THE STATE OF MAINE'S BOATING NEWSPAPER

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Big Discussion Over New Holland 32 and If It Should Be Allowed Race



Shawn Alley's LITTLE GIRL, Calvin Beal, Jr. 28-footer, running last season at Stonington.

Maine Lobster Boat Racing Association's Annual Meeting
Robinson's Wharf Restaurant
Southport Island
17 October 2026

Meeting Minutes:

Dana Beal, President of MLBRA, opened the meeting by thanking all the racers for their participation. He then thanked the four sponsors, Gillespie Marine, LLC, Hornblower Marine, Mack Boring, and Xtratuf. His final thank you was for the officers of MLBRA, President Dana Beal, Vice President David Johnston, Treasurer Amy Tierney, and Secretary Jon Johansen.

The first item of business was to vote on the officers for 2027. Dana began by asking for individual officers, but a member made the suggestion that the current slate of officers be re-elected. Dana then asked each officer if they would serve again and all agreed. A motion was made to do this, which was followed by a member seconding the motion. Dana asked for all those in favour, which was agreed to by all the members with no one voting against or abstaining.

This was followed by the Treasurer's Report. Amy said that the current balance before paying for the banquet was $11,865.61. The trophies cost $1,695.30 and it was thought that the meals, which were the same price as last year, along with the gratuities would be about $4,000. Rooms for the officers would be another $1,300. This would leave about $6,565.00, but she explained that the insurance (GL, E&O, D&O) due in the spring would be about $4,300. This would leave about $2,250 for the start of next year's racing season. Dana added that they were going make a donation to the scholarship fund at the Maine Fishermen's Forum and they would also try to add another two sponsors for next year.

Dana then asked if there was anyone that wanted to discuss rule changes. Shawn Alley of LITTLE GIRL had a real problem with the new boat that is currently under construction at Holland Boat Shop in Belfast. He said that he had seen a news story and posts on social media about her. It was explained that she is being built minus most of her keel and powered with a sterndrive with the hope of breaking 100 mph. Shawn said that he had a real problem with her being allowed to race in the gasoline classes. Mark Freeman of FOOLISH PLEASURE also stated his displeasure and said that if she was allowed to race with them, they would not race. Jeremy Beal of MY TURN also said that he had an issue, mainly due to the lack of a keel. Mark then brought up the issue of the record, which is 72.8 mph held by Galen Alley in FOOLISH PLEASURE set at Stonington in 2011, and would she be allowed to race for the record? Dana then decided to bring Jeremy, Mark and Shawn over to a meeting with the officers to see if they could come to some sort of a consensus. It was obvious that there were two issues that needed to be decided: what class could she run in and would she be allowed to compete for the record? After further discussion with as yet no solution, it was asked if they had an issue with her just running with them, like what had been done in the past when Steve Johnson of Long Island showed up with one of his unique ideas like the car-boat, van boat or airplane. They said that it took away from the real racers because most people would not know that she was running for fun and thus, they would refuse to run. In trying to find a solution it was again asked where she should be placed in the races? The Gasoline Classes consist of: Class A, Four and Six Cylinder, 24 feet and over; Class B, V8, Up to 383 ci, 24 feet and over; Class C, V8, 376 to 525 ci, 24 feet and over; Class D, V8, 376 ci and over, 24 feet and over (Non-working racer); and Class E, V8, Over 525 ci, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous. Should there be a new Gasoline Class F, which allowed gasoline powered boats that did not conform to the definition of a Maine lobster boat; or should she race in Work Boat Class C (Inboard, Outboard or Outdrive, 90 hp and over)? This was batted around for several minutes with no real consensus, but leaning to placing her in Work Boat Class C. Then the discussion turned to Galen's record and a proposal was made that said to be considered for the record a boat must conform to Rules 1 and 2. These rules are: 1) Hull type must be conventional "Lobster boat" design with a full keel. A full keel is defined by a straight line from the base of the stem to the base of the rudder shaft. On a fiberglass hull it will be defined by the mould. 2) All boats must be 24 feet or greater. This is measured from stem to transom. Trap racks or fabricated extensions are not included in the length measurement. Work Boat Classes (Not sanctioned by MLBRA) are racers under 24-feet in length and powered with an outboard, sterndrive or inboard engine and are exempt from having a full keel. This was agreed to. It was noted that FOOLISH PLEASURE does not have a full keel but had been grandfathered when Galen owned the boat years ago. The side meeting broke up, and Dana called the meeting back to order and proposed that a rule be made saying that to break the current record you must conform to Rules 1 and 2 and they were read to the membership. The motion was made, seconded and all agreed with no one voting against. Next, he suggested two options for where the new boat could race, either in the Work Boat Class C or in a new Gasoline Class F. A motion was

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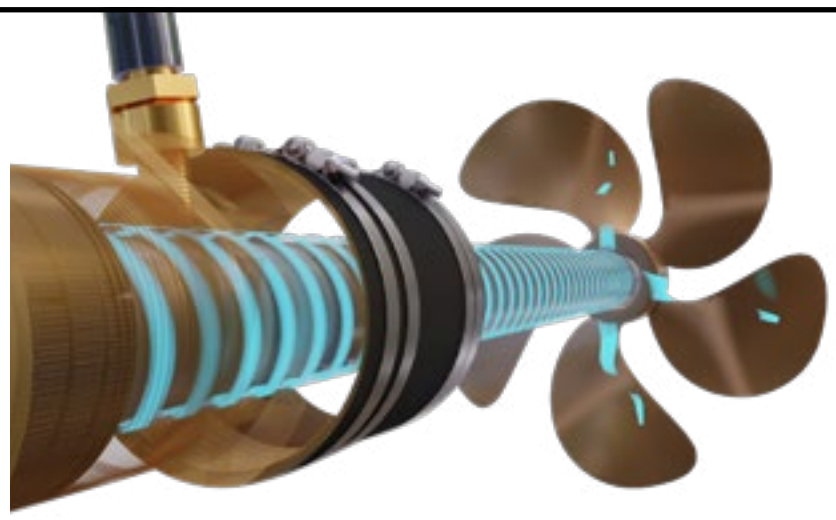
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Maine Coastal News

P.O. Box 710
Winterport, Maine 04496-0710 U.S.A.
(207) 223-8846 E-mail - igmatats@aol.com
Website: www.mainescoast.com

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Comments or additional information write: ***Maine Coastal News***, P.O. Box 710, Winterport, Maine 04496.

Publisher **Jon B. Johansen**
Editor-in-Chief **Rachel Elward**
Advertising Sales **Randy Nichols**

Advertising Deadlines: The deadline for the January issue is November 27.
The deadline for the February issue is January 1.

MCN's Calendar

On-going Exhibits

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

Maine Maritime Museum
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

2027

MARCH
4-6 Maine Fishermen's Forum
Samoset Resort
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Centreboard Yacht Club
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Boothbay Harbor
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Solstice Race
Rockland Yacht Club
Rockland

Harraseeket Regatta
Harraseeket Yacht Club
South Freeport

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

Publisher's Note

In the last issue I took a stance on where I thought service had gone and it was not good. There are the younger generations that have yet, and probably never will, discover a true work ethic. Yes, that is a generalization, and yes there are some from those generations that do have a work ethic. It just seems that there are a lot less. I believe that we can chase the cause of this to a number of past generations, including mine, by trying to make it easier on our children than we had it. It also may come from those who are too busy to spend time with their children teaching them what they should be doing and working for it.

When I was making my run around the North Shore of Massachusetts, I looked back at my left rear tire and right in the middle of the tread there was a screw head. I started the vehicle and looked to see what the tire pressure was, which was fine. I went back to the hotel in Portsmouth and waited until the next morning to find someone to repair it. I was not looking forward to this, remembering how this went the last time I had a tire issue. My first stop was at Sullivan Tire on Route 1 in Portsmouth. I walked in and said that I had a screw in a tire and wondered if they could repair it. I was pleasantly surprised when he said they could in a few minutes. Within 15 minutes the truck was in the shop and back out before I got through another chapter in my book. When I went to pay, they said that it was my lucky day. The screw was so short that it did not go through the tire, and I was good to go. My faith in good service has been restored.

* * * * *

Last year on the first Saturday in October the Penobscot Marine Museum in Searsport hosted their first annual Sardinefest. They had no idea how this would be received and thought if they had 250 people show up, they would be pleased. Well, they had about 1,250 come and it was obvious that they needed to do it again this year. They promoted it with signs and social media, brought in vendors and again the people came. I am betting that they had over 1,500 attendees. Everybody was having a good time. They even sold out of sardines before the clock struck 12 o'clock. This is going to be a yearly event as it really helps the Museum and others in the town. If you did not make the first two, make sure you come next year! Mark your calendar for 2 October so you do not miss it.

* * * * *

Are we looking at the end of an era? In the last issue I talked with Stacy Raymond of General Marine of Biddeford for boat yard news and in our conversation, he doubled down on the future of custom boatbuilders. The State of Maine has long been known for producing high-quality custom boats, mostly from the lines of a Downeast lobster boat, which could easily be adapted to the pleasure market. He said the cost today was a major factor, adding that making moulds is almost cost prohibitive and that the final cost of a boat can be really scary due to the number of hours it takes to finish a boat. He also said that there seemed to be little interest in people wanting to do it. Look around at the boatbuilders who are still going and many of them are aged. Fortunately, there are some young people in the business, but not nearly at the level there were before 2000.

Go back to the era of wooden boatbuilding. Beals Island had a number of builders. When I started doing boat yard news there were ten boatbuilders on the Island: Clifford Alley, Richard Alley, Alvin Beal, Calvin Beal, Jr., Clinton Beal, Isaac Beal, Osmond Beal, Willis Beal, Doug Dodge, and Ernest Libby, Jr. All could build in wood, but several had made the switch to fiberglass. One, Alvin, had switched to building model lobster boats. Today, many of these builders have either retired or passed on. The only builders left on the Island are Willis, who is building model lobster boats, and Doug Dodge.

The advent of fiberglass ushered in several new boatbuilders up and down the Maine coast. Just think of who had a shop in the 1980s. Now, figure out who is left and that list has shortened considerably. Even some of the best companies have disappeared. Usually, the person who started it aged out, and there was no one to take it over. In some cases, when the company closed, the fiberglass moulds were either sold or broken up. The more popular models have continued to be produced, but for how long? Problem here is that many of these moulds are old and does that model still have people interested in it? If you make a new mould, you had better have enough customers that want one so you can pay for it. I know of a mould for a 47-foot hull that its cost was estimated to be over $350,000. How many hulls do you have to build to pay for that mould?

Brooklin Boat Yard in Brooklin is one of the best-known custom boatbuilders in the world. Former owner, Steve White took this business to new heights when he began building cold moulded boats. This is probably one of the best ways to build a custom boat today. With technology the boat can be designed on a computer and the design files sent to a company that can cut out all the station moulds on a five-axis cutter. Once the station moulds are set up the builder puts in the backbone and begins placing the four layers on. In little over a month the boat's hull is ready to roll over and begin having the interior put in. That interior was probably already under construction. When the designs were finalized, they could begin building the interior pieces separately and be ready to install when the hull was finished. Depending on how complicated the boat is she could be ready for the water in about a year's time. Unfortunately, too many people want everything in their boat. No. Use the KISS principal "keep it simple stupid." This lowers the time it takes to build it and the total cost but also lowers possible repairs in the future. People who really boat, maybe five percent of the boating world, have a spreadsheet that tells them the life of equipment and when it should be replaced.

Boatbuilding is not an easy business. It is full of pitfalls that can easily spell financial disaster. Most boatbuilders used to build with a contract, but today that has shifted to time plus materials. Too many times, the cost for the materials sky-rocketed and with a contract there was no way to recoup the increase. This put the builder in a financial situation that they could not get out of.

Bottom line is how many of today's customers are looking for a custom-built boat? I believe there is still a handful and fortunately the boatbuilders here in Maine only need a couple of boats a year to stay afloat. There is also a lot of repair work to do, and that helps fill in the gaps when a new boat is not under construction.

I believe that there will always be a number of custom boatbuilders. Those that survive will likely need to streamline some of their processes in the business and building aspects. However, it will come down to the number of customers. Commercial boats have decreased substantially over the last few years, but that has been replaced with sportfishing boats. It now is about marketing and making sure that customers know that they can get what they want at a price they can live with and be built to a high standard.

Sheldon 'Sheba' Merritt of Jonesport

JONESPORT – Every once in a while, Jonesport Shipyard has a visitor, whom we know as 'Sheba.' He has brought us items from when Bert Frost owned the yard and talked a lot about the boats that he has known over the years. It took us three telephone calls to figure out what his real name was, Sheldon Merritt and what he knew I wanted to document.

My first question was how he got his nickname? He replied, "I don't know. I've had it all my life." Sheba along with Velton Peabody's book "Ancestors and Descendants of Solomon Peabody and Lydia (Alley) Peabody" added the following. His mother was Lorna May Urquhart, who was born in Jonesport on 13 December 1923. She married Shirley Grover Merritt in Jonesport on 13 July 1943. Shirley was born to Walter Harvey and Mattie May Merritt in Addison on 5 March 1921. Lorna went to school in Jonesport and then went to work at the Underwood's sardine factory and later for Gray's Shellfish in Jonesport. They later owned a store together for a short time.

Sheba said that they grew up on the Indian River Road. He was born on 10 February 1952, one of eight children. He had two brothers, Shirley Grover, Jr. (1946), and Alberton Harvey (1949) and five sisters: Julia May (1944), Evelyn Marie (1947), Arlene Frances (1955), Cathy Elaine (1957), and Florence Marlene (1958). Sheba said, "I had two brothers, one died. He was in Vietnam." This was Shirley Grover, Jr., who served with the U. S. Marines 1st Division 3rd Battalion. During his seven years of service, he earned a purple heart and 12 other medals. Unfortunately, he got cancer from Agent Orange and died after a nine-year battle at the hospital in Machias in 2004. His wife, Phyllis Marie Woodward, taught English at Jonesport High School and was a pastor at a local church.

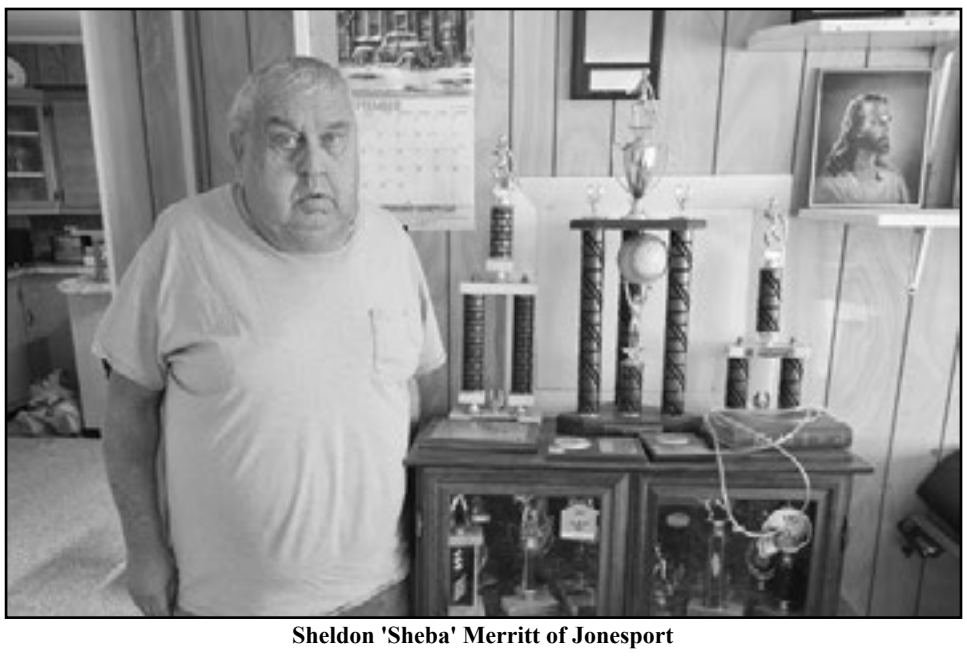
When Sheba was young the family moved from the Indian River Road to downtown and then to his current home on outer Main Street. The current house came by barge from Head Harbor he thought in the 1940s, like several other homes in the town. They moved in the late 1960s. At that time, the walls were covered in cardboard and the cabinets were crates. There were two bedrooms upstairs. One had five girls in it and the other three boys. Downstairs was the living room, which doubled as their parents' bedroom and the kitchen. Then his father went to work to renovate the entire house.

Sheba and his brother Alberton started out cedar shingling houses when he was a young teenager. He said, "He was a good woodworker, but he is quite ill now. He worked for Freddy Lenfestey for a while."

When asked if he ever lobster fished, he said, no, but he has always had a love of boats. He added, "The first thing I remember Bert Frost built me a toy skiff. She was a beauty. I don't know what became of her. My father worked for Frost for 38 years. He apparently was the boss over all the other workers. At one time that was a busy shop. They had a day shift and a night shift. He was more or less the overseer then. He helped Bert a lot. The first one they built went to Stonington. A fellow on Beals moved to Stonington. He came back and got the first Frost boat and went back to Stonington. Tuddy Urquhart got the second one."

Sheba did not remember any of the boat's names but did remember that Bert built two 55-foot offshore draggers, which were stored at Billings. Then he remembered, "The boat shop got on fire. There was a boat inside. It was a cabin cruiser,

Continued on Page 8



Sheldon 'Sheba' Merritt of Jonesport

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



SOLAREM, sailed by Damien Guillou, continues to set the pace at the front of the 2026 McIntyre Golden Globe Race. Guillou and Pat Lawless have broken clear of the chasing fleet and are now racing south in the southeast trades. Credit: Don McIntyre / GGR2026

McINTYRE GGR "it's just a game" 2026

6 October

ATLANTIC STARTS PLAYING FOR KEEPS AS LEADERS BREAK CLEAR; The storm has gone. The Doldrums have not. The dreams are challenged! The GGR just got crazier! Welcome to the WINDOW LIVE and the meaning of everything! Reputations made and lost. Winners and losers with no control! Go with the flow or don't go! 16 sailors - two down - 14 to go?

* * * * *

Over the past eight days, the McIntyre Golden Globe fleet has moved from the uncertainty surrounding Tropical Storm Gonzalo into an altogether different Atlantic battle — one dominated by calms, broken wind bands, headwinds, tactical gambles, barnacles, steering and radio failures and, occasionally, pure luck. All this in the first month from Les Sables d'Olonne.

For a while it appeared the 2026 fleet might escape the Intertropical Convergence Zone relatively lightly. The Doldrums looked narrow and several boats passed through with little delay. That illusion is now gone. Instead, the fleet has been dealt the traditional Atlantic lottery. One skipper finds five knots of breeze while another, relatively close by, virtually stops. An eastern route looks brilliant one day and questionable the next. Boats apparently buried in a wind hole suddenly escape, while others sail straight into another.

The result is a fleet increasingly divided into three races.

At the front, Damien Guillou aboard SOLAREM and Pat Lawless aboard SILVERMINES HYDRO have broken clear into the southeast trades. Behind them, Ertan Beskardes aboard MISS BEAGLE has converted his long commitment to the eastern side of the course into a valuable third-place break. And behind Ertan, the chasing fleet remains locked in a constantly changing battle where the weather continues to reshuffle the cards in this grueling mind-bending game that has only just begun.

Within all that, the GGR WINDOW LIVE is creating waves, both good and bad, while the GGR STATS provide all the answers for those who follow the detail.

GUILLOU AND LAWLESS BREAK AWAY

The defining story of the week has been the relentless progress of Guillou and Lawless. Both escaped the worst of the Doldrums before the chasing fleet and established themselves in the southeast trades. Once there, they accelerated.

Guillou has been particularly consistent, repeatedly producing powerful 24-hour runs and steadily adding miles to his advantage. SOLAREM recorded around 164 nautical miles on 4 October, with Guillou driving hard through wet conditions and plenty of water sweeping across the deck.

Lawless remains the only skipper currently applying meaningful pressure. SILVERMINES HYDRO has also produced impressive runs, including days in the high 140s, but Guillou continues to grind out small gains. This morning SOLAREM was charging south at approximately 6.9 knots, with SILVERMINES HYDRO making around 5.9 knots.

Both are now closing on the region of Trindade, where the South Atlantic High weather transition could provide Lawless with an opportunity to reduce the deficit. Nothing is guaranteed, but the rest of the fleet is facing an increasingly difficult reality: Guillou and Lawless are beginning to sail their own private race.

ERTAN'S EASTERN GAMBLE PAYS

The most intriguing tactical story belongs to Ertan Beskardes. For days MISS BEAGLE stubbornly held the eastern side of the fleet. Like Jean-Luc VDH in 2018 and Simon Curwen in 2022, he had a straight-line sailing plan. At times it was painful to watch. There were moments when he appeared to be sailing too high, giving away precious speed while yachts farther west appeared to have the better hand. Then the weather turned in his favour. By 1 October, MISS BEAGLE was making approximately 6.4 knots with a 110-mile day, and Ertan became the first skipper from the main chasing group to establish himself properly in the southeast trades. Competitors farther north remained trapped in unstable Doldrums conditions.

SNAKES AND LADDERS BEHIND

Behind the leading three, describing the race is considerably more complicated. Etienne Messikommer aboard BERNARD, Guido Cantini aboard HANNAH OF COWES, Andrea Lodolo aboard BIBI, Daniel Pinsky aboard EXODUS, Mara aboard SHOWGIRL and Henry Wootton aboard PRIVATEER have all experienced rapidly changing fortunes. Boats have gone from virtually parked to sailing hard in strong conditions within a remarkably short period.

This morning Messikommer and Wootton were close together, both making around 3 knots southwest, producing a fascinating little race within the race. Lodolo and Pinsky were similarly paired at around 3.7 knots.

Cantini, meanwhile, had found yet another hole. HANNAH OF COWES was averaging only about 0.7 knots over four hours. Two days earlier his SSB long-range radio failed and he took a 24-hour penalty for a sat phone call to his team to help troubleshoot it…but today it has failed again. A repair stop would mean Chichester Class.

THE WINDOW LIVE! IS ALIVE!

Of eight skippers with the TriPeak system, only five are regular contributors. Andrea and Louis have basically disappeared by choice and Pär appears occasionally. Pär declared LIVE that he was losing the joy of sailing with all the GGR rules at sea and, having volunteered for the WINDOW LIVE system, he now questions his choice, preferring to protect his privacy and cope with his own mind game. It happened in 2018 and in 2022 when the magnitude and responsibility of the "Game" hit. Those sailors retired?

Ertan talks constantly on the "philosophy on life" in relation to his own, and is a favourite with followers. Mara is "life as a screenplay" at times to her fans and makes it look all so easy, snug in her beautiful boat at night, telling stories and reading books to followers. But within that world, when the lights go out, she is a competent sailor making solid progress and doing all that is required in this extraordinary adventure race called the GGR.

Damien is "pure business" but it is impressive to watch. Gunnar is the man "Deep & Meaningful" displaying a beautiful simplicity and total honesty in everything he says and does. He blows the myth of what a hardened solo sailor is supposed to be. He is not a pirate; he is Gunnar! Etienne is just a "serious racer in love" and it shows. He displays his frustrations with disbelief and love of Bernard, Life, the Ocean and then every night ELOISE his true love!

The GGR WINDOW LIVE is NOT your usual viewing. It never will be but it is worth a look! The real nature of it is still evolving. For some viewers it is controversial and the chat box of opinions can be interesting. Soon it will be the Southern Ocean; then everything will change again.

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

THINGS HAPPEN!

Gunnar Christensen aboard POMPOEN discovered significant barnacle growth and spent approximately 90 minutes in the water cleaning the hull. This may just be the beginning, not the end of this story! It all played out on the WINDOW LIVE. He declared he did not want to do that again, but the GGR has shown that once they appear, the problem can get dramatically worse quickly!

At the front, Pat Lawless suffered failure of the steering lines from his windvane self-steering system. The repair cost him roughly 90 minutes hanging off the back of his boat! No technicians. No pit crew. Just another day in the Golden Globe Race.

"CODE ORANGE" CONCERN FOR LOUIS KERDELHUÉ

The most serious operational moment came on 5 October when Race Control became concerned about Louis Kerdelhué aboard IE CHARGE. For almost 24 hours his tracker showed unusually slow progress. At times IE CHARGE appeared beam-on to the seas, drifting at one knot or less - despite tracker weather information suggesting there should have been sufficient wind to sail.

Louis had also missed two of his daily safety reports. At 1200 UTC, Race Control opened a potential Code Orange file and sent urgent messages through his satellite telephone and YB3 tracking and messaging unit. The fleet was asked if anyone had heard Louis by radio. The nearest competitor, Gunnar Christensen, was approximately 150 nautical miles away.

Just 30 minutes before the deadline to contact the Maritime Rescue Coordination Centre, his tracker speed increased and eventually reached around 4.5 knots, providing a strong indication that Louis remained in control. It was a sharp reminder of how important daily safety messages are. Louis faces a €50 penalty for each missed daily safety report.

At the time of this press release, Race Control has just received a YB message from Louis stating "RAS" — French for "rien à signaler", meaning "nothing to report / all OK." This is reassuring, although Race Control has still not successfully established voice contact with him by satellite phone.

GUY deBOER RETURNS TO SEA

Meanwhile, Guy deBoer aboard SPIRIT is finally underway again after structural repairs in Lanzarote. Following concerns surrounding the chainplate and hull structure, repairs and inspections were undertaken before Guy returned to sea. He is now continuing in Chichester Class, meaning he is no longer competing for the main McIntyre Golden Globe trophies, but the adventure is very much alive. This morning SPIRIT was making approximately 4.9 knots, heading west of Fuerteventura and chasing a fleet already 1,500 miles south.

THE ATLANTIC MAKES ITS FIRST SELECTION

One month after leaving Les Sables-d'Olonne, the shape of the 2026 McIntyre Golden Globe Race is beginning to emerge. Tropical Storm Gonzalo delivered the first major weather test. The Doldrums have delivered the first major separation. Guillou looks exceptionally strong. Lawless remains in pursuit. Beskardes has earned valuable breathing space in third. Behind them, however, very little is settled. The Southern Ocean has not even begun to have its say. The Cape of Good Hope remains ahead, Cape Leeuin far beyond and Cape Horn another world away. Gear will break. Weather systems will reverse fortunes. Fatigue will accumulate. Entrants will retire. There are thousands of miles still to sail and one thing is becoming clear: The Atlantic has stopped sorting this fleet gently. The 2026 McIntyre Golden Globe Race is starting to play for keeps.

18 October

PAT LAWLESS RETIRES FROM THE 2026 McINTYRE GOLDEN GLOBE RACE AFTER SOLENT RIG FAILURE

Irish skipper Pat Lawless, the oldest skipper in the race at 70, sailing SILVERMINES HYDRO, has retired from the 2026 McIntyre Golden Globe Race after reporting a serious failure of his Solent rig while lying just over 100 nautical miles behind race leader Damien Guillou.

At 23:51 UTC on 17 October, Pat sent a short SMS to GGR Race Control: "Pat here. Solent rig broken. Rig okay. Now sailing north. Out of the game."

The message indicates that Pat has suffered a serious failure involving the Solent stay, the secondary forestay situated aft of the main genoa forestay and used aboard SILVERMINES HYDRO for a reefing headsail system. At the time, he was pushing into a 20–25 kt north-easterly headwind and 3–4 m seas. He is approx. 2,000 miles west of Cape Town, South Africa, in the Roaring Forties of the South Atlantic.

A few weeks ago, Pat had already reported damage to the Solent forestay and successfully carried out a repair at sea. It now appears that the stay has suffered another serious failure. At this stage, GGR has not established whether the previous repair itself has failed or whether the latest damage has occurred elsewhere in the Solent rigging.

The most important information in Pat's message is his statement that the "rig [is] okay."

There is presently no indication that the mast itself is in danger. The main genoa forestay remains in place, together with the staysail forestay and the remainder of the standing rigging, which GGR currently assumes to be intact.

Pat has reported no injury and has not requested assistance.

For those reasons, GGR has not declared a CODE ORANGE.

Pat is a highly experienced ocean sailor and appears to be fully in control of SILVERMINES HYDRO. Had he considered himself to be in immediate danger, or required urgent assistance, he could have telephoned the GGR emergency number directly, which would have immediately alerted Race Control.

The SMS arrived at approximately 01:51 local French time on 18 October, shortly after Race Control had finished normal monitoring for the night. It was discovered early this morning following the 04:00 UTC tracker update, when Pat's course was seen to have changed dramatically and SILVERMINES HYDRO was moving slowly in a north-westerly direction.

Pat's shore manager has now been informed. He too had been watching the tracker but had received no additional information directly from Pat.

Now that Pat has formally retired from the GGR, he is free to use his satellite telephone without the race restrictions that applied while competing. At the time of this release, however, he has not yet made further contact with Race Control.

Immediate Situation at Sea

Pat's exact intentions are not yet known.

Based on his present course and speed, one possibility is that he may currently be hove-to or otherwise keeping SILVERMINES HYDRO comfortable while waiting for daylight to fully assess the damage.

Pat's first priorities will almost certainly be to inspect the damaged rig, secure or remove any loose components and ensure that no further damage can occur.

Once the rig is made safe, it would be reasonable to expect that he may turn towards Cape Town, although GGR stresses that Pat has given Race Control no indication of his intended destination at this stage.

A Cruel Repeat of 2022

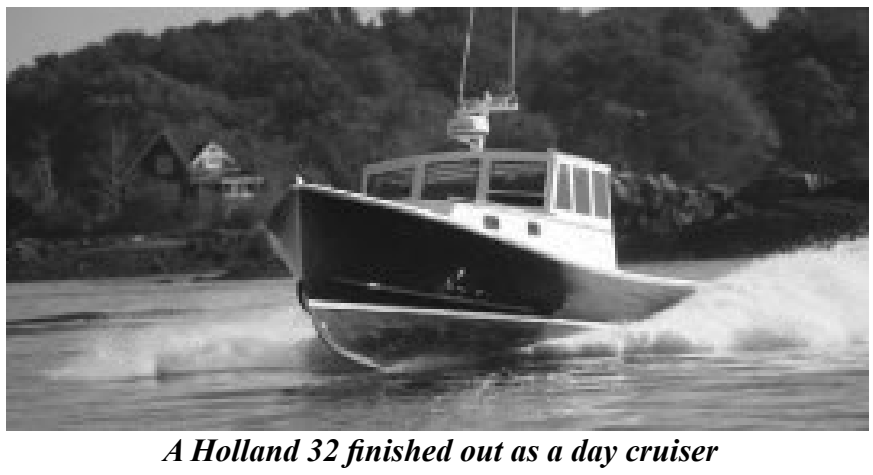
The retirement is particularly difficult for Pat because the 2026 race represented unfinished business.

During the 2022 McIntyre Golden Globe Race, Pat had been sailing strongly near the front of the fleet when his Aries windvane self-steering system suffered a major failure west of Cape Town. Unable to continue his non-stop solo circumnavigation as intended, he subsequently sailed into Cape Town, where his retirement was confirmed on 10 November 2022.

For Pat, the 2026 edition represented

Continued on Page 19

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Sheldon 'Sheba' Merritt of Jonesport

Continued from Page 5

and the lumber building burnt up. That was in the mid-60s. My father, he would help build the first shop. Then my father went up to Mount Desert Island to help build that new schoolhouse they have got now. Bert, he didn't know whether they were going to build back or not. He later called my father, "I want you. We've got to build another boat shop. So, he came back and worked for Bert. Bert was a good man. He had a big heart. Sing, he could sing."

Sheba never went to high school explaining, "I went as far as eighth grade. I said well, Sheba, old boy you might as well get done and go to work and that's what I did."

This is when he was shingling houses with his brother, but then his brother went into the service, and Sheba went out on his own. He said, "The first 15 years I painted. I worked down on Roque Island for five. Beautiful place. I came back and started building buildings. East Bay over to Beals. I built that building. People told me I couldn't build it alone. I said, 'Well, I'd never bid on a job I can't do.' I shingled almost every roof in this town once. I built the Sardine Museum for Ronnie Peabody. That was quite an outfit. You would swear to God you were walking right into a sardine factory. The only thing it didn't have was the sardines, had all of the machinery. I helped build a couple of lobster pounds around here. One was for Herman Backman."

When asked how you built a pound he said, "Well, what you do, you get a great big steam shovel was what we had. You dig holes, put these posts in them and you backfill the post and then you go around it with like 2 x 6s. About three or four of them, then you plank it up. Then you backfill around them. We put threaded rod right through it so it wouldn't pull apart."

When asked if he knew who worked with Bert Sheba said Roger Beal, Jr., Elmer Farnsworth, Avery Kelley, Pete Ivan Lamson and his brother-in-law Vincent F. MacLean. Vince was a boatbuilder and fisherman from Milbridge and had 24 brothers and sisters. He married Sheba's sister Julia in Milbridge on 29 June 1964. Sheba added, "Probably the best one he had was Wandell George Beal. Bert and them boys built the TUCKAHOE. She was close to 50 feet. Well, she went ashore, stove her keel right out of her. They hauled her up at Frost's, and Wandell and a young guy by the name of Arnie Smith took the keel out and built a brand-new keel for it. Amazing. I used to visit a lot of boat shops. I loved it."

He said that he visited Clifford Alley, Richard Alley, Alvin Beal, Calvin Beal, Jr., Lovie Beal, Wayne Beal, Willis Beal, Doug Dodge, Ernest Libby, Jr.

Sheba also built miniature lighthouses. He said, "My mother wanted a lighthouse, and I told her I don't know a thing about lighthouses. She said, 'Well, you are going to learn.' I built her one, built all of my sisters and brothers one, overall, I have built 230 lighthouses in the past 25 years."

Over in West Jonesport there was Oscar and Frank Smith, who were boatbuilders. Sheba said, "I saw one that they built, the front of the trunk was rounded. Now the diamond windows in the boats...the first one ever done there was...He is a brother to Alvin. [Sheba could not remember, but it might be Floyd]. Old Freddy Lenfestey, he was something else. He used to make them round steering wheels. He was clever. He used to like to play jokes on people as did Lovie. Well, he used to have a five-gallon bucket to sit down on, even when he was working on the boat he'd be sitting on that bucket. I can see him now, humped over. Then there used to be a boat shop down Kelley Point, a fellow by the name of Maurice Dow built there."

Maurice was from Roque Bluffs and built a number of boats in the early 1900s, including several sardine carriers. I believe after leaving Jonesport he went to Biddeford and worked building a schooner during World War I.

One can tell when some is pleased where they are and Sheba is certainly one of those persons. The farthest south he has been was Marblehead, Massachusetts when he shingled a girlfriend's house many years ago. He has been to Canada a couple of times, which was when he was coaching men's league softball for 22 years. He only played once when a player was late, but his teams certainly won a lot of trophies. However, his true love has always been Jonesport and always will be.

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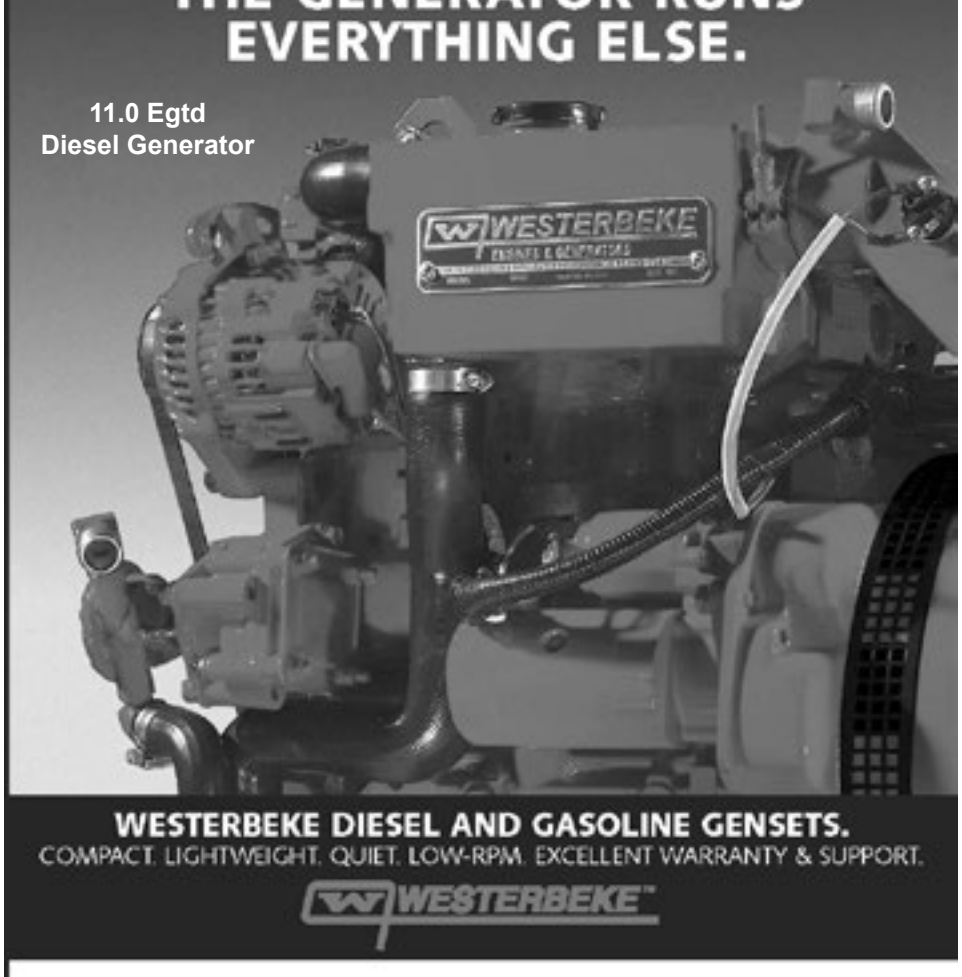
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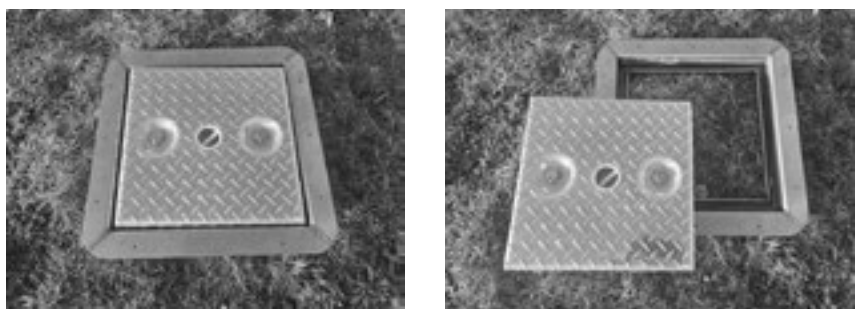


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U. S. Coast Guard News

Coast Guard Acquires Four Long-Range Unmanned Aircraft to Strengthen Maritime Security

WASHINGTON - The U.S. Coast Guard placed a $247.8 million order with General Atomics for four MQ-9B long-range unmanned aircraft systems, ground control stations and supporting equipment Sept. 25, 2026, through a U.S. Customs and Border Protection contract.

The aircraft will give the Coast Guard greater ability to monitor offshore waters, protect borders and critical infrastructure, support search and rescue, combat drug trafficking and counter illegal and unregulated fishing. They will also improve the service's ability to collect and share intelligence, conduct surveillance and support reconnaissance missions far at sea.

"The MQ-9B long-range unmanned aircraft systems will expand our reach and strengthen our ability to protect the nation," said Anthony Antognoli, the assistant commandant and program executive officer for robotics and autonomous systems. "This investment will give Coast Guard crews a longer-range view of our maritime domain, helping them detect threats earlier, make better-informed decisions and act faster across our missions."

Long-range unmanned aircraft are vital to Coast Guard missions. In fiscal year 2026, U.S. Customs and Border Protection MQ-9A aircraft operating as part of Joint Interagency Task Force South directly contributed to the seizure of approximately 60,700 pounds of illegal drugs valued at $306 million and the apprehension of around 20 smugglers.

The MQ-9B acquisition is funded by the historic investment in the Coast Guard through fiscal year 2025 budget reconciliation and fiscal year 2026 appropriations. Fiscal year 2025 budget reconciliation provided nearly $25 billion, the largest capital investment in the service's history, through which the Coast Guard ordered approximately $16.3 billion in new assets and capabilities. This rapid return on investment demonstrates the Coast Guard's commitment to modernizing acquisitions, integrating next-generation technology, restoring readiness and revitalizing infrastructure to deliver national mission outcomes.

U.S. Coast Guard Releases Major Incident Investigation Report into Fatal MH-60T Mishap West off Cape Flattery

WASHINGTON — The United States Coast Guard today publicly released the Major Incident Investigation (MII) report examining the Feb. 27, 2026 aviation mishap involving an MH-60T Jayhawk helicopter (CG-6063) assigned to Coast Guard Air Station Astoria, Oregon.

The mishap occurred during a search and rescue mission at sea approximately 96 nautical miles west of Cape Flattery, Washington, and resulted in the death of Coast Guard Aviation Survival Technician Second Class Tyler Jaggers. Petty Officer Jaggers died on March 5, 2026 from injuries sustained during the rescue attempt.

"Our entire service grieves the tragic loss of our teammate," said Adm. Kevin Lunday, Commandant of the United States Coast Guard. "The Coast Guard conducts aviation operations in an inherently dangerous environment that demands the highest levels of proficiency from our crews. We conduct disciplined operations to ensure our crews accomplish the mission and safely return. In this case, as the investigation revealed, we did not meet the high standards required, with fatal results for one of our own. We will learn from this mishap and improve the proficiency and safety of our operations."

Investigative Findings and Cause of the Mishap

Continued on Page 24

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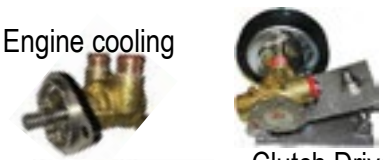
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What Are the Odds?

By Sheila Dassatt

When it comes to communication, I feel very fortunate to be able to express my thoughts in print. There is a difference in my DELA report and this article. I try to be as informative as possible with the facts and meetings that have been going on. We are deeply involved with the issues and do our best to make our voice known in the fishery. My biggest concern there is that as time goes on, the associations are dwindling due to members passing away and a lot are retiring. My thoughts on this subject are that we need the next generations to step up and get involved. We have strength in numbers and voices that speak up for what we all believe in and are trying to maintain for these generations.

With this subject being said, tomorrow is election day and we certainly have a lot to think about. I am not going to make this a political article, but I am going to point out a few things about our fishery's future.

I am not a spring chicken by any means, so I do remember what it was like in our coastal communities to live and work on the coastal waterfront. I may have touched on this in previous articles, but I think it's time to point out a few things. Most families that lived in the fishing villages had access to a dock right in their front yard. There wasn't a big need for a car or truck unless you planned to travel to the mainland. Each neighborhood had a store that carried the groceries that you needed. Of course, my friends and I would collect bottles and cash them in for penny candy at these stores! There was a filling station, variety store that carried dry good needs as well as all occasion cards. We had a pharmacy that had a soda fountain where my grandmother would take me for an ice cream cone (while waiting for a prescription). We had a clothing store that also carried shoes and the best brand of blue jeans. Remember the flannel CPO shirts that all the teens were wearing? They were usually burgundy or dark green and boy was I cool in one of them! We don't want to forget Friedman's dry goods store as well. This was where most of the young boys, like my brother, got their first pair of hip boots. Then they also got their fishing pants and barvals there too. The older guys wore barvals, which was an apron that went all the way around you and you stepped into it to put it on. My Dad always wore one, he said it gave him more room to move around. There was also a lot of neighborhood kids in town, all mostly walking or riding a bicycle to town. Then there were the "muscle cars" that cruised up and down main street. Life was good!

You'd think that life was going to be this way forever. So moving forward, I did a little research about this and discovered that Maine's coastline is 5,000 to 5,300 miles. Now, how much working waterfront is there now? We have 20 miles total, 8 miles publicly owned and 12 miles privately owned. This is definitely a concern for our fishing and marine industry's existence. More and more people have moved in and have turned Maine into a senior vacationland that only exists in the summer (on the coast). The 12 miles of coastline that are privately owned a susceptible to real estate purchases. This is what has been happening all along our coastal villages.

With further research, the State of Maine has a population of approximately 1,414,874 people living here. They come from all different walks of life and after Covid, a lot of them came here to purchase coastal homes, fix them up and either live in them seasonally to work from their front porch, or rent them out at very high rental fees. Most of them think that the fishery is quaint and they paint a lot of pictures or take a lot of pictures of the boats and fishermen at work. It is no secret that the fishery is fighting for our very existence, people saving whales and seeing us as a threat. As times has gone on, we now have 5,200 lobster licenses in Maine and 3,667 active licenses with 1,200 Federal permitted lobster licenses. We also have several thousand recreational lobster licenses that most of us "tolerate." If you look at the overall population that is now here, we are a pretty small number. We need to look at this very carefully and do our best to keep our existence moving forward for the future. "When it comes to progress, the fishing industry is not viable enough to warrant protection," is what I have been hearing.

It is a privacy thing, whether you vote or if you are "Red or Blue" our very existence should not be determined by these parties alone. The more one of these parties outnumber the other, there is a good chance that what we stand for and the support that we need will be overpowered by people standing by their party alone and not what is best for us. I looked up the overall numbers of these parties and we are already outnumbered by folks that want to save whales, have us use ropeless gear and support windmills on the Gulf of Maine. How many want to quiet our fishing vessels and think that we should go out later in the morning so they can sleep in? This sounds extreme, but this is really happening. All I can say is we want to stand by our fishing families and save as much of our coastal properties as we can. The younger folks just starting their families should not have to move off island to work on the water. A lot of us have been in this fishery for many generations and it is our heritage. Please, let's try to stand up for one another and do the best that we can to hold our own.





Maine Dept. of Marine Resources

DMR Response to Supreme Court Order

October 5, 2026

Today, the Supreme Court declined to review the Department's electronic vessel tracking requirement in the lobster fishery, which leaves the First Circuit Court of Appeals' decision in place and brings a conclusion to this case.

DMR continues to believe this data collection requirement is critically important to the long-term sustainability of the lobster fishery and resource. It will inform the lobster stock assessment, enhance offshore enforcement, and support better decision-making in a range of federal management contexts.

Carl Wilson, Commissioner, ME DMR

Winter Bottom Trawl Survey of Maine Research Array Wind Energy Area to Begin Week of January 11, 2027

October 13, 2026

The winter bottom trawl survey of the Maine Research Array Wind Energy (MeRA) Area is scheduled to begin the week of January 11, 2027, and run through February 28, 2027.

If inclement weather limits sampling days during the aforementioned window for the winter survey, sampling may be extended until March 12, 2027.

This timeframe is tentative - survey notices will be posted here on DMR's website.

This survey will be conducted during up to nine days within the above timeframe. The exact dates will be weather dependent. Operations will be conducted during daylight hours. Survey locations will be the same as the previous year's surveys.

A link to the survey map, which will include survey locations and dates can also be found here.

The F/V Northern Lights (55' trawler) will transit from Portland to the sampling area. The crew will conduct approximately 37 tows over up to nine days of sampling during each survey.

Tows will be 20 minutes and conducted at a speed of 2.5 knots.

It is not anticipated at this time that DMR will have to ask for gear to be moved for these surveys.

If the survey is unable to operate due to density of gear within the survey sites, DMR will send out additional notices providing details as to when gear would need to be moved.

The point of contact for this project, and for lost gear, is Casey Yanos, (207) 350-7165, casey.yanos@maine.gov. If gear is lost, please contact Casey or your local Marine Patrol Officer.

The F/V Northern Lights will be monitoring VHF channel 16.

As a reminder, the bottom trawl surveys will evaluate fish and invertebrate community composition near the MeRA Area.

These surveys are intended to provide baseline data that will be compared to data collected throughout the construction and operation phases of the Research Array. These surveys are being conducted in response to recommendations from Maine's Offshore Wind Roadmap's Fisheries Working Group. The surveys will help answer critical questions about the impacts of offshore wind development on fishing and the environment prior to commercial development.

Surveys of the Maine Research Array Wind Energy Area Scheduled for January 1, 2027 - March 31, 2027

October 14, 2026

This notice is to inform you that Maine DMR and Bigelow Laboratory for Ocean Sciences will be conducting plankton and larval lobster surveys of the Maine Research Array Wind Energy (MeRA) Area.

Survey schedules will be posted here on DMR's website as they are available.

Information on the survey, which is scheduled to take place between January 1, 2027 and March 31, 2027 is below. Survey Type: Plankton and larval lobster survey; Survey Goal: Monitor abundance of zooplankton and abundance and larval stage distribution of lobsters; Frequency: Up to 2 days/month; Survey Equipment: Seabird 55 Rosette, SBE 25plus CTD, dual ring net, and neuston net. Vessel: R/V Maine, 42.3' converted marine patrol vessel.

Please give the vessel the same considerations you would any active commercial fishing vessel - maintain at least 100-feet of distance between your vessel and the research vessel.

It is not anticipated at this time that DMR will have to ask for gear to be moved

Continued on Page 21

Commercial Fishing News

From the Director of D.E.L.A.

From the Director –

It's hard to believe that we're in the first day of November! Where did the season go? It came and went in the blink of an eye. Last night was Halloween, which was a lot of fun to see all the kids dressed up and having fun. Now we have set the clocks back and we're entering the "dark age." It's a little lighter in the morning, but for the most part, it will be dark in the morning and late in the afternoon. What comes after this is inevitable, Old Man Winter.

With the state of the fishery this year, the traps are starting to come up early. This has not been one of our better years in the lobster fishery. The price has stayed about the same all season, which averaged around $5.05 for new shell and $6.05 for hard shell. We have not had a select price for two years! The bait has been expensive, which has gone up since last year and the fuel price has gone through the roof. Believe it or not, after the price of the expenses, some have had checks as little as $35.00 net profit. This is after bait, fuel and paying your stern help. Now the price has just dropped to $4.75 for new shell and $5.75 for hard shell. This price isn't much more than it was in the 90's. How many years later? I figure at least 33 years. But the difference is that the bait was a lot less and the fuel was reasonable as well.

I know this sounds extreme, but it is the truth. This doesn't happen every time, but it has happened to most all of us at least once in the pay season. This is a big reason why a lot of the traps are coming up early. As we know, we all try to put our money away to carry us over the winter, kind've like when squirrels store their acorns for the winter. It is already going to be difficult for this winter.

Now the USDA has a proposal to offer $8 billion Harvest Fuel Relief Program to help offset the rising fuel costs. The payment details are still pending but fishermen can document 2026 fuel expenses and submit it to USDA now. Are you ready to do that? The program is geared toward traditional agricultural commodities, but USDA included the fishermen among the non-Title I producers that may qualify for assistance. The commodity for fishermen remains an open question at this time.

At this time, the USDA is asking fishermen to provide information documenting increased fuel costs at HarvestFuel@usda.gov. The agency claims that the submissions will be considered as it determines payment rates.

The group recommends fishermen gather fuel receipts, invoices and other records that document their fuel expenses for 2026. Fishermen can submit this information directly to USDA so they can determine payment methodology. "Unlike major agricultural commodities, where USDA can rely on acreage, production costs, yields, and market prices to develop a uniform payment formula, commercial fisheries vary widely in vessel size, fuel consumption, trip length, gear type and operating costs."

This is for your information: "For now, fishermen interested in receiving assistance should retain records documenting their fuel expenses, submit information on increased costs to USDA, and prepare for the application period while awaiting guidance on eligibility and payment rates."

There it is, it's up to you how you want to handle your own situation. Upon reading most of the comments, the fishermen do not want handouts, they want the fishery to go back to being fair to them. When we are receiving $4.75 and a$5.75 for our efforts, which is also a dangerous occupation, there is something "Wrong in Denmark." Let's give this all very careful thought before we jump into these proposals.

At this time, we are also working toward support for the Northeast Fishermen's Act, which extends our whale rule to 2035. This must be passed through the Senate very soon. We were all invited by the Local 207 and the IAM Union to meet with Senator Marie Cantwell , of Washington state. This was held at the Elks Club in Ellsworth on October 31st. I thanked Ginny Olsen for the invitation and said that yes, we all need to work together on these issues. I was unable to attend, but offered any assistance to help the cause. We still have a little time to comment before this goes to the Senate if you would like to contribute your comments.

The one thing that we need to be careful of is if this passes, I'm sure there will be a balance of the scale, give and take. The whale folks will be asking what we will be willing to give up as a compromise for this extension. This is already "in the wind." Please be thinking of our future and be prepared for any suggestions that you may have.

DELA is very involved with these issues and I always extend an invitation for your membership. The form is in this publication and we always welcome you!

Take care and have a blessed Thanksgiving Season, Sheila







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Commercial Fishing News

Miscellaneous Commercial Fishing News

NOAA Fisheries Awards 14 Projects in 2026 Sea Scallop Research Set-Aside Program

Projects contribute key data to support scallop fishery management.

October 07, 2026

NOAA Fisheries has made 14 new grant awards through the Scallop Research Set-Aside Program. These projects support research that informs management decisions for one of the most valuable wild-caught fisheries in the nation.

Instead of awarding federal funds, this unique program sets aside a portion of scallops that would otherwise be available for commercial harvest. Those pounds are awarded to researchers who then work with the fishing industry to both conduct their research and harvest the scallops to fund the work.

This year's projects were awarded more than 1.5 million pounds of Atlantic sea scallops. At an estimated $16 per pound, the awards are expected to generate more than $25 million. Of that amount, $6 million will directly support research. The remaining $19 million will go to harvesters in support of small business owners and local fishing families.

The U.S. sea scallop fishery is a major contributor to the national seafood economy. In 2025, commercial scallop landings totaled 23.1 million pounds, valued at $417 million—making it the largest wild scallop fishery in the world.

The awarded projects are investigating research priorities identified by the New England Fishery Management Council. This year's projects include enhancements to existing scallop surveys, such as: Expanded coverage on Georges Bank; AI-enhanced processing of survey imagery; and Continued support of industry-driven data collection and co-management.

Also new this year are two projects exploring opportunities for enhancement of scallop resources.

The research set-aside program is a model of innovation. It funds essential research without using federal dollars and builds strong partnerships between scientists and the fishing industry. NOAA Fisheries currently supports research set-aside programs for Atlantic sea scallops and monkfish.

Learn more about the Scallop and Monkfish Research Set-Aside Programs

Project Summaries

Institution: Cape Cod Commercial Fishermen's Alliance, Inc. Title: Designing and Testing Dynamic Co-management to Protect Scallop Seed and Maximize Yield (2-year grant). Principal Investigator: Melissa Sanderson, Caitlin Townsend, and Steve Martell, Ph.D. Project summary: The research team will develop and pilot the Scallop Seed Avoidance Program, a voluntary, fleet-led, near real-time spatial management system designed to identify and avoid localized scallop seed hotspots. The program would integrate industry-reported data with analytical "trust-but-verify" tools to build and test the infrastructure required for an industry-led system for voluntary dynamic small-scale closures.

Institution: Commercial Fisheries Research Foundation: Title: Sustaining and Improving the Research Fleet Approach in the Atlantic Sea Scallop Fishery (2-year grant) Principal Investigators: N. David Bethoney, Ph.D.; Rebecca Smoak; Melissa Sanderson; Mark Hager; and Anthony Lucia. Project summary: CFRF researchers will continue and enhance the Scallop Research Fleet fishery-dependent data collection program. Through this program, scallopers gather year-round data on scallop shell heights, meat volume, and reproductive status, producing consistent and reliable data enabling calculation of shell height to meat weight ratios and monitoring of scallops' reproductive stages.

Title: Sustaining ScallApp Use for Industry Tracking of Scallop Health and Reproduction (2-year grant) Principal Investigator: N. David Bethoney, Ph.D. Project summary: ScallApp is a smartphone application for collecting fishery-dependent data on sea scallop disease, meat quality, and reproductive condition. CFRF researchers will transition the app from a pilot phase to a sustained industry-integrated platform by implementing improvements fostering open use, optimizing industry participation incentives, and delivering actionable insights to inform scallop science, management, and industry decision making.

Institution: Coonamessett Farm Foundation. Title: Seasonal Survey of Scallop Fishery on the Eastern Part of Georges Bank (2-year grant) Principal Investigators: Lusia Garcia, Farrell Davis, Natalie Jennings, and Liese Siemann, Ph.D. Project summary: The research team propose to continue their seasonal dredge survey in the eastern Georges Bank region, which is used to generate seasonal indicators of scallop biomass and recruitment, reproductive activity, health condition, predator abundance, and distribution of key predator and bycatch species.

Institution: University of New Hampshire Title: Recruitment Enhancement Feasibility in the U.S. Atlantic Sea Scallop Fishery (3-year grant), Principal Investigator: Michael Coogan, Ph.D. Project summary: This project will evaluate the feasibility of scallop recruitment enhancement in northern New England by deploying spat collectors in Maine and New Hampshire, growing out juvenile scallops in nursery systems, and conducting controlled field reseeding trials. During the grow-out period, the applicant will estimate predation risk and test whether exposure to predator chemical cues induces defensive traits in juvenile scallops.

Institution: University of Massachusetts Dartmouth, School of Marine Science and Technology Title: Important Extensions to the 2026 Georges Bank Drop Camera Survey (1-year grant). Principal Investigators: Adam Delargy, Ph.D.; Kevin D.E. Stokesbury, Ph.D.; and Amber D. Delargy. Project summary: The research team expanded the SMAST drop camera survey that was funded under the 2025 Scallop RSA program to include additional coverage across the Northern Lightship South West and Southern Flank regions–areas of unexpectedly high scallop density in the 2025 fishing year. Drop camera imagery will identify bottom substrate, estimate shell height, count macrobenthos, and estimate scallop density, abundance, and exploitable biomass.

Title: Interactive Effects of Food Availability on the Temperature Tolerance of Atlantic Sea Scallop Early Life Stages (1-year grant). Principal Investigators: Geoff Cowles, Ph.D.; Max D. Zavell, Ph.D.; Kevin D.E. Stokesbury, Ph.D.; and Brian Beal, Ph.D. Project summary: The research team will investigate the effects of bottom temperature on scallop recruitment by lab-rearing larvae from spring and fall spawning periods under varying temperature and food concentration scenarios. Output of these experiments will be used to predict potential "match-mismatch" dynamics between the timing of scallop spawning and the availability of essential food sources under a range of temperature scenarios.

Title: Spatiotemporal Variability of Atlantic Sea Scallop (Placopecten magellanicus) Shell Height to Meat Weight Relationships and the Environmental Factors Affecting It. (2-year grant) Principal Investigators: Nicholas M. Calabrese, Ph.D.; Adam Delargy, Ph.D.; Max Zavell, Ph.D.; and Kevin D.E. Stokesbury, Ph.D. Project summary: This project will quantify variability in scallop shell height-meat weight relationships over space and time and identify environmental drivers of that variability. These relationships are used to convert survey abundance to biomass, so small changes can substantially affect stock assessments and fishery value. Monthly sampling of scallops from different areas will be conducted by cooperating commercial fishing vessels, and these measurements will be used to develop spatiotemporally explicit statistical models to refine stock assessments.

Institution: Virginia Institute of Marine Science Title: AI-Enhanced Processing of HabCam Imagery to Improve Atlantic Sea Scallop Survey Products for Stock Assessment (2-year grant) Principal Investigators: Ming Sun, Ph.D.; Yi He, Ph.D.; Roger Mann, Ph.D.; and David Rudders, Ph.D. Project summary: The research team will develop a structured workflow to use computer vision models to process HabCam survey imagery. This process will train models to detect, count, and measure scallop shell height; convert model outputs into estimates of density, abundance, and size frequency distributions; and validate the outputs against human-interpreted data to produce assessment-ready datasets.

Title: Assisting the Scallop Management Decision Process with a GIS Tool (2-year grant), Principal Investigators: Roger Mann, Ph.D. and David Rudders, Ph.D.

Institution: VIMS Project summary: This project will streamline the New England Fishery Management Council's annual scallop specifications recommendation process by developing a user-friendly GIS tool to visualize complex assessment and landings data. The tool will help scientists, managers, and industry stakeholders more easily assimilate large volumes of information, ultimately simplifying the transition from raw data to actionable decision-making.

Title: Assessing the Viability of Spat Collection in the Southern Portion of the Sea Scallop Resource (2-year grant) Principal Investigators: Sally Roman and David Rudders, Ph.D. Project summary: Investigators will test the use of fuzzy rope systems to collect newly settled sea scallops in the Mid-Atlantic, where they are experiencing increased natural mortality. Collection of juveniles may assist future enhancement efforts if scallops can be grown out and transplanted into areas with better growing conditions.

Title: Monitoring Environmental Conditions and Sea Scallop Mortality in the Elephant Trunk (2-year grant) Principal Investigators: Sally Roman and David Rudders, Ph.D. Project summary: This project will conduct quarterly sampling in the Elephant Trunk Area to monitor environmental parameters, predator abundance, and sea scallop mortality, aiming to understand the drivers of recent, unexplained mortality events in the region.

Institution: Woods Hole Oceanographic Institute Title: Combining Biology, Ecology, and Physics to Predict Recruitment for the Atlantic Sea Scallop, P. magellanicus (2-year grant) Principal Investigators: Kirstin Meyer-Kaiser, Ph.D.; Irina Rypina, Ph.D.; and Gregory Britten, Ph.D. Project summary: The research team will conduct lab experiments with live scallop larvae to evaluate larval buoyancy and food-induced and predator-induced swimming behaviors under different conditions. These outputs will be integrated into a model that realistically simulates scallop larval dispersal and could be used to enhance the predictability of scallop recruitment.

Title: Developing an Early-Warning System to Forecast Sea Scallop Mortality Risk under Thermal Stress (2-year grant) Principal Investigators: Christopher Murray, Ph.D. and Rubao Ji, Ph.D. Project summary: The project team will perform experiments that assess the effects of peak temperature, warming rates, and heat exposure duration on adult scallop mortality and biophysiology. These results would be integrated with an operational physical model and Dynamic Energy Budget model to simulate energy deficits under thermal stress and link these deficits to mortality rates using random forest models.

How Will El Niño Affect Your Local Fisheries?

Scientists at NOAA Fisheries are working to observe and forecast how the 2026–2027 El Niño event will impact fisheries,

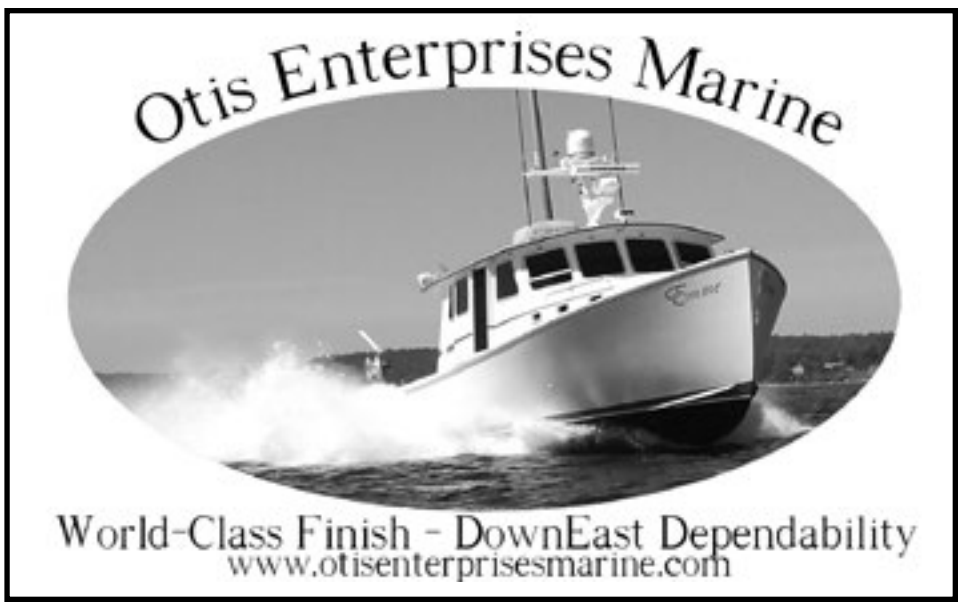
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Miscellaneous Commercial Fishing News

marine life, and coastal communities across the country October 08, 2026

What does El Niño mean for U.S. fisheries and marine life? What can fishermen and coastal communities expect to observe and experience as this event continues and potentially intensifies? And what are scientists at NOAA Fisheries doing to track this natural phenomenon?

The El Niño-Southern Oscillation is a powerful atmospheric cycle that occurs in the Pacific Ocean along the Equator and weakens trade winds that blow from east to west. This allows warm surface water in the Pacific to slosh back east towards the Americas. It reduces the amount of cold water upwelling that usually occurs off the coast of South America. This natural phenomenon can have intense atmospheric and oceanographic effects, such as increased precipitation, flooding, and warmer ocean temperatures. These impacts vary by geographic location but are typically felt most directly by regions within the Pacific Basin.

In June 2026, NOAA forecasters announced that El Niño had formed in the tropical Pacific. As of October, they have predicted a greater than 83 percent chance of a "very strong event" during the Northern Hemisphere fall and winter 2026–27. Experts expect this event will persist through early spring 2027, with the potential for observable impacts in marine ecosystems for months or even years afterwards.

Scientists still can't predict exactly what will occur during this period. But NOAA Fisheries can draw upon historic observations and an abundance of data collected throughout previous El Niño events to suggest likely impacts across our ecosystems. Additionally, we are actively deploying tools and strategies to monitor and predict El Niño's impact on the marine environment across the United States, including: Surveys aboard NOAA vessels and aircraft; Ocean sampling using uncrewed vehicles such as gliders; State-of-the-art ocean and biological response forecasting models; and Cooperative research engaging local commercial and recreational fishermen.

Learn more about what you can expect from this El Niño event and what NOAA Fisheries is doing to forecast and document its impacts.

West Coast

Because El Niño occurs in the Pacific Ocean basin, the West Coast typically experiences the most direct impacts, including elevated sea levels and unusually warm ocean temperatures. Fishermen in Southern California are already catching large numbers of species such as wahoo, striped marlin, and yellowfin tuna, which are normally found off the coast of Mexico. Other warm-water species have been observed in California waters, including the first documented nesting of olive ridley sea turtles. Scientists are tracking how marine species distributions may change along the entire West Coast. Based on previous El Niño events, experts anticipate that we will likely see a variety of changes in this region, including: Shifting distributions of fisheries such as market squid and tuna; Greater juvenile productivity of rockfish species; More tropical and pelagic species such as whale sharks, manta rays, sea turtles, and sea snakes, as well as marlin, dorado (mahi-mahi), and wahoo sought in recreational fisheries; Increased observations of emaciated California sea lion pups; Increased risk of harmful algal blooms; Potential increased risk of whale entanglement.

More In-Depth Information About West Coast Impacts

7 ways that El Niño and large marine heatwaves could affect West Coast marine species; Ocean indicators that NOAA Fisheries is tracking to monitor El Niño; Track El Niño conditions and impacts to fisheries along the West Coast. Kelvin Waves, explained.

Pacific Islands

The Pacific Islands Region is bounded by the Hawaiian Archipelago in the north, American Samoa in the south, and the Marianas Archipelago in the west. It is the largest geographical area within NOAA Fisheries' jurisdiction. We monitor marine life in all of these areas. Current forecasts suggest that this El Niño event will have a significant impact on the Pacific Islands Region as a whole, but the specific effects and degree of impact will vary by island area.

Hawai'i, American Samoa, Guam, and the Commonwealth of the Northern Mariana Islands are located outside the area of greatest predicted warming and heat stress for the next several months. However, it's likely these islands will still experience significant impacts from this El Nino event, including: Warming and heat stress; Changes in predator-prey dynamics; Changes to species distribution; and Increased hurricane activity.

In American Samoa, previous El Niño events produced strong, prey-rich currents within known albacore fishing grounds. This resulted in higher albacore longline catch rates in these areas. Additionally, El Niño also shifts the western Pacific warm pool, and its associated tuna habitat, eastward, resulting in an eastward shift in offshore fishing opportunities. For Hawai'i and the Marianas, El Niño's impact on local catch rate remains less certain and depends on species, fishing method, and location.

The elevated hurricane activity associated with El Niño in the Central Pacific also may affect the chain of operations for local fisheries, especially if major fishing ports are impacted.

Protected species may be impacted by changing food availability, feeding habitat, and nesting conditions. In Hawai'i, research by Pacific Islands Fisheries Science Center staff links variation in young monk seal survival to ocean productivity and prey availability. This indicates that changes in food supply could affect their condition and survival.

Across the three areas, sea turtles may be affected by hotter nesting beaches or nest flooding. Excessive sand temperatures can reduce egg survival and produce more female hatchlings, while nest flooding can kill developing embryos. Changes in ocean conditions may also redistribute prey for seabirds, whales, and dolphins, potentially altering their feeding locations and reproductive success.

Prolonged warming events, like those associated with El Niño, can cause corals to lose the symbiotic algae that supply much of their energy. This results in bleaching and, if stress persists, mortality. Past El Niño-associated events caused widespread bleaching in Hawai'i and substantial coral losses at Swains Island in American Samoa, where impacts and recovery varied with depth. In Guam, El Niño-associated sea-level declines also exposed shallow corals to air

Continued on Page 20

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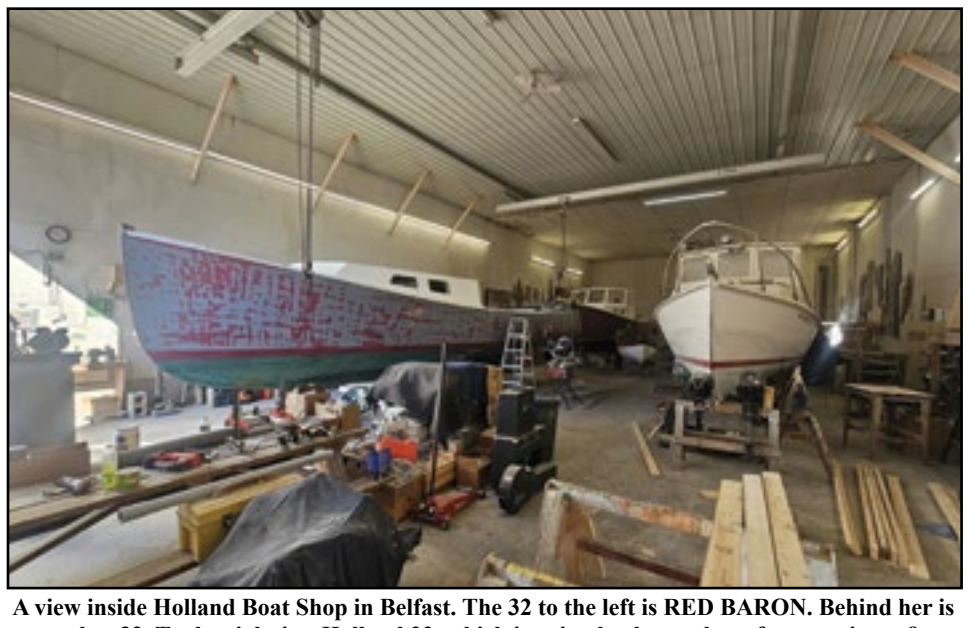
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Boat And Ship Yard News



The lobster boat TWO KEEPERS, a Duffy 35, is in at Farrin's Boat Shop in Walpole getting a total upgrade. She is being repowered with a 550-hp John Deere.



A view inside Holland Boat Shop in Belfast. The 32 to the left is RED BARON. Behind her is another 32. To the right is a Holland 22, which is going back together after a major refit.

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Farrin's Boat Shop
Walpole

In the front shop they have a Coombs Cove 29, a hull offered by John Brackett of New Harbor. She is being finished off as a family sport fisherman for a family who is from Texas, but summers in South Bristol. Before the boat was delivered John Brackett raised the pilothouse about six-inches and the owner is over 6-feet 6-inches. Down below she has a V-berth, small head, but no galley. In the shelter she sports two ladder-back pedestal seats, one to port and one to starboard. Also, there is a partial bulkhead with a drop curtain and roll up centre door. Out in the cockpit she will have a second steering station, 12-inch pot hauler with a removeable davit. She will be powered with a 700+-hp Volvo diesel engine. She will also have trim tabs, bow thruster, and swim ladder, which will deploy at the push of a button. Strictly a day boat. The family will use it for afternoon cruises and the son is expected to take her out tuna fishing. They hope to do this project in December but not launch her until warmer weather returns.

In the back shop they have the lobster boat TWO KEEPERS from Cape Porpoise, which is a Duffy 35 that they built about 20 years ago. They were in the process of stripping her down so they could replace the platform, repower, and rewire her. She will be repowered with a 550-hp John Deere and that means they will also increase the shaft size which presently is 1¾-inch. In the process they will also change out the stuffing boxes, rudder port and skeg bearings and the new deck will be all composite. They hope to have her out and back fishing by the beginning of summer.

A. R. Kennedy Custom Boats in Steuben is currently laying up a semi-lightweight Crowley 36 which will be arriving soon. She will be finished off as a weekend cruiser for a customer from Islesboro. She will be powered with a 900-hp Scania from Billings Diesel and Marine of Stonington, have a berth, head, and small galley below and sport a lobster pot hauler. The rumour is that she is looking to compete in several lobster boat races.

Holland Boat Shop
Belfast

The big news is the Holland 32 being built as a race boat for a customer from the mid-coast. Gavin Holland explained, "She is going to be keel-less and a foam cored hull. We have got the first structure in and have put the moulds together. We are now getting ready for the next layers. She is going to be powered with Sirius racing engine, the 1500 SC, about 1500-hp roughly. This is going to be run through a BAM transmission and a Mercury M6 sterndrive and a couple of Mercury Racing K-Plane for trim tabs. Basically, if it doesn't make it go faster, it's not going in."

This boat will be light, but not super light. She will actually have the same amount of fiberglass in her that RED BARON has. RED BARON is light, but certainly not the lightest 32 they have built. She is also going to have ½-inch foam core to stiffen her up. The hull stringers will run all the way forward and blend into the hull. From the waterline up she's going to look like a standard 32. There is not going to be a whole lot different, but they might modify the windshield a little bit. The main reason is to decrease the drag caused by the visor.

Down below she will have a set of lockers, two locker top steps and nothing else. The only thing under the platform will be the fuel tank.

The owner wants the boat around 1 May, which will allow them a month of testing before the first race. The plan is to have much of her done by February and then she will head to Supreme Marine in Guilford, New Hampshire. At Supreme Marine Sirius Racing will come and install the engine and periodically Gavin will go down and help finish putting the boat together. Her top sides will be painted with a two-part polyurethan from Epifanes, and the bottom will be Awl-gripped. When finished she will receive a vinyl wrap from Wrap Kings, which will go down to the waterline. All the hatches, seats and windows will come from Pompenette, LLC, which is located in New Hampshire and Florida. Drive shaft and hardware will be coming from Nautilus Marine in Trenton.

The Holland 22, which came in to be restored is now receiving a new platform. The engine is in and they are running some wiring under the deck. Next, they will line up the engine. They have to build a console for the bulkhead; the original one was made of plywood and is falling apart. They will also replace the companionway, which is coming apart. Then comes new quarter guards and spray rails. She should be done by the end of November.

In the back corner is a Holland 32, which is being finished off for a customer

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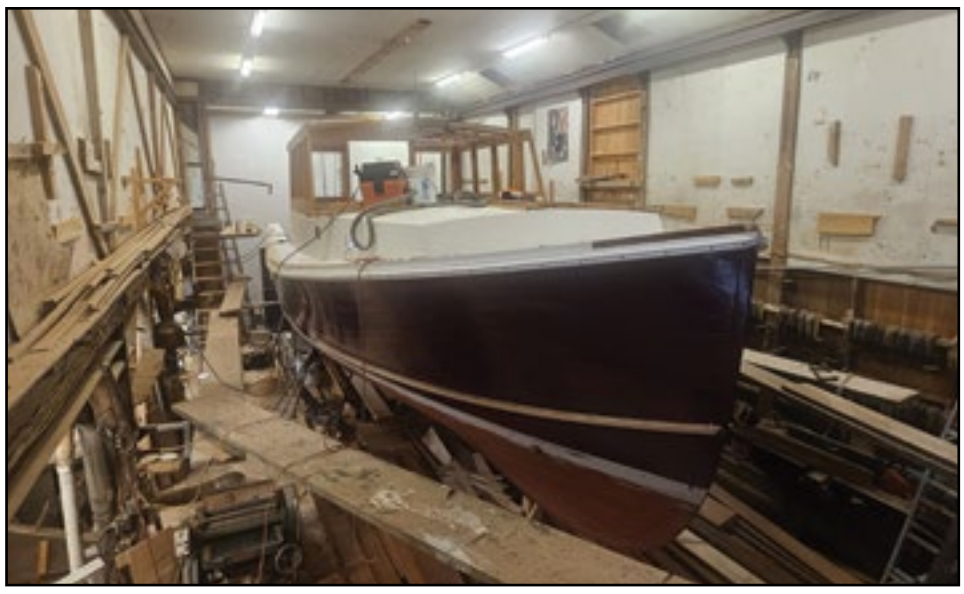
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Boat And Ship Yard News



A view of the Frost built GRASSHOPPER at John's Bay Boat Company in South Bristol. You can see that the platform has partially been removed, so they could remove the keel.



Peter Kass of John's Bay Boat Company in South Bristol has been progressing on his 34-foot wooden cruiser. It is looking like she will be ready for the water sometime in 2027.

from New York. She has a short list and should be done this spring.

RED BARON is also in the shop with her new top on and Gavin is working on her in his spare time. All the stringers are cut and fitted, but right now he is trying to get a twist out of her. When she was stored outside one of the jackstands was not supporting her it should have been. He has weight in the stern, and she has already dropped 1½-inches leaving not much left to get out. Once the stringers are in, they will help hold her shape. The hull has been sanded and is now ready for paint. The plan is to have her ready for the 2027 season, but time is the enemy.

Outside is a Holland 38 hull and top, which is scheduled to be finished out as a high-end cruiser. It is unclear if she is getting finished here or going out as a kit boat.

There are also a couple of major restoration projects coming on Holland 38s. One is already at Front Street Shipyard, and she will be hauled there and have her exhaust system switched to wet exhaust and add a second steering station up in the tower. They also need to replace the foam pad flooring in the shelter.

The other 38 is SPARE PARTS, which was originally owned by Glenn Holland. She needs her shelter top replaced and the platform is a little soft. Gavin thought she might have been made into a high-end pleasure boat, so he said he might not be able to recognize her now.

With all the work scheduled they are booked until the middle of 2027.

John's Bay Boat Company
South Bristol

In the first bay they have the 1959 Frost built wooden lobster boat GRASSHOPPER in for a new keel. The keel actually looked pretty good when they removed it, but inside the shaft-log was starting to disintegrate. The backbone has been removed, and they took patterns off the old keel, which they are using to make the new one. They did not have to replace the stem or forefoot, which had been done a number of years ago. All the pieces have been bolted together on the keel, and they were working on chiseling in the rabbet line and pockets for the new sister frames right next to the old ones. These they will be making as long as they can.

Once all this is completed, the keel will be slid up in place. They are hoping not to have to take too much more apart. They have already removed some of the middle platform planking and this will give them excellent access to get the rest of this project completed. They are hoping to have this one out around Thanksgiving.

Coming back in is pleasure cruiser HANNAH MARTHA (x-lobster boat SUSAN JANE). Last year they did an extensive rebuild, which included lengthening the cabin and making her into a pleasure cruiser. She was not totally finished, so she will be getting new toe-rails, guards, finish off the head and some other minor details. She should not be in long, and right now they did not have anything else lined up, but they were sure something would come through.

Previous to GRASSHOPPER they spent the summer and fall doing repair work on the railway. This was mostly paint and varnish with some small repairs as needed.

In the next bay Peter Kass is working on finishing up his new 34-foot cruiser for himself. He has got the wheelhouse on and is currently working on the windshield. He spent two weeks tying up loose ends, which take way more time than one would think. He has also been working on the interior. It is hoped that she will be going over sometime next year.

Sargent Custom Boats
Milbridge

In the left side of the shop, they have a Calvin Beal 36, which is being finished out as sportfisherman for a customer from Oaks Bluff, Martha's Vineyard, Massachusetts. The owner wanted the sheer raised 10-inches and this widened the boat to 14 feet 7-inches. She has a V-berth with a centre insert, shelving above the bunks, head to port and a utility room to starboard. Up in the

Continued on Page 18

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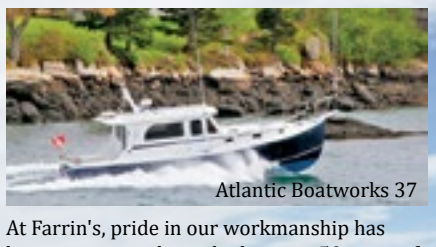
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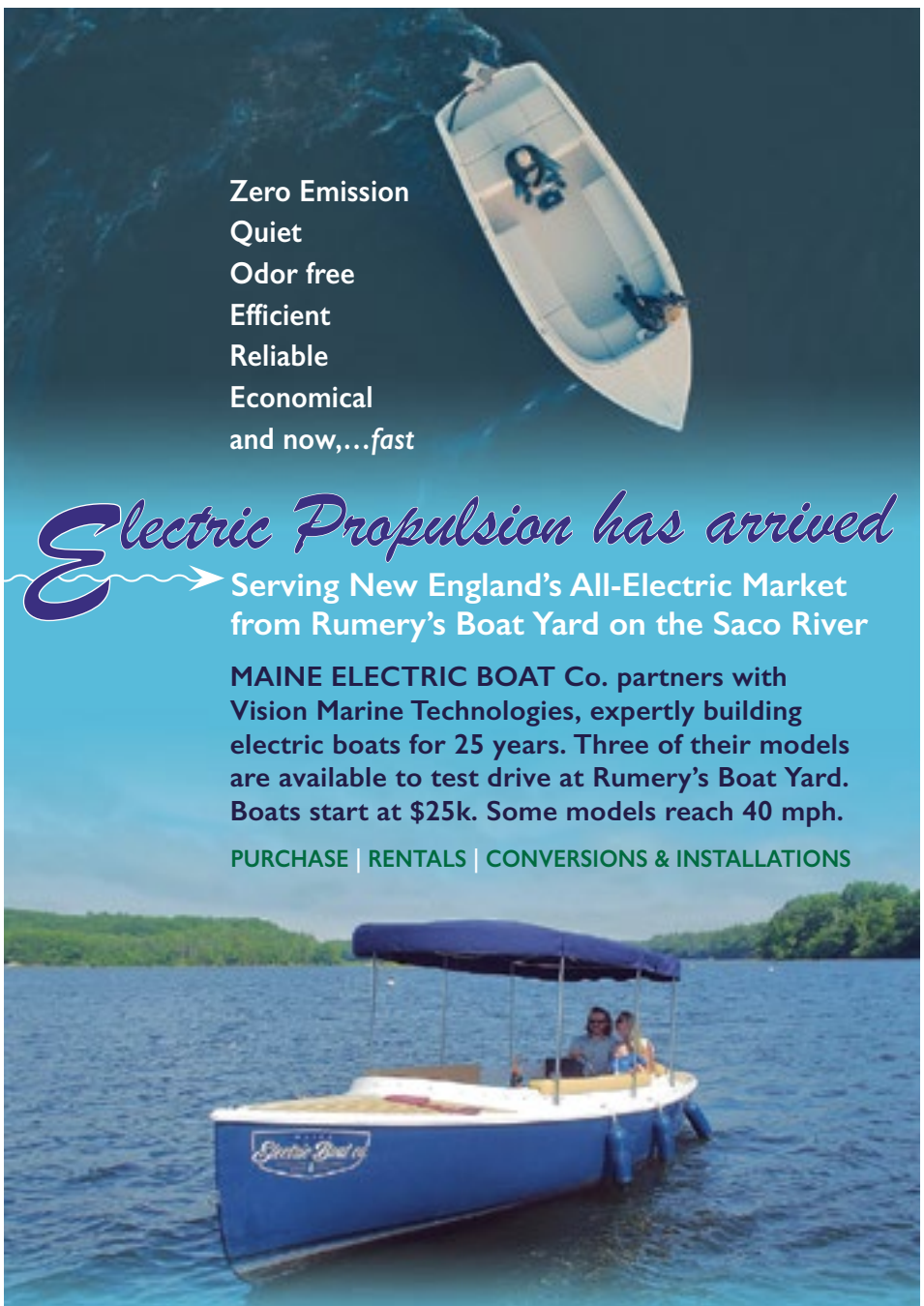
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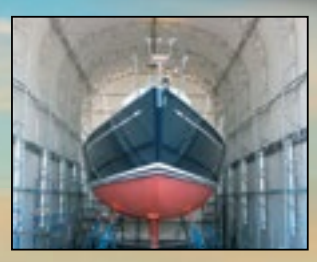
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Boat And Ship Yard News



This is the Calvin Beal 36 THAT'S IT, which was finished at Sargent's Custom Boat in Milbridge waiting to be launched and head to Oaks Bluff, Martha's Vineyard, MA.



This is a rowing gig under construction at the Lowell Boat Shop in Amesbury, MA.

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shelter she has a helm seat with passenger seating on the opposite side, a settee to port and a simple galley to starboard. The galley will have a sink, refrigerator, Keurig, and a microwave. She is powered with a 1,000 hp FPT and also has a generator. Under the cockpit she has an insulated fish box. 500-gallon fuel tank and 30 gallons of fresh water. Out in the cockpit there is a second helm station and a tuna door. The metal work was done by Crosby Welding in Brewer and Nautilus Marine in Trenton. All that needed to be done was put Petro tape on the hydraulics in the lazarette and run the vacuum through one more time and she was ready to go out the door.

On the other side is a Wayne Beal 36, which will be finished out as a charter boat for a customer from Little Egg Harbor, New Jersey. This is a repeat customer. They built him a RP 35 over 20 years ago and then he had an Osmond 32. He thought he wanted to go smaller, but now he wants something a little bit bigger. She is going to be set up like a lobster boat with a split-wheelhouse. She will be very basic with a full V-berth and enclosed head with a porta potty. In the shelter there will be some additional seating. She is powered with a 600-hp 9-litre FPT Diesel.

After this they have some repair work. One project is on a Wayne Beal 36, which needs a new wheelhouse and platform.

Joe Sargent said that he had not done a new commercial boat in almost four years. With the lobstering this year not being very good he does not see many looking for a new boat. However, the recreational market has been doing well. The most requested is the 23, he thought was the biggest on the market. They also hold their value really well.

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

Continued from Page 7.

what he had described as his final opportunity to achieve a lifelong ambition: to become the first Irish sailor to complete a solo, non-stop circumnavigation in the Golden Globe Race, while also challenging for overall victory.

His performance in this edition has been exceptional.

In recent days Pat had steadily reduced the distance to French leader Damien Guillou aboard SOLAREM, at one point closing to little more than 100 nautical miles.

The two sailors had effectively broken away from much of the fleet and were shaping up for an extraordinary head-to-head contest as they approached the Southern Ocean.

Damien will undoubtedly be disappointed to learn that the competitor who had been applying such relentless pressure from astern will no longer be part of that battle.

The reality of the Golden Globe Race

For Pat, his family and the enormous body of Irish supporters following SILVERMINES HYDRO, this is a heartbreaking outcome. It also illustrates the uncompromising nature of the Golden Globe Race. Success depends not only on seamanship, navigation and endurance, but also on preparing and maintaining a yacht capable of surviving months of continuous ocean racing under enormous loads. Every piece of equipment matters.

Whether this failure is simply bad luck, fatigue accumulated in the rig during the previous six months, damage sustained earlier in the voyage, or another cause altogether cannot presently be determined.

What is certain is that Pat will be deeply disappointed. He returned to the Golden Globe Race determined to finish the job left incomplete in 2022, was sailing an outstanding race and remained very much in contention for victory.

Pat Lawless has once again demonstrated his determination, seamanship and competitive spirit. For now, however, the priority is simple:

Pat has reported no injury. SILVERMINES HYDRO's main rig is reported secure. There is no CODE ORANGE. GGR Race Control is monitoring him. But Pat Lawless is officially out of the 2026 McIntyre Golden Globe Race.

23 October

McIntyre GGR Fleet Braces for Severe South Atlantic Storm

Gales, calms, equipment failures and now a major South Atlantic storm reshape the race as the fleet races towards the Southern Ocean challenge. Severe South Atlantic storm approaches the GGR fleet from Sunday, with winds around 50 knots and gusts potentially reaching 70 knots. Pat Lawless aboard SILVERMINES HYDRO retires, heading north with the Cape Verde Islands among his possible destinations after Solent stay and rudder-head problems ended his challenge. Damien Guillou aboard SOLAREM continues to lead by around 450 nautical miles, but is now working northeast to reduce his exposure to the most extreme sector of the approaching storm. Louis Kerdelhué aboard IE CHARGE is expected to arrive in Recife around 09:00 on 24 October, seeking rest and an opportunity to resolve onboard problems while keeping open the possibility of remaining in the GGR. Mara Løvenskiold Kveseth aboard SHOWGIRL continues with a 10-day penalty relating to six unauthorised satellite telephone calls, to be served in the North Atlantic on the return towards Les Sables-d'Olonne. The South Atlantic is dividing the fleet after four weeks of confusing weather, with the mental challenge proving every bit as demanding as the sailing.

LES SABLES-D'OLONNE, FRANCE — After almost seven weeks, the 2026 McIntyre Golden Globe Race is approaching its Southern Ocean test. Since the 6 September start, leader Damien Guillou has sailed approximately 6,500 nautical miles, with the Cape of Good Hope and months of Southern Ocean sailing still ahead.

Serious breakdowns remain relatively few, with radio failures more common and barnacles not yet a major fleet-wide concern. Fatigue, isolation and unpredictable weather are testing the sailors as much as their boats.

Severe South Atlantic storm approaching from Sunday

A severe South Atlantic storm system is developing in the path of the Golden Globe Race fleet, with the first major impacts expected from Sunday, 25 October.

By Thursday, 22 October, forecasts showed a powerful frontal system stretching nearly 2,300 nautical miles across the South Atlantic from northwest to southeast. The most severe sector was then forecast to bring sustained winds of 50–60 knots, with gusts potentially reaching 90 knots.

Today, Friday, 23 October, the outlook has moderated slightly, but the system remains a major threat, with forecast winds around 50 knots, gusting to 70 knots, and a rapid shift from northwest through to southwest as the front passes. The fleet is being kept updated as the situation develops. Entrants in the middle and northern sections have been advised to remain north of 28°S by 24 October to reduce their exposure.

Race leader Damien Guillou, currently leading the fleet by around 450 nautical miles, had been tracking towards the storm's most extreme sector and has been advised to work northeast and climb north of 38°S, where the impact should be significantly reduced. Even so, Damien may still experience winds around 50 knots with stronger gusts, although the sea state could be less severe than farther south.

The fleet is only now beginning to enter the Southern Ocean, with Damien just reaching the Roaring Forties and the other skippers still farther north. Race management continues to monitor every forecast closely and hopes the system will weaken further. Whatever its final intensity, the storm and associated front are expected to have a significant impact on the fleet over the coming days.

From 40-knot gusts to almost no wind

Damien's advantage over the main chasing fleet had fallen from approximately 750 nautical miles and is now around 450 nautical miles. The South Atlantic High forced him and Pat farther south into easterly headwinds, while their pursuers turned the corner around Trindade sooner than expected.

Earlier, winds of 30 knots, gusting to 40 knots, and 4–5 metre seas left Damien fatigued and frustrated. Then came near-calms, with SOLAREM rolling in confused seas. Two weeks ago, a main-halyard failure cost him approximately five hours at Trindade. He replaced it and added an external halyard, giving him three options. The chafe point cannot be fully repaired at sea, making that backup important before the Southern Ocean. While near Trindade, he also removed some barnacles.

Pat Lawless: a cruel end to a strong challenge

Pat's Solent stay failure at deck level left his main rig secure, but presented a serious challenge to recover and lash down the damaged gear. Rudder-head trouble compounded the problem: two riveted fastenings failed in the fitting connecting the tiller to the rudder head, and he lacked suitable replacement bolts for a secure repair.

He considered repairing and continuing, but judged another four months of Southern Ocean sailing unrealistic. Now heading north, he may make for the Cape Verde Islands or the Canary Islands. It is another painful retirement after an Aries windvane self-steering failure ended his 2022 GGR non-stop challenge and forced him into Cape Town.

A new contest for 2nd place

Ertan Beskardes aboard MISS BEAGLE moves into 2nd, with Andrea Lodolo aboard BIBI pressing from 3rd.

Ertan's 2–3-hour GGR Window LIVE broadcasts have made him a star, sharing sun sights, navigation and everyday life afloat. His approach is measured: keep skipper and boat comfortable rather than chase every fraction of a knot.

Andrea recently climbed the mast after losing a main halyard but otherwise reports all well. Approximately 300 nautical miles behind him, Daniel Pinsky aboard EXODUS reports no significant boat problems,

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Miscellaneous Commercial Fishing News

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during extreme low tides, causing tissue death and compounding earlier bleaching damage. Impacts to coral reefs during this event will depend on local temperatures, water depth and circulation, and low-tide timing. Different islands could potentially experience the greatest stress in different seasons.

Alaska

Gulf of Alaska

The intensity of El Niño's impact on the Gulf of Alaska is highly dependent on both oceanographic and atmospheric conditions. El Niño can also exacerbate pre-existing environmental conditions.

During El Niño years, the Gulf of Alaska tends to experience relatively warmer surface conditions. We can expect to see changes in plankton species compositions in the Gulf of Alaska if El Niño manifests as a warmer-than-average winter in this region. If water temperatures increase, we can expect to see plankton species with lower nutritional value dominating local ecosystems, says Dr. Bridget Ferriss, a fisheries biologist with the Alaska Fisheries Science Center.

"Some species have higher lipid, or fat, contents, which makes them more nutritious," Ferriss notes. "As water temperatures increase, less-nutritious species tend to flourish and make up a larger proportion of the zooplankton and phytoplankton communities in the Gulf of Alaska. That impacts everything that feeds on them, and can have implications for energy moving up the food web."

Alaska's groundfish, which includes species like Pacific cod and Alaska pollock, are some of the region's most commercially important species. The potential long-term impacts of El Niño on these fisheries are still somewhat unpredictable—Ferriss says it's unlikely we will see immediate changes in 2027. While the distributions of some species may shift slightly, adult groundfish tend to be comparatively more adaptable to short-term environmental changes than other species.

"If we do experience warmer waters in the region as a result of El Niño, it's possible we may see larger cohorts (fish born in the same year) of certain groundfish species following the event," Ferriss says. Sablefish, rockfish, Pacific herring and sand lance tend to do well in warmer years, she notes. However, certain species, especially cold water-associated ones like capelin and the eggs of Pacific cod, have very narrow thermal windows for survival. Either way, we would not expect to see these impacts in terms of fisheries production for at least another few years.

Research from past El Niños and marine heatwaves strongly suggests marine mammals such as harbor seals, Steller sea lions, and humpback whales are likely to be impacted should the warming effects reach the Gulf of Alaska. Scientists expect these impacts to manifest as: Population declines driven by changes in reproductive and survival rates; Decreases in body condition; Increased prevalence of disease; Changes in diet composition; and Shifts in species distributions.

Eastern Bering Sea and Aleutian Islands

Impacts of El Niño on the Eastern Bering Sea and Aleutian Islands marine ecosystems are more uncertain. If warming conditions do arrive in the Aleutian Islands, they will add to a multi-year trend of warm conditions in the region. The Eastern Bering Sea ecosystem is largely influenced by seasonal winter sea ice, the extent of which has no observed correlation to El Niño.

Warming waters across Alaska can impact marine ecosystems, whether caused by El Niño or not. These include shifts in crab and groundfish distributions, which change predator-prey interactions. Warmer waters can also lead to increased risk of harmful algal blooms. These blooms can have adverse impacts on marine mammals in the region, as was observed earlier this year with Northern fur seals on St. George Island.

Southeast, Gulf of America, and Caribbean

In the Southeast, El Niño is typically associated with reduced hurricane activity in the fall and increased precipitation in the winter.

Generally, El Niño does not strongly influence the ecology of the Gulf of America. However, excess rainfall can lead to increased freshwater discharge from river systems like the Mississippi River into estuaries in the winter and spring, decreasing their salinity. This can also negatively impact shrimp, crabs, and other commercially important species that spend their early lives in estuaries.

Increased precipitation and the consequent freshwater runoff into the Gulf's estuaries could also affect off-bottom shellfish aquaculture in Mississippi and Alabama. "El Niño-related impacts on aquaculture in the Southeast could vary depending on the intensity, timing, and farm location," says Dr. Ken Riley, science advisor for NOAA Fisheries' Office of Aquaculture.

One potential outcome is reduced pressure on oysters from Dermo disease, which is caused by the single-celled parasite Perkinsus marinus and can kill both wild and farmed oysters. It generally performs poorly under the combination of lower salinity and cooler temperatures that El Niño is expected to bring to the Gulf. At the same time, El Niño's active southern winter storm track may bring frequent fronts, rainfall, and weather conditions that could prevent growers from safely accessing or harvesting farms.

In the Caribbean and Southeast, NOAA has also been monitoring how broader ocean warming is causing heat stress on coral reefs, changes in distribution of reef-associated species, and broader ecosystem impacts that may affect fisheries, tourism, and coastal communities. El Niño-associated warming increases the risk of coral bleaching events in this region. Warmer waters may also push tropical game fish normally found further north, creating new opportunities for recreational anglers and local charter fleets.

Northeast

Historically, the Northeastern United States has not felt the impacts of El Niño as intensely as other parts of the country, because El Niño occurs in the Pacific Ocean basin. It tends to bring warmer temperatures, milder winters, and reduced hurricane risk to the Northeast. While experts anticipate the effects of this El Niño will be largely similar to what we've seen in the past, current oceanographic and atmospheric trends in the region could lead to departures from the norm.

New England's waters have warmed faster than almost anywhere else in the world in recent decades, but the region entered a period of cooling beginning in late 2024. NOAA's Changing Ecosystems and Fisheries Initiative predicts and tracks these environmental changes using an advanced forecasting system tied to a regional ocean model called the Modular Ocean Model version 6, or MOM6.

"It's too early right now to tell what the impacts of this El Niño will be on the Northeast," says Vince Saba, a fisheries biologist with the Northeast Fisheries Science Center. "This region is already in an anomalous state relative to the last 15 years because of this current cooling event. It's hard to say whether we'll see the warmer temperatures and milder winters that we usually expect with El Niño. The MOM6 seasonal to annual forecast for the Northwest Atlantic predicts an enhanced warming of the western tropical Atlantic in early to mid-2027 due to the strong El Niño. This enhanced warming of tropical Atlantic waters will surely have impacts further north in U.S. waters, but it is unclear as to what those impacts will be."

Cooperative research, conducted in partnership with local commercial and recreational fisherman, is another crucial component of tracking these changes in fisheries. "Cooperative research is critical to filling the gaps that the Northeast bottom trawl survey does not pick up spatially or temporally," Saba says.

One example of this is NOAA's eMOLT (Environmental Monitors on Lobster Traps and Large Trawlers) Program, which has partnered with more than 100 New England fishing vessels. Through this program, fishermen attach low-cost oceanographic sensors to their fishing gear to collect data like bottom water temperature and dissolved

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Big Discussion Over New Holland 32 and If It Should Be Allowed Race

Continued from Page 1

made to place her in Class F and all voted yes with one dissenting. The no vote was over a concern of safety saying that if she went awry that would be the end of lobster boat racing. That was understood, but it was noted that there are already a number of boats that exceed 50 mph and anyone one of them could have an issue causing a major problem. It was then said that a motion should be made so that she could only race in this race and not in the free-for-alls, but Dana quickly pointed out that this would be up to the venues as the MLBRA does not sanction these races.

David Johnston then proposed a class change in the Work Boat Classes. He said that it was unfair for a boat with a cabin to compete with those that do not have one. He proposed a new class just for boats in the Work Boat Classes with cabins, adding that they must also have a pot hauler. A motion was made, seconded and all agreed. This will be designated Work Boat Class D (Inboard, Outboard or Outdrive, 90 hp and over; with trunk, cabin, and pot hauler).

The calendar was then read:

JUNE

19 Boothbay Harbor Lobster Boat Races
20 Rockland Lobster Boat Races
27 Bass Harbor Lobster Boat Races

JULY

3 Moosabec Reach Lobster Boat Races
11 Stonington Lobster Boat Races
18 Friendship Lobster Boat Races
25 Harpswell Lobster Boat Races

AUGUST

7 Winter Harbor Lobster Boat Races
8 Merritt Brackett Lobster Boat Races
14 Long Island Lobster Boat Races
15 Portland Lobster Boat Races

OCTOBER

16 Annual Meeting & Awards Banquet

A motion was then made to adjourn the meeting, which all voted for.

* * * * *

Well, that was the wildest meeting that we have had in some time. The biggest contention was over the new Holland 32, which is being built with no keel and a sterndrive in the hopes of hitting 100 mph. Shawn Alley of Jonesport started the discussion, and he was followed by Mark Freeman and then Jeremy Beal. Basically, they did not want the boat to be in any of the current classes and definitely should not be able to race for the record set by Galen Alley. The final decision made by the membership was to add a new class, Gasoline Class F, which was for boats that did not conform to Rules 1 and 2. Years ago Class E had been formed for the same reason. When it was learned that FOOLISH PLEASURE did not have a full keel after running a number of races, she was given a pass by being grandfathered and that Class E was deemed for modified boats and anything went. Removing a portion or all of the keel certainly is an advantage as it lessens drag. This is an advantage that several boats already racing have. The real problem with the new Holland race boat is that she will have a sterndrive and that is the real contention. The question comes down to the advantages between inboard or sterndrive. Going to the internet a quick search did not spell out the advantages or disadvantages as well as I would have liked. The general articles I read really did not give either a significant advantage over the other.

Was a can of worms opened? Sort of. If racers in Class E must conform to Rules 1 and 2, does that mean anyone with an altered hull/keel will now be placed in Class F?

As for the record, where does that stand? This could get really contentious for obvious reasons. If you ask those that have followed lobster boat racing for years, they will tell you that they believe Shawn Alley in LITTLE GIRL should be the record holder. He has an unaltered hull and standard inboard power, whereas FOOLISH PLEASURE has no keel. In the end the record should stand as it is.

Another question raised by someone who has done a lot of offshore racing was in regard to safety. The race committee really needs to make sure that every boat has the proper safety items on board and that they work. For those boats that exceed 50 mph they have to have a kill switch and maybe even go to offshore powerboat racing lifejackets. As you increase a boat's speed you go from hydrodynamics to aerodynamics and that can be a scary transition. The last thing anyone wants is a boat heading into the spectator fleet or flipping over and someone getting injured. That could be the end of lobster boat racing.

I am betting there will be more discussion on this at the Maine Fisherman's Forum in March. The problem is that there can be no rule changes as that is unfair to someone who built a boat over the winter. However, that could be waived if all were in agreement.

Will this bring out more racers and spectators? You bet! There are rumours circulating that there are some other boats that may make an appearance this coming season, also with big power. One of these is Glenn Crawford's WILD WILD WEST, which has been on the sidelines for the last few years. and we know that she has broken 70 mph. There is rumour of another big powered diesel coming and one can bet that Tom Clemons' MOTIVATION will be faster. The 2027 racing season is really shaping up to be a great year.

Maine Department of Marine Resources News

Continued from Page 10

for these surveys.

If the survey is unable to operate due to density of gear within the survey sites, DMR will send out additional notices providing details as to when gear would need to be moved.

The point of contact for this project, and for lost gear, is Casey Yanos, (207) 350-7165, casey.yanos@maine.gov. If gear is lost, please contact Casey or your local Marine Patrol Officer.

These surveys are intended to provide baseline data that will be compared to data collected throughout the construction and operation phases of the Research Array. These surveys are being conducted in response to recommendations from Maine's Offshore Wind Roadmap's Fisheries Working Group. The surveys will answer critical questions about the impacts of offshore wind development on fishing and the environment prior to commercial development.

2026 Maine Scallop License Lottery Winners Announced

October 16, 2026

The Maine Department of Marine Resources (DMR) has announced the latest winners of the state's scallop license lotteries. The winners include the following:

Drag Licenses: Tabor Horton, Blue Hill; Reese Jones, Sedgwick; Aaron Simmons, Bremen; Harrison Rossi, Milbridge; Cody Jodway, Lubec; Scott Moody, Harpswell; Rand Beattie, Birch Harbor; and Cole Poland, Bremen.

Dive Licenses: Dan Vogel, Orland; David Cale, Machiasport; and Jay Joslyn, Harpswell.

Each winner is responsible for applying for a scallop drag apprentice license within 30 days of notification and have two complete scallop seasons to complete the scallop drag apprenticeship requirements.

The new licenses are the result of a limited entry system established by the legislature and originally implemented through regulation in June 2018. New amendments to the existing scallop drag lottery were approved in August 2026 that now require completing an apprenticeship before applying for a commercial scallop drag license.

Under the regulation, each year two individuals will be awarded eligibility for a drag license through the lottery for every three individuals who did not renew their drag license in the previous calendar year.

This year there were 54 entries for dive licenses and 303 entries for drag licenses. With $50 of each lottery entry fee deposited into DMR's Scallop Research Fund, a total of $17,850 was raised to support scallop research and management.

Lottery winners were chosen at random by InforME, an enterprise created in 1997 by state law to ensure access to public information through technological solutions.

Information on the scallop fishery can be found at https://www.maine.gov/dmr/fisheries/commercial/fisheries-by-species/scallops

DMR and UMaine Collaborate on Study of Marine Resource Monitoring Programs' Ability to Capture Impacts of Climate Change

October 29, 2026

The effects of a changing climate in the Gulf of Maine ecosystem include shifts in marine biodiversity, productivity, and timing of vital biological events like spawning. These changes also have the potential to threaten coastal communities that rely on the ocean for food, livelihoods, and recreation.

In response to recommendations in Maine Won't Wait, the climate action plan produced by the Maine Climate Council, the Department of Marine Resources partnered with UMaine Associate Professor in the School of Marine Sciences Michelle Staudinger to conduct an in-depth study of its marine resource monitoring programs to determine how well they capture the impacts of climate change on marine habitats, resources, and fisheries.

"This effort exemplifies how Maine Won't Wait has served as a guide for state agencies and partners to work together on critical issues facing our state," said Sarah Curran, Director of the Governor's Office of Policy Innovation and the Future, which administers the Council. "The work of the Council has helped generate new research that will inform and protect our heritage industries for years to come."

The study has been published in "npj Ocean Sustainability," an international peer-reviewed journal that covers all aspects of ocean sustainability.

DMR evaluated its Maine and New Hampshire inshore trawl survey, Atlantic Sea scallop dredge survey, green sea urchin dive survey, commercial landings monitoring of Atlantic menhaden, ventless trap and sea sampling surveys for American lobster, visual detections of spring spawning for Rainbow smelt, and life history surveys of American eel.

"This study represents one of the first climate-focused evaluations of state-run marine resource monitoring programs," Jesica Waller, study co-author and DMR's Director of Biological Monitoring and Assessment.

Data from each of the eight survey programs inform federal and regional fishery stock assessment models and management decisions. "Early detection of climate change impacts is critical for determining potential management actions that can moderate detrimental effects, or leverage opportunities because of emerging species," said Waller.

"We worked with Professor Staudinger to develop the evaluation structure, incorporating the knowledge of the scientists who lead these surveys," said Waller, who served with Staudinger on the Maine Climate Council's Coastal and Marine Working Group. "Michelle's knowledge of current climate adaptation science and literature was hugely helpful here and a great pair to the knowledge of the scientists running these coastwide surveys in collaboration with industry partners."

"Implementing climate adaptation actions is an ongoing challenge that natural resource agencies face across the country," said Staudinger. "We provide a framework to help managers take an important step towards assessing existing assets and identifying where strategic investments can increase resilience and reduce risk in the face of ongoing ecosystem transformations."

"A comprehensive evaluation like this provides important insights that will help our surveys evolve in ways that can address changes and uncertainties in the dynamic marine environment," said Waller. "This study provides a road map that will allow us to more effectively monitor the marine ecosystem in a way that supports holistic management approaches which can adapt to climate change."

Interviews of survey program leads resulted in a list of recommended actions organized around environmental, biological, ecosystem, socioecological, and operational themes.

Recommendations include securing funding to expand ocean temperature and other environmental monitoring programs, developing a program to monitor predators and emerging species, moving towards survey methods that holistically characterize biodiversity rather than focus on single species targets, and strengthening relations with industry research partners.

"While recent studies have projected that the Gulf of Maine is experiencing a temporary pause in warming, it continues to warm faster than most of the world's oceans," said Waller. "This study will help fishery scientists and managers here in Maine recognize and adapt to the rapidly changing marine environment."

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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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Miscellaneous Commercial Fishing News

Continued from Page 20

oxygen levels in their fishing grounds. These efforts simultaneously contribute to sustainable fisheries management in the Northeast while providing fishermen with environmental data that can help them make informed decisions and support their understanding of their fishing grounds. Now, these data can also be used to track ecosystem changes we may observe in northeastern waters due to El Niño.

America First Seafood Strategy: Strengthening U.S. Fisheries, Coastal Economies, and Food Security

Key actions will strengthen U.S. fisheries, processing capacity, and coastal economies.

October 23, 2026

The United States manages some of the world's most productive and sustainable fisheries. American commercial fishermen and seafood businesses operate on a foundation of rigorous science-based standards set through decades of fisheries monitoring and careful management. Despite the successful management strategies that have ensured abundance within domestic fisheries for generations, American fishermen have navigated increasingly restrictive regulations, borne rising production costs, and faced insurmountable competition from cheap foreign imports, often procured through illegal fishing practices that cut corners and fail to meet U.S. stringent ethical standards.

President Trump promised to reverse the decline of the U.S. seafood industry and champion the needs of American fishermen. Following the guidance set by the President's Executive Order on Restoring American Seafood Competitiveness, the Trump Administration announced the release of the America First Seafood Strategy, a coordinated federal plan to expand sustainable domestic seafood production, modernize critical infrastructure, improve market opportunities for American harvesters and processors, and ensure fair competition in U.S. and global markets.

The Strategy builds on NOAA's science-based management foundation by aligning federal research, policy, and existing authorities to increase sustainable harvest opportunities, reduce unnecessary costs, rebuild domestic processing and shoreside capacity, and give American seafood a stronger competitive position.

The plan organizes federal efforts around five interconnected priorities. Together, these pillars aim to deliver measurable benefits for America's economy and fishing communities: more domestic production and processing, stronger working waterfronts, expanded market access, fairer competition, and greater recognition of seafood's role in healthy diets and national food security.

American Seafood First: Labeling, Marketing, and Market Access

This pillar focuses on giving American seafood a clearer identity and stronger presence in domestic markets.

Key actions include establishing a voluntary "U.S.-Caught Seafood" designation for products harvested by American commercial fishermen on U.S.-flagged vessels under U.S. fisheries management. The designation complements existing country-of-origin labeling and helps consumers distinguish U.S.-managed seafood from foreign-origin products. Federal agencies will also: Expand opportunities for American-harvested and processed seafood in government procurement programs; Launch a nationwide "Eat American Seafood" campaign; Modernize outdated market names for underused species; Establish a joint interagency task force to strengthen enforcement against seafood fraud, species substitution, and mislabeling; and Improve access to existing market-development programs for small-scale fisheries and cooperatives.

Benefits for the Economy and Fishing Communities

Clearer labeling and targeted promotion help American products stand out in a crowded marketplace, supporting higher demand and better prices for domestic harvesters and processors. Expanded federal procurement and commercial market connections create steadier outlets for U.S. seafood, strengthen regional supply chains, and keep more of the economic value of the catch in coastal communities. Reduced barriers for smaller operators and cooperatives improve resilience for family-owned businesses and local food systems.

Rebuilding America's Seafood Infrastructure and Processing Capacity

This pillar addresses the physical foundation of the domestic seafood industry: processing plants, cold and wet storage, working waterfronts, docks, shipyards, and the aging fishing fleet.

Federal agencies will streamline permitting, reduce regulatory barriers to private investment, and better leverage existing U.S. Department of Agriculture, Small Business Administration, and NOAA financing tools. Priorities include: Reopening and modernizing processing facilities; Expanding cold-storage capacity; Improving vessel financing and modernization pathways; and Coordinating faster environmental and administrative reviews for waterfront projects.

Success will be tracked through operational indicators such as increases in domestic production and processing, private capital invested, and reduced reliance on foreign supply chains.

Benefits for the Economy and Fishing Communities

Stronger domestic processing and logistics capacity allow more U.S.-caught seafood to be landed, processed, and sold in the United States, creating and preserving jobs in coastal towns. Modernized vessels and shoreside facilities improve safety, efficiency, and product quality while lowering operating costs for fishermen. Reinvestment in working waterfronts supports the broader maritime economy—shipyards, ice plants, transportation, and related businesses—helping communities retain economic activity that has shifted overseas.

Fair Trade and Import Compliance and Enforcement

This pillar focuses on leveling the playing field so American producers can compete on fair terms.

Actions include: Stronger coordination and enforcement of the Seafood Import Monitoring Program and related authorities; Targeted inspections of high-risk imports; Use of advanced tools to detect violations; and Continued work with the Office of the U.S. Trade Representative to address non-reciprocal barriers, distortive subsidies, and illegal, unreported, and unregulated fishing practices.

An annual report will track progress on key seafood trade imbalances and market-access challenges.

Benefits for the Economy and Fishing Communities

Effective import monitoring and enforcement reduce the competitive pressure from illegally or unfairly produced foreign products, helping protect prices and market share for compliant U.S. fishermen and processors. Progress on reciprocal market access expands export opportunities for American seafood, supporting higher overall demand and revenue. Reduced illegal, unreported, and unregulated fishing and seafood fraud also protect the integrity of U.S. supply chains and the reputation of American products.

Regulatory Reform and Industry Partnership

This pillar recognizes that sustainable fisheries and a viable industry go hand in hand.

Building on input received under the Seafood Competitiveness Executive Order, NOAA will advance targeted regulatory reforms in partnership with the regional fishery management councils. Efforts include: Ensuring catch limits reflect the best available science; Reducing compliance costs that do not advance conservation; and Improving permitting predictability for responsible marine aquaculture in federal waters.

Benefits for the Economy and Fishing Communities

Science-based flexibility and reduced unnecessary burdens allow fishermen to operate more efficiently while maintaining sustainable management. Clearer aquaculture permitting standards attract private investment and create complementary production pathways that reduce reliance on imports. Stronger industry–agency partnerships improve the practicality of regulations and support long-term economic viability for fishing businesses and coastal communities.

Strengthening American Health Through Seafood

This pillar connects sustainable U.S. seafood production with public health goals.

Federal health and nutrition agencies will: Update Dietary Reference Intakes where needed; Align guidance and program materials with current science on seafood's benefits; and Coordinate public education with the "Eat American Seafood" campaign.

NOAA will contribute accurate fisheries and aquaculture information to these efforts.

Benefits for the Economy and Fishing Communities

Greater public awareness of seafood's nutritional value supports increased domestic demand, creating a larger market for U.S. harvesters and processors. Aligning federal nutrition programs and messaging with science helps position American seafood as a preferred, high-quality protein source, reinforcing the economic case for rebuilding domestic production and infrastructure.

Looking Ahead

The America First Seafood Strategy relies on existing authorities and programs, emphasizing coordination, barrier reduction, and measurable results rather than new spending initiatives. NOAA's contributions center on science-based fisheries management, verification support for labeling and monitoring programs, and partnership with industry and the regional fishery management councils.

By advancing these five priorities together, the Strategy aims to increase the share of seafood that is harvested, landed, processed, and sold in the United States. This will strengthen coastal economies, support American jobs, enhance national food security, and ensure that U.S. fishermen and seafood businesses can compete successfully at home and abroad, ultimately putting more American fish on American plates.

Collaboration with Fishing Industry Contributes to Successful Longfin Squid Assessment

October 26, 2026

NOAA Fisheries and the Northeast fishing industry are working together to better understand longfin squid. The data they collected helped build better models to assess the species, showing the value of sustained cooperative research.

Longfin squid is an economically important species that is challenging to study. Mostly caught from Rhode Island to New Jersey, it supports a commercial fishery worth approximately $32.5 million in 2024. It is often found on restaurant menus as calamari.

Longfin squid live less than a year, grow rapidly, and the number of young entering the population is highly variable. Their populations are influenced by dynamic ocean conditions, leading to shifts in abundance and distribution that are challenging to understand or predict. Longfin squid migrate with the seasons, generally moving south and offshore in the late fall and returning north and inshore during the spring. Scientific surveys capture seasonal snapshots of the population but they cannot provide specifics about the squid caught in the fishery.

Successful Research Track Peer Review

In August 2026, an independent panel of scientists completed the peer review for the Longfin Inshore Squid Research Track Assessment. The panel approved two new assessment models—both of which met all required Terms of Reference and were deemed suitable for management advice. These models mark a significant technical advancement over past index-based approaches. They are better able to capture the rapid growth, seasonal changes in abundance, and unique biology of this short-lived species.

This major accomplishment for a historically data-poor species was possible because of strong collaboration between scientists and commercial fishing industry partners. Having a better foundational understanding of longfin squid life history, as well as two distinct and credible models, gives managers greater flexibility and confidence in using the best available science. The review marks an important milestone in the multi-year effort to improve our understanding of longfin squid and develop better tools to assess the stock. The findings will be implemented during the upcoming Longfin Squid Management Track Assessment this fall.

We combined analytical expertise of scientists with on-the-water knowledge of fishermen who encounter this species throughout the year, making great strides together toward better understanding this economically important and enigmatic species.

"The foundation of trust and collaboration between the science and fishing communities was critical to the scientific progress made during the longfin squid assessment. From sharing ecological observations to collecting data to providing input on model assumptions and outputs, industry partners played a critical role in all phases of the assessment," shared Dr. Anna Mercer, chief of the center's Northeast Cooperative Research branch.

The goals of the collaboration are: Better science for sustainable management; and Better information to support decisions about how much seafood can make its way from the ocean to our tables.

Industry Collaboration Made the Difference

To support the new assessment models, a working group conducted one of the most comprehensive syntheses of longfin squid life history and population dynamics in the Northwest Atlantic. The working group was composed of scientists from academia, government, and independent organizations, as well as the Mid-Atlantic Fishery Management Council. It met 34 times from

Miscellaneous Commercial Fishing News

2024–2026, welcoming participation, input, and contributions from the public, including squid industry members.

The Research Track Assessment incorporated several years of data collected by our science center's Cooperative Research Branch in close collaboration with fishermen. Most importantly, cooperative research built the foundation of trust that paved the way for unique collaborations crucial to the success of this assessment.

The Research Track Assessment working group considered and integrated all available data for a more complete picture of the species' population dynamics, including: Data from six state and federal bottom trawl surveys across the region combined into an overall measure of stock size; Commercial catch and fishing effort; Longfin Squid Biological Sampling Program data; Squid processor length and weight records; Biological Port Sampling; Northeast Observer Program data; and Environmental data relevant to longfin squid.

"Collaboration with our industry partners yielded invaluable information. In particular, data from processors about longfin squid sizes caught by the commercial fleet were critical," explained Fish Biologist Jessica Blaylock. "Industry perspectives about how well survey and commercial gear catch longfin squid were also instrumental to developing both models."

Squid Squad and the Longfin Squid Summit Laid the Groundwork

For more than a decade, scientists at the Northeast Fisheries Science Center and fishing industry partners have collaborated through the "Squid Squad" to study shortfin squid. This team of federal and academic researchers, fishermen, and managers built relationships grounded in trust and shared understanding to address key scientific and industry challenges. By conducting joint research projects, the group significantly advanced our understanding of shortfin squid biological and seasonal dynamics and environmental drivers. They laid the groundwork for research on longfin squid.

This effort expanded to longfin squid at the Longfin Squid Population and Fishery Ecology Summit held in 2024. At the summit, fishermen and scientists prioritized questions regarding the species that they could address through collaborative research during the assessment cycle. This opened the door for ambitious projects, including the Longfin Squid Biological Sampling Program and obtaining length data from commercially caught squid through four seafood processors. These efforts contributed important information to the Research Track Assessment—one that has historically had fewer biological data available than scientists and managers would like.

Weekly Sampling with Fishermen Provides Critical Information on Longfin Squid Life Cycle

The Longfin Squid Biological Sampling Program was a major source of information for the assessment. The program collected longfin squid from commercial fishing vessels weekly from 2023–2025 and assessed the growth and reproductive dynamics of the species.

"Our partnership with the Mid-Atlantic Fishery Management Council and the fishing industry produced the most comprehensive dataset to date describing the life history of longfin squid, spanning two years of continuous weekly sampling from Cape Cod, Massachusetts, to Cape Hatteras, North Carolina," explained Dr. Mercer. "The partnership of more than 30 fishing vessels and a team of dedicated cooperative research scientists made this possible."

Because squid are difficult to age and study using traditional fisheries research methods, learning about their life cycle has been a challenge. The program provided a comprehensive data stream of lengths, weights, age, and maturity estimates collected using an electronic system. Fishermen provided the critical samples, which were instrumental in informing the stock assessment, and understanding the lifespan, maturity, and growth of longfin squid. By collecting samples regularly throughout the year across a broad geographic area, researchers had a stronger foundation for understanding key biological aspects of longfin squid.

Seafood Processors Helped Characterize the Sizes of Longfin Squid in the Fishery

One of the keys to advancing the assessment and management of this species was gaining a better understanding of the size composition of longfin squid populations. To do so, we needed high-frequency, region-wide longfin squid size and weight samples from the commercial catch. Seafood processors collect this information as part of their business operations. Using it to supplement existing data could strengthen the assessment. Businesses recognized this opportunity and volunteered to share their data.

Four processing facilities contributed their longfin squid size records, including: Lund's Fisheries, Inc.; Sea Freeze Limited; Sea Fresh USA Inc.; and The Town Dock/American Seafood Partners.

The data spanned multiple years and represented up to half of the annual longfin squid landings in recent years.

"Industry groups were very receptive to sharing their data, which totaled more than 1.5 million individual longfin squid lengths, for the stock assessment. Standardizing the various data streams into a consistent format was a laborious task, but our industry partners were engaged from start to finish. They are committed to supporting this assessment into the future," explained Dr. James Gartland, a working group member and scientist at the Virginia Institute of Marine Science.

Assembling the processors' longfin squid size data was time intensive. Working group members and processors are already strategizing on how to make data collection and sharing easier to help with future assessments.

Building on an initiative originally developed for shortfin squid, we have started working closely with the four longfin squid processing facilities on a project that became known as the Squid Size Monitoring program. Our researchers and industry partners co-developed an electronic system to collect standardized squid size and weight data, digitizing what started as a time-consuming manual process. While still in development for longfin squid, the goal is to seamlessly transfer data from squid processors to scientists to efficiently support stock assessments.

"Providing useful data to the science center can bring about mutual benefits for everyone involved. Our commitment to sustainable fishing is the cornerstone of our business plan, and we can't achieve this without our partnership with the dedicated science center staff," said Wayne Reichle, President of Lund's Fisheries, Inc.

Katie Almeida shared, "American Seafood Partners is thankful for everyone who worked hard on the Longfin Squid Research Track Assessment. The Cooperative Research Branch scientists put in the time and effort to gather much-needed information on longfin to help improve the assessment. We are happy to provide samples and data needed to further squid research and look forward to continuing to work together."



This is a shot of the new wharf and building at Carter's Wharf and Brown's Wharf Inn and Marina on the eastern side of Boothbay Harbor.

Two New Models Provide Technical Advancement and Management Flexibility

Both models credibly represent the stock dynamics and are suitable for providing management advice. The two different approaches produced broadly consistent conclusions: low fishing mortality and high longfin squid biomass in recent years.

These different but complementary assessment models represent major scientific progress. Having two available assessment approaches provides flexibility and allows scientists to evaluate uncertainty.

Complex Model

The State-Space Length Structured Assessment Model reflects our current understanding of longfin squid biology most closely. It produces management advice by tracking the squid population by length and sex and accounting for temperature-dependent growth, the squid's short life-span, and monthly population changes. While it is detailed and sophisticated, it requires more time, data, and resources to update.

Simpler Model

The Seasonal Production Assessment Model produces management advice using an approach that tracks the overall biomass of the stock and incorporates key species characteristics more generally. It captures seasonal population shifts across 6-month intervals while remaining relatively efficient to update.

The Northeast Region Coordinating Council uses two distinct processes to manage fisheries stock assessments: Research Track Assessments and Management Track Assessments. The Research Track Assessment path allows scientists to take a deeper look at a stock, develop new approaches, and evaluate different methods before those methods are implemented during the management process. A Management Track Assessment then provides a routine update using the best available information for fishery management decisions, such as setting annual catch limits.

The Mid-Atlantic Fishery Management Council will review the Management Track Assessment results at its December 2026 meeting. It will use the scientific advice to establish longfin squid fishery specifications for 2027–2029. It will incorporate more recent catch data and carry the science developed through the Research Track Assessment into the management process.

The Northeast Region Coordinating Council recommended using the Seasonal Production Assessment Model as the primary basis for developing management advice this fall because of the short turnaround time after the completion of the Research Track Assessment. In the future, either model could be used for Management Track Assessments based on available resources and discussions between the science center and fisheries management partners. In the meantime, scientists will continue to develop the Collaborative Squid Size Monitoring program and refine each approach to best inform future management advice.

Cooperative Research Expands How We Do Fisheries Science

While the successful Longfin Squid Research Track Assessment represents a significant leap forward, there is still much to learn about longfin squid's biology and ecology. Some processes still have yet to be fully understood and will be studied in the coming years to continue to improve scientific advice, including: Drivers of recruitment, or the number of young squid entering the population; Rates of natural mortality and consumption of squid by predators; Survey catchability and how efficient different gear types are at catching longfin squid; How to verify squid ages; Seasonal migration patterns; and Environmental drivers of seasonal population dynamics.

This successful peer review is a milestone rather than an endpoint. Scientists will continue working with industry to improve our understanding of longfin squid. The relationships developed with fishermen, cooperative research partners, and seafood processors provide a strong foundation. This is an example of the progress that is possible when scientists and industry members are equal partners in the scientific process. From identifying research needs and collecting samples to sharing observations and fishing methods, industry expertise helped scientists build a clearer picture of the stock.

The longfin squid effort also shows that collaboration does not end when the science is peer reviewed. As new approaches move from research into management, scientists, fishermen, and managers will: Continue learning how to evaluate and incorporate new information; Work through different scientific perspectives and operational constraints; and Translate improved understanding into sustainable management decisions.

This assessment also highlights the opportunity to extend collaborative principles throughout the fisheries enterprise and sustain them over time.

Kristan Blackhart, Chief of Population Dynamics, explained, "The Longfin Squid Research Track Assessment expanded our understanding of the species life history, as well as pushed forward the technical basis for assessing this stock substantially. Neither would have been possible without the contributions of our industry partners in the region. It shows what we can achieve when we work together."

U. S. Coast Guard News



Continued from Page 9

The investigation determined that the primary cause of the mishap was physical contact between the helicopter's rescue hoist cable and the radar mast of the bulk carrier M/V MOMI ARROW which caused the hoist cable to fail.

During the hoist deployment of Petty Officer Jaggers to the ship, a pendulum swing developed in the hoist cable. During the crew's attempts to control the swing, the helicopter drifted toward the ship's superstructure and mast. When the crew aborted the hoist, the helicopter transitioned forward and left over the ship's superstructure. The hoist cable then contacted the ship's centerline radar mast, which generated shear forces far exceeding the hoist cable's design strength, causing the cable to fail. Petty Officer Jaggers subsequently fell approximately 30 feet, impacted the vessel's port railing on the superstructure, and suffered critical injuries.

Rigorous engineering, structural, and metallurgical testing conducted at the Coast Guard Aviation Logistics Center determined that the MH-60T airframe, hydraulic systems, flight controls, hoist assembly, and hoist cable were fully mission capable and mechanically sound prior to the mishap, with no evidence of mechanical malfunction or material defects.

Next Steps

A Commandant-appointed Mishap Analysis Board (MAB) is also conducting a comprehensive safety analysis of this incident. Together, the MII report and the MAB report will inform Coast Guard corrective actions to prevent future accidents.

The Coast Guard Awarded $300M in Infrastructure Contracts at Naval Station Newport and Naval Air Station Pensacola

WASHINGTON – The U.S. Coast Guard announced Oct. 20 two contracts working with the U.S. Navy totaling more than $300 million towards infrastructure improvements supporting major cutter operations.

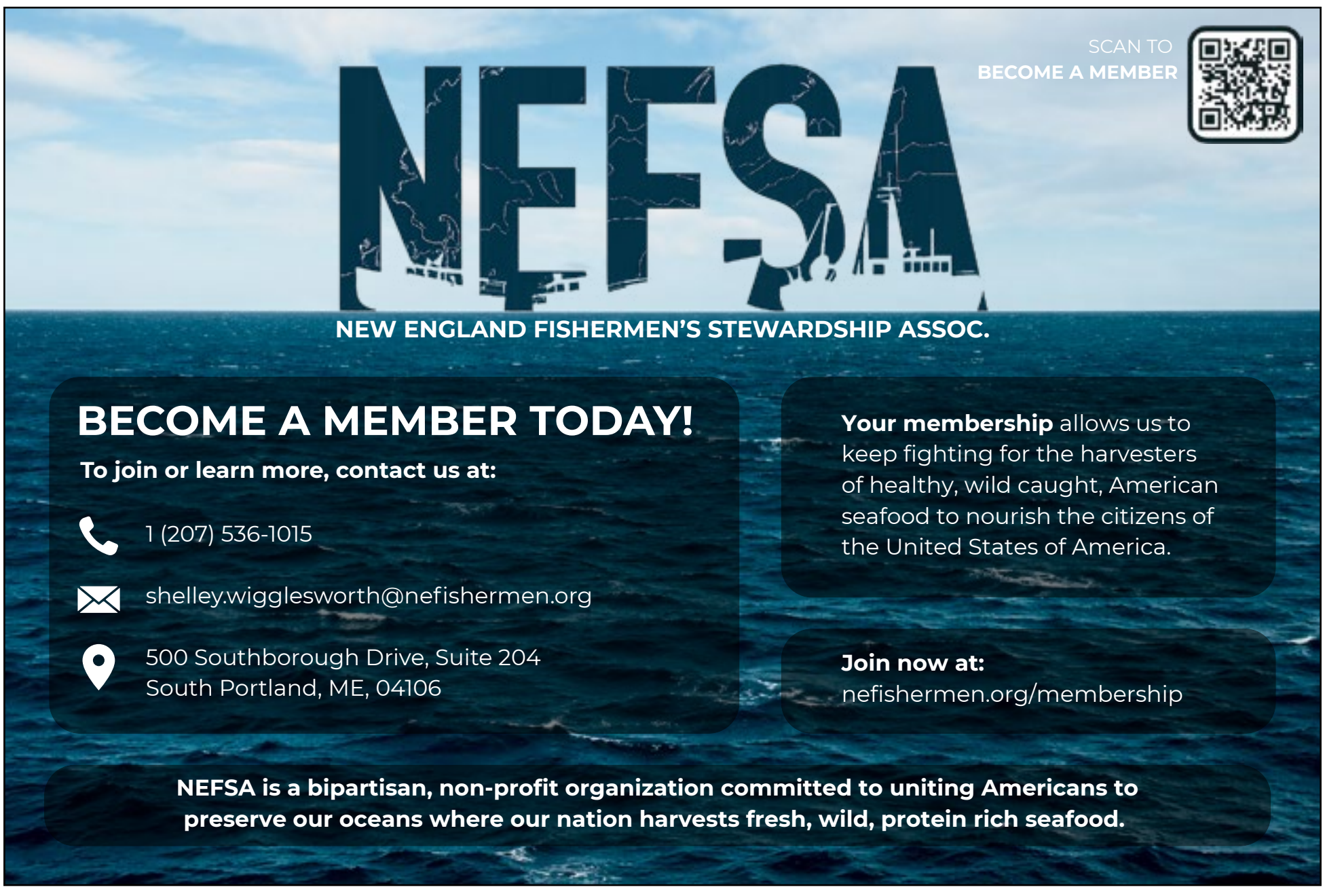
The Navy awarded the first contract, totaling $271 million, Sept. 22 to Skanska USA Civil Northeast Inc. of Waltham, Massachusetts, for new major cutter homeport facilities at Naval Station Newport in Newport, Rhode Island, and awarded the second contract, totaling $31.5 million, Sept. 28 to Orion Government Services LLC of Houston, Texas, for hurricane damage repairs for the Coast Guard major cutter piers at Naval Air Station Pensacola in Pensacola, Florida.

Both contracts used Coast Guard funding that leverages the Navy's site expertise and existing design contracts to lower project cost.

The Naval Station Newport contract is funded by fiscal year 2022 major acquisitions infrastructure funding and the historic investment in the Coast Guard through the One Big Beautiful Bill Act. Of the nearly $25 billion provided through this act – the largest capital investment in Coast Guard history – the Service has been delivering on that investment by ordering approximately $20 billion in assets, capabilities, and infrastructure to date.

The Newport project includes a new pier to provide berthing for four major Coast Guard cutters, a new bulkhead, stormwater management modifications and full utility installations. This collaboration with the Navy advances critical Coast Guard missions, providing access to strategic operating areas in the Western Hemisphere and the Arctic.

The work in Pensacola, funded by the Infrastructure Investment and Jobs Act, provides for repairs to Wharf Bravo, including structural and utility improvements to the north berth, and underwater structural repairs for both the north and south berths.



U. S. Navy News

USS Arleigh Burke Enters Dry Dock in Spain, Expanding the U. S. Navy's Forward-Deployed Maintenance Capability in Europe

From U.S. 6th Fleet Public Affairs and Forward Deployed Regional Maintenance Center Public Affairs

08 October 2026

CADIZ, Spain — Arleigh Burke-class guided-missile destroyer USS Arleigh Burke (DDG 51) entered dry dock at the Navantia shipyard in Cadiz, Spain, Oct. 7, marking the first such evolution in the U.S. 6th Fleet area of operations since the arrival of Forward Deployed Naval Forces – Europe (FDNF-E) destroyers.

Facilitating this work locally maximizes operational readiness and availability, and expands forward-deployed maintenance capability.

"The dry docking of Arleigh Burke is a major milestone in expanding U.S. Navy forward-deployed maintenance capabilities in Europe," said Vice Adm. J.T. Anderson, commander, U.S. 6th Fleet. "By integrating dry docking into planned maintenance periods overseas, the Navy is increasing material readiness for our forward-deployed warships."

Throughout the availability, Forward Deployed Regional Maintenance Center U.S. military and civilian maintenance personnel and ship's crew are working alongside industry partners at Navantia to execute planned maintenance and modernization.

Arleigh Burke is one of five FDNF-E destroyers stationed onboard Naval Station Rota and assigned to Commander, Task Force 65 as part of the U.S. Navy's support to NATO's integrated air missile defense architecture. FDNF-E ships demonstrate the U.S. Navy's flexibility to operate throughout Europe and Africa, from the Cape of Good Hope to the Arctic Circle, supporting security and stability in the maritime domain.

Headquartered in Naples, Italy, U.S. Naval Forces Europe-Africa operates U.S. naval forces in the U.S. European Command and U.S. Africa Command areas of responsibility. U.S. 6th Fleet is permanently assigned to NAVEURAF and employs maritime forces through the full spectrum of joint and naval operations.

USS Washington (SSN 787) Undocks at Portsmouth Naval Shipyard On Schedule

From Alana Demo

29 October 2026

PORTSMOUTH NAVAL SHIPYARD, ME – The Virginia-class attack submarine USS Washington (SSN 787) was successfully undocked on schedule Oct. 27, marking a major milestone in its scheduled maintenance and modernization availability moving the Washington into its next phase of operational testing.

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

"Washington's undocking is an achievement that represents a coordinated effort across the shipyard to return a renewed and combat-ready submarine back to the fleet," said Capt. Jesse Nice, shipyard commander. "This team overcame every obstacle through our traditional shipyard grit combined with cutting-edge deckplate innovations led by our expert tradespeople. Today, we stand taller, tougher, and poised for the next phase to preserve the Navy's mandate to build and maintain combat-ready forces."



The Virginia-class attack submarine USS Washington (SSN 787) undocks at Portsmouth Naval Shipyard, marking a major milestone in its scheduled maintenance and modernization availability. (U.S. Navy photo by Branden Bourque)

Washington has undergone extensive mechanical and electrical system upgrades, scheduled maintenance, and structural inspections utilizing deckplate innovation such as additive manufacturing. This comprehensive overhaul enhances the submarine's capabilities, modernizes critical systems, and equips Sailors — the Navy's decisive warfighting advantage — with an advanced, reliable platform ready to meet the Navy's operational demands to deliver peace through strength.

"I'm proud of the incredible work done between our crew and the project team, whose exceptional collaboration and vigilance led us to this undocking on time," said Cmdr. Keith Turnbull, commanding officer, USS Washington (SSN 787). "Through this monumental collective effort, we are laying the groundwork that will ultimately deliver the 'Blackfish' as a fully mission-capable, cutting-edge submarine operated by a highly skilled crew that will stand ready to answer our Nation's call."

As America's leader for attack submarine maintenance, repair, and modernization, Portsmouth Naval Shipyard delivers the decisive edge required to master an era of evolving threats. It stands at the forefront of America's commitment to peace through strength, delivering combat-ready submarines that are lethal, resilient, and prepared to win. The work performed at Portsmouth Naval Shipyard directly contributes to national security, ensuring the U.S. Navy remains the most dominant maritime force anywhere in the world.

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

Continued from Page 19

although persistent fatigue remains a challenge. The boat is doing fine.

The mind game — and a 10-day penalty

Etienne Messikommer aboard BERNARD nearly quit in the doldrums. Refocusing on rounding the three great capes and returning to his fiancée, Eloise, restored his enthusiasm — and soon his racing instincts reappeared with sights set on passing boats. He passed Mara Løvenskiold Kveseth aboard SHOWGIRL, but over the past three days he was becalmed again while boats around him kept sailing.

Mara continues with a 10-day penalty — reduced from 16 — for six unauthorised satellite telephone calls, to be served in the North Atlantic on her final passage north to Les Sables-d'Olonne.

Close encounters, difficult weather and running repairs

Guido Cantini aboard HANNAH OF COWES remains without HF radio. After spotting Trindade's lights at sunset from too far east, he established his bearings and turned sharply west to round the mark, nearly missing the island. A separate close encounter with a ship gave him a fright. At the latest briefing, he was making 1.4 knots in light winds between two high-pressure systems.

Henry Wootton aboard PRIVATEER, a Cape George 36, has struggled to find a rhythm amid calms, strong winds and unfavourable directions. He reported minor rig damage. Isa Rosli aboard OLLEANNA also went too far east and has been working too far west in light winds, uncertain of his position as he negotiates Trindade. Worse, he has a barnacle infestation that could develop further!

Matt Woodside aboard TIPI HAERE, another Cape George 36, is managing a painful back but remains positive, enjoying life aboard the boat he calls home without undue racing pressure.

Pär Nyman on LAZY OTTER reports two broken ribs, six or seven mast climbs and a failed radio. He has taken a break from GGR WINDOW LIVE over the past few days, reclaiming some solo sailing solitude.

Gunnar Christensen aboard POMPOEN is dealing with a deck leak and sailing with a small, apparently undersized spinnaker. His entertaining Window LIVE broadcasts and morning coffee rituals show a relaxed attitude, which will surely change in the south.

Recife: a pause, not necessarily the end

Louis Kerdelhué aboard IE CHARGE, youngest in the fleet, covered only a few hundred nautical miles during more than 10 days in the doldrums, a huge mental challenge. Now his main water tank is reportedly contaminated and acidic, though nearly 300 litres remain in separate containers. A faulty genoa furler requires him to go forward whenever he reefs.

He is heading to Recife for rest and repairs, with an estimated arrival around 09:00 on 24 October. Organisers have agreed he may take a refuge mooring and remain in the GGR provided he stays isolated, avoids the marina, allows nobody else aboard and accepts no outside assistance. Entering the marina or accepting assistance would move him into Chichester Class. Whether he continues in either class or retires remains undecided.

The man who missed the doldrums

Guy deBoer aboard SPIRIT crossed the doldrums in only a few days, rarely dropping below 3.5 knots. Now making 4–6 knots in the southeast trades, he remains approximately 1,000 nautical miles behind the main fleet. He continued in Chichester Class after stopping in the Canary Islands for structural repairs.

"GGR WINDOW LIVE has had a few hiccups, but overall it has been a huge success. Followers are sharing the navigation, repairs, highs and lows of real solo sailing. The LIVE storms are going to be interesting. It's bringing fans closer to the sailors and the experience of racing solo around the world."

Of 16 starters, 13 remain in the main GGR classification. Pat and Selim Yalcin aboard HELP DISABLED CHILDREN have retired; Guy sails separately in Chichester Class. Louis's decision could reduce the main fleet to 12.

The Cape of Good Hope and approximately four months of Southern Ocean challenges lie ahead. A substantial fleet could continue towards Australia, but nothing is guaranteed. The leader has now reached the Roaring Forties — and things are about to hot up considerably.

That is the GGR. It is never over till the fat lady sings.

RESULTS as of 2 November

Pos.	Skipper	Country	Distance Sailed	Estimated to Finish	Date to Finish
1	Damien Guillou	France	19,101	31 March	205d, 17h, 23m, 29s
2	Ertan Beskardes	UK	19,869	24 April	229d, 13h, 16m, 39s
3	Andrea Lodolo	Italy	20,313	10 May	246d, oh, 17m, 23s
4	Etienne Messikommer	Switzerland	20,411	14 May	249d, 22h, 38m, 18s
5	Mara Lovenskiold	Norway	20453	16 May	251d, 16h, 9m, 47s
6	Daniel Pinsky	Israel	20,459	16 May	251d, 22h, 24m, 19s
7	Henry Wootton	UK	20,503	18 May	253d, 19h, 21, 9s
8	Guido Cantini	Italy	20,609	22 May	258d, 8h, 10m, 1s
9	Par Nyman	Sweden	20,744	28 May	264d, 9h, 13m, 57s
10	Isa Rosli	Canada	20,841	2 June	268d, 21h, 40m, 22s
11	Gunnar Chrisensen	USA	20,922	6 June	272d, 19h, 53m, 49s
12	Matt Woodside	USA	20,958	8 June	274d, 14h, 20m, 3s
13	Pat Lawless	Ireland	22,308	4 Sept.	362d, 21h, 4m, 45s
14	Louis Kerdelhue	France	Retired		
15	Selim Yalcin	Turkey	Retired		
16	Guy DeBoer	USA	Retired		

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

1883

27 July
Page 4-5.

INDUSTRIAL SURVEY OF MAINE
Cumberland County.
Portland, continued.—The packing and fishing industry.—Extent of Portland's Fish Trade.—Increase of the business.
OTHER FISH DEALERS

Lewis, Chase & Whitten pack mackerel and herring and cure dry fish on Little Diamond Island, where they have facilities for spreading 1000 quintals at a time. They own an interest in sixteen vessels, nine of which went to the Banks this season and all made successful trips. Last year their business was 16,000 quintals of codfish, 12,000 barrels of mackerel and 3000 barrels of herring. They furnish the outfits for all of their own vessels.

S. D. Wyer & Co., who are large wholesale dealers in fresh fish, smoke about 1,000,000 pounds of fish yearly, consisting of haddock, herring and mackerel. The smoking season is in the winter, during which time 14 hands are employed in this process. Their sales of fresh fish are nearly 1,000,000 pounds yearly.

A. M. Smith & Company own nine fishing vessels, two of which with their fittings cost $12,000 each. They pack about 10,000 barrels of mackerel yearly and their entire fish business amounts to $130,000 per year. They own 35 acres of land on Little Diamond Island, where they have five summer cottages which they rent during the season.

James Freeman & Co., who are large dealers in fresh and salt fish, have contracted to have a freezing house erected with a capacity to freeze 50 tons of fish at one time. Such houses are now in use in Boston, New York and several foreign cities.

Geo. Trefethen & Co. pack mackerel tongues, sounds, halibuts' fins and heads, and salmon. They also repack and put up in sizes to suit the trade. Their business amounts to $100,000 yearly.

Perking & Shurtleff have a patent process which they secured in October, 1882 for packing codfish. The choicest qualities of codfish are selected, from which the skin and large bones are removed and then pressed in a round form and packed in boxes holding from 30 to 50 pounds They also put up boneless fish in boxes. Their products are now on exhibition in London. They have sent large lots to California and the West Indies recently. From August to June they employ 12 hands and will increase. Their packages are supplied with printed directions for cooking.

Carney & Prince are interested in twenty mackerel catchers and handle their product. They pack and deal in pickled fish, shad, herring alewives, mackerel, swordfish, salt clams, etc. Their business amounts to about $125,000 per year.

J. W. Sawyer & Company pack about 10,000 barrels of mackerel yearly and in their vessels and on shore give employment to about 100 hands. They have furnished Hamilton & Co., of Little Chebeague Island, this season, with 6000 barrels of bait together with the barrels and salt. They inform us that a large business is springing up here in trapping flounders for the New York market.

D. L. Fernald, another packer and inspector, does about the same amount of business as the former.

Green, Brower & Company have interests in four vessels and handle a large amount of fish, and in their cooperage department employ six hands.

C. D. Thomas & Company have an interest in fourteen vessels and handle $50,000 worth of fish yearly. In their cooperage they employ eight hands.

E. H. Chase is interested in ten vessels and handles about $100,000 worth of fish yearly.

Pierce Brothers sell about 200,000 pounds of fresh fish and 1000 barrels of clams yearly. In the winter they send their fish and clams as far west as Minnesota. Their clams are dug on the islands of Casco Bay.

A. L. Johnson deals in lobsters and cooks by steam. He informs us that lobsters commenced shedding their shell this season as early as July 15.

Arthur H. Harding deals in fresh and pickled fish, lobster and clams. He informs us that he bought a codfish six years ago, which when dressed, weighed 82 pounds. This big cod when purchased was taken to Auburn.

T. Hopkins has a large establishment where he manufactures oil from all kinds of fish livers, and has capacity to handle 50 barrels per day. He makes crude and refined oils and last year made 175 barrels of refined cod liver oil which was sold for medical uses. He expects to double the product this year.

M. S. Small & Co., on Long Wharf, manufacture seines and nets for which they have a market all along the coast. They employ ten hands.

IMPORTANCE OF THE FISHING INDUSTRY

We have not here mentioned all of the firms and individuals who pack and deal in fish, but have gained the general information sought for. The entire fish business of Portland will amount to over $2,000,000 annually; the sales of fresh fish alone being about $700,000 yearly. Ninety-two thousand barrels of mackerel were packed here last year. This amount of money is yearly drawn from the sea by Maine vessels manned by Maine seamen, in Portland vessels almost entirely. The fish consumption of the country is greatly increasing every year and the profits caused by the quick demand at high prices should be made to benefit this State according to our length of sea coast in comparison with that of the other New England States. The capital invested, and the business here, have more than doubled during the last ten years and are increasing rapidly at the present time. New methods of packing and treating are giving the business a more scientific and practical interest and extending the consumption. Within 250 miles of sea coast and all the other numerous advantages here offered, the fish question is one of great importance and deserves the most careful study and attention. As a great and growing resource of wealth for the State, not only those most immediately interested, but our legislators as well, should be thoroughly posted in all phases of the fishery question. Fish is now served for the table in a great variety of forms and is becoming all the time more popular as an article of diet. It is recognized as a good brain food and very wholesome generally.

The present prosperity of Portland is due in quite a degree to her packing and fishing industries, and these will be largely increased in the future.

Page 7.

FISH AND GAME

Warden C. W. Tracy, of Gouldsboro, has lately been making it warm for violators of the lobster law.

* * * * *

Captain Joel Colbeth, of Machiasport, caught two halibut, weighing about 375 pounds each, off Libby Island on Friday of last week.

* * * * *

A mammoth lobster has lately been on exhibition in St. John. It was taken by a Mr. Evans, at Black River, and measured three feet in length and weighed 14 ½ pounds.

* * * * *

United Fish Commissioner Baird has for several years been introducing the German carp into this country. The carp is a species of food fish which will thrive in muddy ponds where others will not live, while its flesh is excellent for the table. They seem to have done well in all kinds of waters in which they have been placed, the only requisite being that they should not be put into ponds or streams containing bass, perch, trout or other flesh eating fish, as these eat the carp spawn. Commissioner Baird has informed Congressman Boutelle, of this city, that he has a small supply of carp, and can furnish gratuitously lots of from 15 to 20 each to some half dozen persons in each Congressional District, on application to him through the member of Congress for said district. Application should be made before October 1st, in order that the fish may be forwarded and placed in the pond before freezing weather.

3 August
Page 7

FISH AND GAME

Clark Hopkins, one of the crew of fishing schooner M. I. JONES, had the good luck to find a gold dollar inside of a codfish taken on German Banks a few days ago. [Deer Isle Gazette]

* * * * *

The swordfish have put in an appearance, and numbers have been taken off the Maine coast during the past week. J. W. Smith, of Biddeford Pool, while out in his yacht one day last week, captured a 500-pounder. The fish bring a good price.

Page 8

EASTERN INDUSTRIES

Fred S. Palmer & Co., Bar Harbor, last week received a cargo of corn and oats, one thousand bushels of each, from Portland. This is the first cargo of oats in bulk ever received at that port. Messrs. Palmer & Company have built up a large trade at Bar Harbor and their business is rapidly increasing.

FISH AND GAME

A sturgeon nine feet long was taken in Dyer & Webb's fish trap at Oceanville, Deer Isle, one day recently. He made things lively for a while.

* * * * *

Lamoine's fishing industries, represented by the Grand Bankers and the sardine factory, are said to be prospering finely. The sardine factory since starting in the spring has had a good run of fish, and the bankers so far as heard from are doing well.

* * * * *

The Milbridge sardine factory is having an unusually prosperous season. There has been an abundance of fish, and it is now

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MARITIME NEWS FROM THE PAST

being worked to its full capacity, the weekly pay roll ranging from $1400 to $1600. During the second week of the present month 1800 cases were packed; the largest week's work ever done in the establishment.

* * * * *

The canning factory at St. George is run by Burnham & Morrill of Portland. Mackerel and lobsters are canned, and some fifty hands employed. The factory can turn out about 10,000 pound-cans of mackerel per day. The lobster business is small, owing to the meagre supply. Lobsters are being canned during the open season, from May first to August first, and mackerel as long as they are caught, or, as short as they are caught, for that matter. The mackerel furnished at present are very small. [Rockland Courier Gazette]

10 August
Page 3.

SHIPBUILDING NOTES

A. & M. Gamage & Co., Bristol, last week launched a new fishing vessel for C. & H. Trefethen, Portland.

Page 5.

FISH AND GAME

The amount of canned fish and sardines shipped from the Maine coast towns and islands this season is large enough to astonish those who have no knowledge of the business. The Rockland Free Press estimates that 1500 to 2000 dozen cans were shipped by the steamers to Portland and Boston in a single day last week, besides many barrels of live lobsters.

* * * * *

The North Haven mackerel catchers are beginning to arrive, having met with fair success lately. The canning factory of W. K. Lewis & Bros., under the superintendence of Arthur A. Brown, is busy putting up mackerel, shipping the product by Captain Mills' packet, the GREYHOUND, to Rockland, whence they go by steamer to Boston. They were formerly shipped direct to Boston by vessel. Thus far a majority of the fish have been very small, but recently some good ones have been taken.

Page 6.

FISH AND GAME

Ice for the Grand Bankers is now $20 per ton at Newfoundland ports; the usual price there is $4 per ton.

* * * * *

The Cape Ann Advertiser announces that forty-two fisherman got astray from their vessels in the fog on the Banks in the months of May and June, a dozen of whom are known to have perished, and most of the others suffered all the pangs of death for many hours.

* * * * *

In a gale at sea, on board a vessel commanded by a captain of this place, the coal black cat and kitten which they had on board the vessel, that they prized very highly, suddenly became frightened and every hair on the cat and kitten's back turned from a ramen black color to a silver white. [Searsport Guest]

* * * * *

Dr. Furber, of New York, who recently closed a 29 days fishing cruise in Northern New Brunswick, during that time succeeded in killing fifty salmon weighing 1,032 pounds, an average of over 20 pounds per fish. The heavier fish weight 35 pounds and the best days fishing was 6 fish weighting 134 pounds.

* * * * *

The fish commissioners were in Portland last week, taking depositions of fishermen as to the mackerel and porgy fishery. It is thought by many that it would be wise to have a law passed by Congress prohibiting the taking of mackerel in the spring previous to the first of June. The fishermen generally favor such a law, and the commissioners are taking their statements with a view of laying the facts fully and in proper for before Congress, with a recommendation that action be taken; and perhaps with a draft of a bill that would meet the case. The mackerel, it is said, are miserably poor and scarcely fit to eat when the vessels first begin to take them for the market. They are spawning at that time, so that if the fish are taken then it will tend to make them scarce in future years. They are done spawning by June 1, and are beginning to fat-up, though they are not at their best for two or three months later. A large number of statements were made by fishermen to the commissioners, and nearly all agree on the above facts, and recommend the passage of the law suggested.

Page 8.

The Eastport Sentinel says that a fishing smack with some 8000 live lobsters from Nova Scotia anchored in Head Harbor one day last week, and while there the fresh water got into the well and killed nearly all of the lobsters.

17 August
Page 3.

EASTERN INDUSTRIES

R. W. Lord & Co., Kennebunk, have shut down their twine mill in order to introduce a new Hercules water wheel of 125 horsepower, made by the Holyoke Machine Company.

Page 4.

SHIPBUILDING NOTES

At the shipyard of W. I. Adams, East Boothbay, a fine fishing vessel of 38 tons is ready for launching; she is for sale. Mr. Adams has just laid the keel for a 120-ton fisherman, to be delivered at Gloucester within eight weeks.

Page 6.

FISH AND GAME

Close time for lobsters commenced yesterday, and continues until November 15.

* * * * *

A large whale was recently picked up off Schoodic Point, Gouldsboro, by Captain William Handy and two other men in a small fishing vessel. It was estimated to be worth some $700.

* * * * *

The herring catchers in the Bagaduce are very successful this season. The Deer Isle Gazette says the fish are large and fat, and equal in quality to the best of those taken at Newfoundland.

* * * * *

Messrs. Thurlow & Eaton, Green's Landing, Deer Isle, caught $125 worth of mackerel one night last week in their weir at that place. The fish were canned at Potter & Wrightington's factory.

* * * * *

Swordfish have been very abundant of late off the York county coast, and large numbers have been taken in the vicinity of Boon Island. One vessel's crew, belonging at Biddeford Pool, captured ten, and another seven last week.

* * * * *

Messrs. Young & Stimpson, Jonesport, have been doing a good business this season in their fish canning establishment. Fish have been abundant, and of the right size. They have also been extensively engaged in smoking herring, and have at the present time from 12,000 to 15,000 boxes of herring hanging in their smokehouse.

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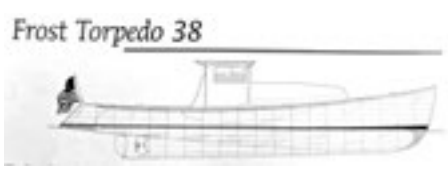
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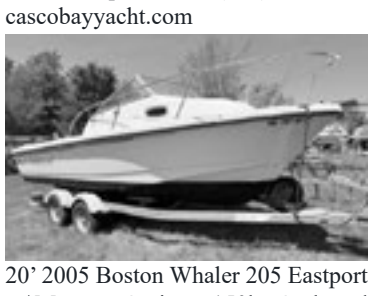


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POWER



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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’ 2019 Seaway Seafarer, Yamaha F115 w/ 197 Hours, 2025 Venture Trailer, Bimini Top, Canvas Enclosure, Garmin VHF Radio, Garmin 743 GPS, Depth Finder, Fish Finder, Compass & Porta-Potti. Asking $59,900 - Call or stop in for more details – Casco Bay Yacht Sales, Freeport Maine (207)865-4103; cascobayyacht.com

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

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POWER



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NEW 26’ 2026 Scout 260 LXF, Dual Mercury 200XL V6 DTS Outboards, (2) Garmin 1243XSV, Garmin 18XHD Radar, Garmin 315 VHF Radio, Deluxe Stereo, Electric Head w/ Overboard Discharge, Rocket Launchers & More - Call or stop in for more details – Casco Bay Yacht Sales, Freeport Maine (207)865-4103; cascobayyacht.com

POWER



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



30’ 2012 Back Cove 30, Yanmar 8LV370 Direct Drive 370-hp w/ 1290 Hours, Garmin Auto Pilot, Garmin 5212 GPS, Garmin Radar, Garmin VHF Radio – Professionally Maintained. Asking $249,000 - Call or stop in for more details – Casco Bay Yacht Sales, Freeport (207)865-4103



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



38’ 2022 Scout 380 LXF, Dual Mercury V-12 600hp Outboards, 1 Owner, Loaded with options, clean & professionally maintained. Asking $599,000 - Call or stop in for more details – Casco Bay Yacht Sales, Freeport Maine (207)865-4103; cascobayyacht.com

POWER



39’ 1985 Blackfin Freeport Sportfish, Dual Volo 480-hp Diesel Inboards w/ 3000 Hours, Outriggers, Furuno Electronics, Full Head, Master & Guest Staterooms, Onan Generator w/ 2000 Hours, Raritan Inverter & much more. Asking $35,000 - Call or stop in for more details – Casco Bay Yacht Sales, Freeport Maine (207)865-4103; cascobayyacht.com

SAIL

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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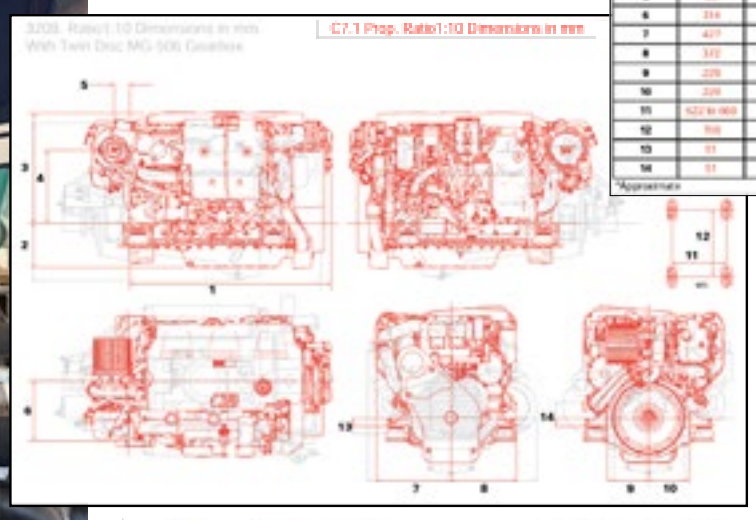
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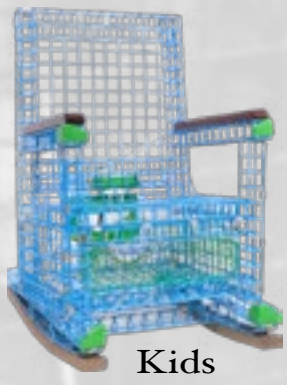
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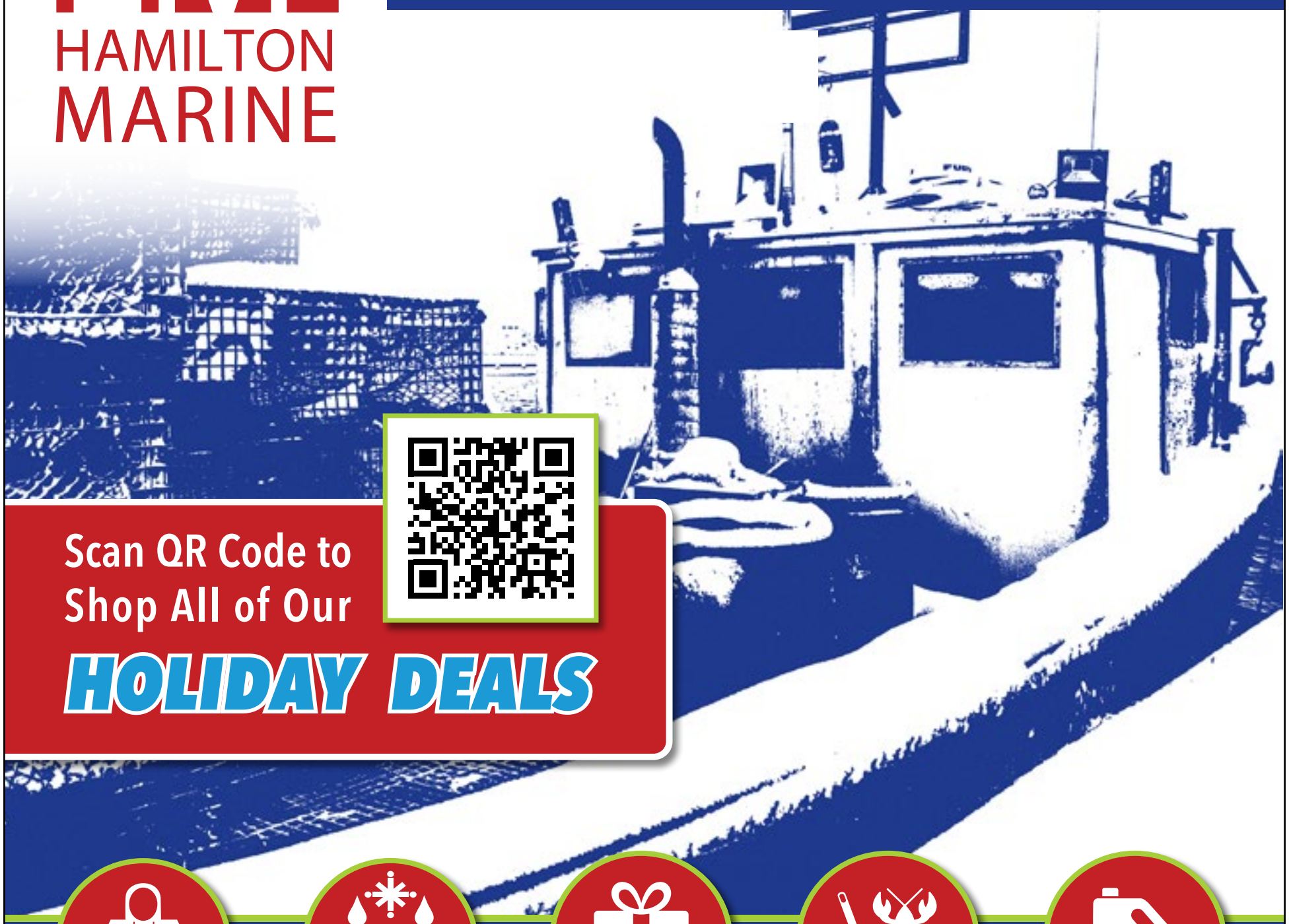
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