s River, Jonesboro, closed its season’s work on July 11. The catch has been lighter than usual.

The Piper Packing Company, Rockport, have commenced canning mackerel. They have completed their second weir and are securing considerable quantities of fish.

Says the Richmond Bee: “George Holman, Jr., while fishing in the rear of Pushard’s fish market Wednesday afternoon, astonished the community by yanking up an eel 38 inches long, and weighing five pounds. The specimen measured nine inches around the waist. As we go to press every boy in the village is engaged in digging worms for bait.”

A correspondent of the Portland Argus says that a visit to the fish markets and an inspection of lobster boiling establishment will show how openly the law is violated in that city. A ruthless raid of extermination is actually carried on in spite of the statutes, and no limitation of age, size or condition

is allowed to stand in the way of the greed of the selfish parties who defy the law and the interests of the public by the wholesale destruction of the delicious shellbacks, both in and out of season.

27 July, Page 4-5.

INDUSTRIAL SURVEY OF MAINE.— XLII.

Cumberland County.

Portland, continued.—The packing and fishing industry.—Extent of Portland’s Fish Trade.—Increase of the business.

It is a matter highly gratifying to the people of Maine to see their productions finding a market in all parts of the world and furnishing a by no means inconsiderable portion of the food consumed by the marine navigators of the globe; and their natural pride in the fact itself is enhanced by the knowledge that it is the quality of these articles which has alone given them their world wide demand and consumption.

PORTLAND PACKING COMPANY

The business of cooking, packing and hermetically sealing almost all kinds of food products in tin cans, thus giving a perfect preservation in all climates, is of a comparatively recent origin, but has grown to very large proportions within a few years. The headquarters of the most extensive packing establishments in Maine are in Portland, the leading one of which is the Portland Packing Company. Their large buildings here occupy 60,000 square feet of land, running from Commercial to Fore streets. From October to March they employ about 75 hands in packing beef, poultry, mutton and soup. Four years ago they packed in one season 350 tons of poultry, the most of which was brought from the West in refrigerator cars. They own sweet corn factories in Maine at Cumberland Mills, Gorham, Sebago Lake, Naples, Fryeburg, Wells, Winthrop, Vassalboro, and Monmouth. At Moumouth and Winthrop they put up succotash and beans and this season will also put up apples. They have two lobster factories in Maine, fourteen in Nova Scotia and one in Newfoundland. They estimate their entire product of canned goods this season at 150,000 cases, with 24 cans in the case, making 3,600,000 cans. Their annual business requires the consumption of \$60,000 worth of tin plates and \$10,000 worth of solder. The annual worth of their Maine product is about \$500,000 and their entire product \$750,000.

William G. Davis, James P. Baxter, and their sons are the proprietors, under the firm name of Davis, Baxter & Company. They have taken first premiums and medals at the Centennial Paris Exposition, American Institute, Vienna, Hamburg, Bremen, Paris,

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MARITIME NEWS FROM THE PAST

Sydney and Berlin. They have now a large exhibit at London and will have a large exhibit at the Louisville Exposition which opens in August.

BURNHAM & MORRILL

Burnham & Morrill, whose headquarters are on Franklin street, also carry on an extensive packing business. At their Portland factory they put up fish, vegetables, meats, soups and poultry and have lately commenced to can oatmeal. They here employ 125 hands nine months in the year. They have sweet corn factories in this State at Norrigewock, Minot, South Paris, Harrison, Denmark and West Scarboro. At Scarboro they put up clams and clam chowder. They have blueberry factories at Columbia Falls, Harrington and Machias. They have lobster factories at Jonesboro, St. George, and Port Clyde. They received a gold medal at the Paris Exposition of 1878.

WINSLOW PACKING COMPANY

The Winslow Packing Company, whose office is on Commercial street, have sweet corn factories at Bridgton, Raymond, Hiram, Norway, Mechanic Falls, Buckfield, Canton, Fairfield, Oakland, Skowhegan, North Anson, Farmington, Wilton, Yarmouth, Riverton and Deering. They have lobster factories at Carver's Harbor, Camden, Boothbay, Brooklin and Milbridge. They also have thirteen lobster factories on the coast in the Dominion. They put up at their factories annually about 20,000 cases of apples, two-pound cans with two dozen in a case, and 10,000 cases each containing one dozen of one-gallon cans. They estimate the value of their entire product this year at \$450,000.

PERRY AND FLINT

Perry & Flint, whose headquarters are on Moulton street, have a factory at Cape Elizabeth where they put up squash, pumpkin and tomatoes. In the busy season they employ 50 hands. At Cornish they put up sweet corn and evaporated apple, and they will add another evaporator this season which will give them a capacity to can 400 bushels of apples in 24 hours. They export 5000 barrels of apples yearly under their own brand, using new clean barrels. These find a ready sale in England.

THOMPSON AND HALL

Thompson & Hall, who are large produce dealers on Commercial street, have three large factory buildings at Jay Bridge, the firm there being Thompson, Hall & Co. They put up sweet corn, tomatoes, apples, pumpkin and squash, their product last season being 400,000 cans. In the busy season the factory employs from 75 to 100 hands. They will increase their business this season. D. W. Hoegg, the resident partner there, is the superintendent. They also have a factory at Cornish where they put up evaporated ap-

ples. Last year's product was 500 fifty pound cases. These factories went into operation last season.

C. A. DYER & CO.

C. A. Dyer & Co. have large canning and packing establishments on Custom House wharf for the canning and packing of all kinds of fish. Last year they put up 600,000 cans of mackerel, and if the fish are plenty will do more this year. This factory is the largest of the kind in the country and in the busy season employs 125 hands. They have two weirs on Richmond's Island and one on Cape Elizabeth. Their fish packing and inspecting establishments is on the western side of the wharf and here a large number of hands employed. They own an interest in quite a number of vessels and during the fishing season give employment to from 300 to 400 hands.

GEORGE E. DEERING & CO.

Geo. E. Deering & Company have a large canning establishment on the corner of Commercial wharf where last year they put up 500,000 cans of mackerel and expect to do about the same the present season. They have a capacity to put up 75 barrels of mackerel per day. They have also a clam factory at Scarboro where they put up about 7000 bushels of clams per year.

R. LIBBY AND COMPANY

R. Libby & Company have a very large new canning factory on long Wharf which has a capacity to pack 12,000 cans of mackerel per day and in the busy season will employ 125 hands. The Portland Packing Company are interested in this new enterprise, which insures for it an interesting future history.

These three fish canning establishments are furnished with all the latest machinery, fixtures and arrangements for ensuring cleanliness and dispatch in their business.

OTHER FISH DEALERS AND CURERS

E. G. Willard has very extensive fish packing and curing establishments on Commercial wharf, and on the roof of his buildings can spread 200 quintals of codfish at a time. He packs and deals extensively in fish of all kinds.

John Loveitt & Co., who do a very large wholesale business in fresh fish of all kinds, have two large smoke houses on the shore of the north part of the city where they have a capacity to smoke 20,000 fish per day. They were among the pioneers in smoking haddock, known in the market as finnan haddies, which have now a large market all over the country. Their fish establishments give employment to 20 hands.

This will be continued in the next issue.



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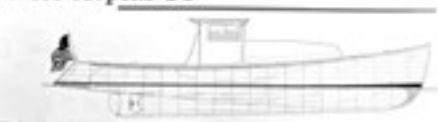
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17' 2018 Sportsman Island Reef 17 w/ Yamaha F90 Outboard – 404 Hours, 2018 Single Axle Trailer, Bimini Top & GPS. Very Clean, Asking \$22,000 – Call or stop by for more details – Casco Bay Yacht Sales, Freeport Maine, 207-865-4103; cascobayyacht.com



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



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

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

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

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

POWER



24' SCOUT 240 XSF, 2025. With Yamaha F300XSB – DES Outboard. Shark Gray Full Hull Color Upgrade, Garmin 8610XSV, Garmin VHF 315 Radio, Rocket Launchers, Hardtop T-Bag, Battery Charger, Fresh Water Washdown, Diaphragm Overboard Discharge Pump, Self-Contained Porcelain Head, Seadeck Helm Footrest and Helm Pad, Upgraded Leaning Post w/ Tackle Station, Folding Helm Chairs & Igloo Cooler – New Venture Tandem Axle Aluminum Trailer Available. Sale Price \$140,000. Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



24' SCOUT 240 Dorado, 2025. With Yamaha F300XSB & New Venture Trailer. Garmin 1243 XSV & GT12M Transducer, Fiberglass Hardtop, Wireless Active Mount Phone Charger, Diaphragm Overboard Discharge & much more! Sale Price \$169,000. Call or stop in for more details Casco Bay Yacht Sales, 207-865-4103; cascobayyacht.com



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

POWER



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



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

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

CAPE DORY 25 D MARK II, 1982. Yanmar diesel, fully found on a galvanized trailer. Main, working jib, furling genoa. Sleeps 4. Make an appointment to see. Ring's Marine Service. South Freeport (207) 865-6143.

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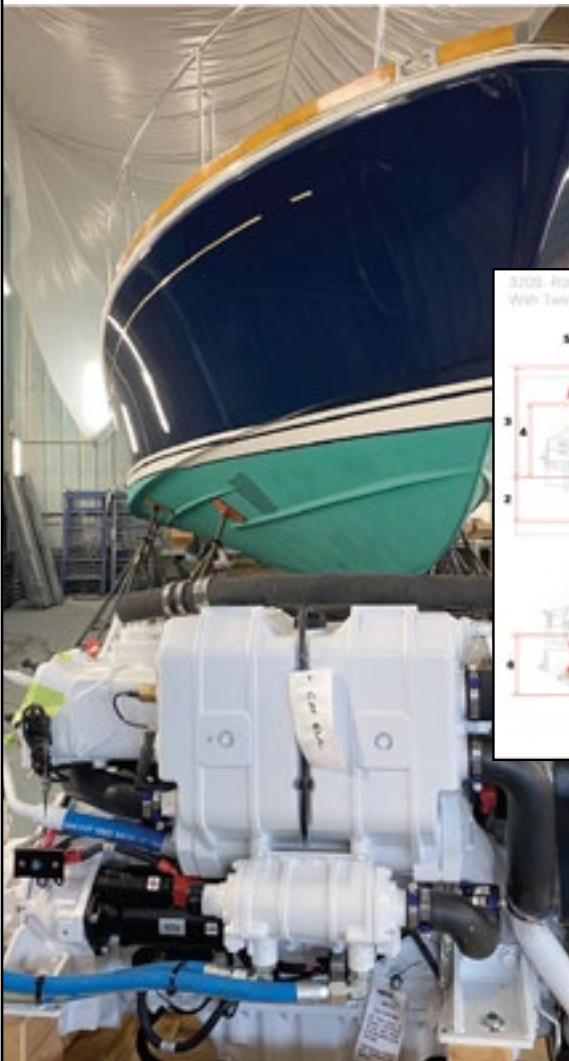
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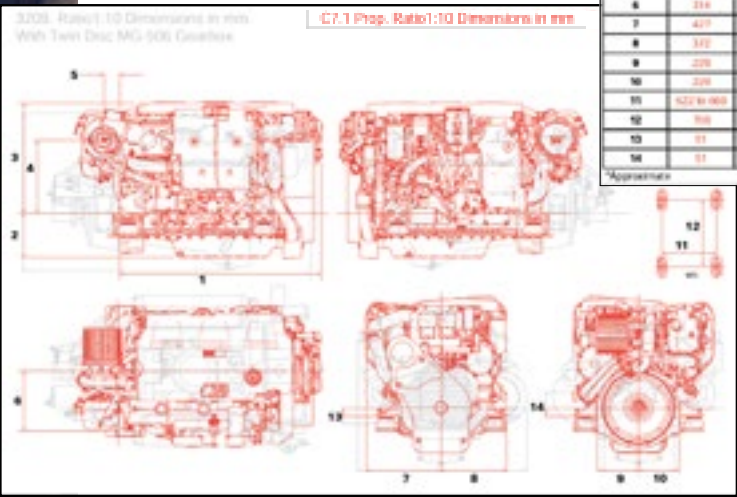
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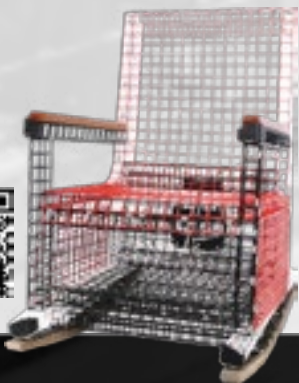


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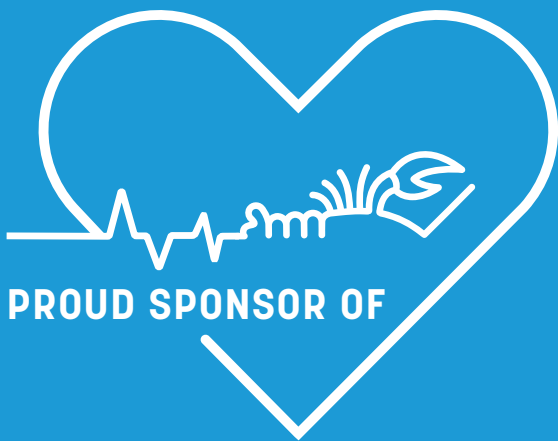
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