

Maine Coastal News

Volume 35 Issue 12

December 2022

FREE



The 47-foot split wheelhouse lobster boat SECOND WIND hailing from Stonington being launched at John's Bay Boat Company in South Bristol on 29 October.

Boat & Shipyard News

Johanson Boat Works West Rockport, ME

They have a Sweden 38 inside and they have removed her teak decks and are now removing the wet deck core. Once the bad core is removed, they will fiberglass the deck and put back down her teak deck.

In the next bay is a 35-foot Downeast pleasure cruiser that has a lot of wet core in her hull. They are cutting the bottom out in big sections. They will then put in new Balsa core, re-glassed and then Awlgrip.

A Swan 40 will be coming in for some deck work when the Sweden 38 goes out. She also has a lot of wet core in her deck and that will be removed, replaced and a teak deck re-laid.

A Sabre 38 will be coming in to have her bottom stripped, new windows and new electronics. This will be a big job.

As for other work, a Morris 34 is down back getting in new ports and windlass; a Bristol 35 is coming in for all varnish work, all new electronics and window work too; RAPHAEL is coming in for varnish and they are taking off all the coamings because they weren't sealed when she was built, reseal the deck and put down a new teak deck; a Coastal 27 will be in for some cockpit work,

cosmetics and new canvas; a Bunker & Ellis 42 will be in for a lot of varnish work; a S42's decks are coming loose so they will remove the teak decks, fix the core and this deck will be Awlgrippid; and a Legacy 40 will be for some bottom repair following an argument with a rock.

As for repowers there are several this winter. An Alden 28 is in to be repowered with a Cummins diesel; a Sabre 34 will be getting a new Beta; a Back Cove 34 is coming in for some outdrive work

Ocean Pursuits Rockland, ME

All the boats have been hauled and they are finishing covering and winterizing them for the winter. They only store 60 boats, even though they have room for more. They realize that they can handle 60, but anymore could be an issue and it is better to have happy customers who get their boat when they wanted it and everything is done properly.

Spring and into July they completed work on a Grand Banks 32. They did a lot of keel work, new water tanks and some re-wiring. She had recently been purchased by a new owner and they wanted a lot of upgrades made.



One major difference from some of the other recent new boats launched at John's Bay Boat Company is her beam is just 14-feet, making her much more fuel efficient.

They have a full schedule for the winter. A Hinckley Pilot is in getting rewired, cosmetics and electronics.

A Bristol Channel Cutter is getting new electronics, light fixtures and they will reconfigure of the salon area.

Inside they presently have an Alden Challenger, which is on a five-year restoration program. These boats were designed by John Alden and built of fiberglass by Halmatic Ltd. in England. Some of them were finished in the U.S. and one company that did this was Hodgdon Brothers in East

Boothbay. They are 38-feet length overall, 11-foot beam, 8-foot draft and her sail area is 625 square feet. This year they are finishing the interior painting, reconfiguring the galley, doing the brightwork on the cabin sides and doing a lot of rigging work. She will be back over the end of spring and her owners sail her pretty hard all summer.

Other work this winter will include, a custom Shields sailboat will have her topsides repaired and Awlgrippid. Last year

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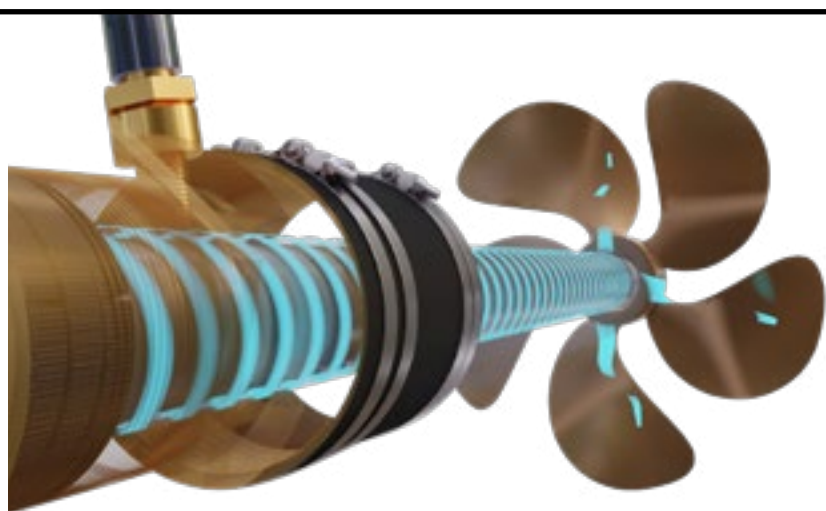
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Advertising Deadlines: The deadline for the January issue is December 2.
The deadline for the February issue is January 6.

Publisher's Note

Last year the Maine Boatbuilder's Show was canceled a few weeks before it was to take place. I talked with the organizers, got a feeling for the whys, and made an offer to take the show over. Following a couple of meetings just after the Newport International Boat Show in September Joanna Sprague, Jason Curtis and I came to an agreement that I would take the Show over with their assistance.

This is not the smartest thing I have done, but this show is special and to make it a success I must get the boatbuilders to come and exhibit. We all know that most boatbuilders would love to stay in their shop doing what they like to do, not taking the time to head all the way to Portland just to talk to people about their boats. I have already talked to a number of boatbuilders and not one said 'no' and most said that they would sign up.

I also wanted to make a change and that was to make it a two-day show. Portland is one of the most expensive places on the East Coast to spend the night, especially during the summer. By running two days that limits the nights needed to stay and limits the amount of time away from the shop. It also helps those attendees coming from a great distance.

With a good core group of boatbuilders I am sure the other exhibitors will come. It all comes down to numbers and over the next month I need to see how many boatbuilders will sign on the dotted line. At that point I will be able to determine if this is a worthwhile endeavor or not. Let us hope so.

Here we are the first weekend of November and the temperatures are still in the high sixties. Thankfully too, as I am trying to get another boat ready for the water. In mid-October I found out there was a John's Bay Boat being offered for sale by a bank. With a little inside information I was intrigued, but not as much as Ann. After the Annual Meeting & Awards Ceremony for the lobster boat racers in Boothbay Ann and I stopped in Rockland to look at the boat, which was sitting on the hard at Journey's End Marina. With permission we got on board and looked around. It was quickly evident that she needed a lot of cosmetic work, but otherwise she looked like she was in good shape. This is the first SARI ANN, which Vance Bunker had built by the John's Bay Boat Company of South Bristol in 1998. She is a 40-foot split wheelhouse lobster boat, port haul, powered with a 375-hp Caterpillar. Down below she has four berths, a small settee and countertop with sink. I knew who to contact at the bank and after a brief discussion with them I made an offer. For two days Ann would come home from

work at the hospital and ask if she was ours yet. The bank came back a couple of days later with a slightly higher counteroffer and I agreed.

What was most interesting was the discussion I had with my financial advisor the following week. I believe his first words were "You never do what I tell you to do." Since I never plan to retire, what did I need a retirement fund for? I explained what the new boat was and that the purchase gave me a very happy wife. He went on that a boat was just a hole in the water for the rest of my retirement fund, but I still have a happy wife. Where is the downside?

Now I own two wooden boats and when asked what I was doing with CINDY JEN the response is I am keeping her. She is in good shape and is simple to take care of. Being 34 feet long with only an 8-foot beam there is not a lot of surface area to sand and paint. After a couple of trying seasons with engine issues, we finally got them ironed out and for the last three seasons she has run without issue. The only thing I really need to do this coming spring is to redo the canvas decks.

While at the recent launch of a new 47-foot lobster boat at John's Bay Boat Company I asked Vance if there would be a problem if I used her original name. I was told all I needed to do was pronounce it correctly. So, she will be named SARI ANN I hailing from Winterport.

The new boat is not simple, first of all she is about three-times the size in surface area and she has numerous systems. First, Ann and I cleaned everything off, including the cushions. Right now, I am getting the bottom ready so she can go over and come up closer to me for the winter. Fortunately, the bottom is in pretty good shape. I only need to put in a few bungs, fix a few seams and paint. Should only take a couple of days. I would love to get the topsides redone, but that would mean a lot of hours of sanding, priming and then sanding again before I could apply a final coat so that will hopefully be done by the spring.

I really needed to know what should tackled first. In talking with Allan Dugas of Royal River Boat Yard, who owns two of these boats, impeccably maintained, he said he first steamed cleaned the entire bilge and then re-red leaded it. Fortunately, this boat is not as bad and I may only have to steam clean the engine area and then red lead it. I can see that this is going to be a couple of year project, but she should still look good when she goes over next April.

Even though it was summer I was able to computerize the Custom House Records

Continued on Page 6.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Cotton Town: Maine's Economic Connections to Slavery
Arthur Beaumont: Art of the Sea
Sustaining Maine's Waters
Shipwrecks & Salvage
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Window on the Marsh
Fitz Henry Lane Gallery
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Loomings: Christopher Volpe
Turn the Tide, Courtney Mattison
The Azorean Spirit: The art of Domingos Rebelo
Enlightening Encounters: The Two Nations of Manjiro Nakahama
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Sentinels of the Sea
Whaleboat
Voyaging in the Wake of the Whalers
Sea as Muse
19th Century Navigation
Mystic, CT
Info: mysticseaport.org

2023

MARCH

2-4 Maine Fishermen's Forum
Samoset Resort
Rockport

JUNE

17 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
18 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

25 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Colyn Rich (207) 479-7288

JULY

1 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607
9 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Jeff Eaton (207) 598-0488
14-15 Maine Boatbuilder's Show
Portland Yacht Services
100 Commercial Street
Portland
Info: Jon Johansen (207) 223-8846



SARI ANN I getting some very quick maintenance, a cleaning, sand and painting bottom and ready to make a run to Searsport before getting hauled at Belfast.

Capt. Almer 'Al' Dinsmore: An Enjoyable Life at Sea

HANCOCK – Almost anywhere you go on the Maine coast, you will find someone that attended Maine Maritime Academy (MMA) in Castine. Many absolutely loved the time they spent at sea either as an officer of the deck or deep in the bowels of a ship running the engine room. One such person was Captain Almer (Al) Dinsmore of Ellsworth.

Al grew up in Steuben the son of Alton and Mildred Dinsmore. His father worked for the Wyman's blueberry factory for 49 years. He added, "He was in charge of all the shipping before he retired and then he went back part-time in the summer as a night watchman. When another old guy retired he became the night watchman the rest of the year. However, Wyman's got a real security outfit to come in and my father didn't want to get involved in all that so at 75 he gave it up again."

His father did not have any ties to the working waterfront and neither did Al. He described Steuben as "real quiet," adding, "Boatbuilding was just like a one-man show. In the wintertime some guy would make a boat in his boat house. There were sardine factories in Milbridge at that time. Wyman's had one, then there was Ray Packing and I don't know if Stinson had one there. It was a seasonal thing too. Basically, in the wintertime nobody worked, there wasn't any work. My father's job at Wyman's was only a seasonal job so in the wintertime he had to scramble around to find something to do. He either had to work with somebody in the woods or one year he was a stone mason's helper. It was real iffy in the wintertime. I started working when I was the fifth grade. I was pretty much the janitor at the two schoolhouses we had because that was my father's job also in the wintertime. He got \$20 a week. He is the one that went around early in the morning and delivered water to the school. They didn't have running water. He had to fill up these crock pot things with a nozzle on it, 2½ gallons in each room. That is what you had for the whole classroom every day. That worked in the wintertime, but in the summer time you got kind of dry towards the end of the day. I used to clean the schoolhouses right after I got out of school at 3 o'clock and then my father got home around 4:30 from Wyman's and he would finish."

"When I started school there was four in my class because there was three different schools in Steuben," continued Al. Then they consolidated them and my class ballooned up to maybe eight. When I was in the eighth grade I think we was up to 12. When I was like half-way through high school I wanted to go into the Air Force and go to the Air Force Academy. When I realized how much that ain't going to work, so then they

sort of do the same thing at Maine Maritime except it is ship oriented and it paid real good, so I decided to go that route.

Al entered MMA in 1964. Well, you didn't have much free time," Al explained. "Somebody on you all the time. There was a high dropout rate, about a third of the people that started dropped out by their first or second year. Once you made it through two years you were most likely going to stay. Your first year you are both deck or engine and when you are a sophomore you have to declare if you are going to be deck or engine. Actually, in my freshmen year I planned on being an engineer. In fact, in my engineering courses I was the fourth highest in the class. Then we did a cruise down to Maritime Day at Washington, DC. Cruising through New York Harbor we were all out there waving to people in the apartments. I said, "This is pretty good, I like it better up here then down in the engine room. We went under the Verrazano Bridge they were still building it at that time, nah I like it up here."

The training ship at the time was AN-CON, which was steam powered and this is the aspect that Al liked best, the cruises. He added, "I like to see difference parts of the world. That is why I went there in the first place. I grew up in Steuben and never went further than Bangor until I got into high school. I wanted to go to sea and make some money."

While Al was at MMA they cruised to the Caribbean and then to New Orleans during Mardi Gras and was actually part of the Mardi Gras parade. Another cruise they went through the Panama Canal down to Chile and Peru. His final cruise, his senior year they went through the Panama Canal to San Francisco and Long Beach, even did Disneyland."

Al graduated from MMA in 1968 and headed for his first job. He said, "I went to work for American Export Lines. They were one of the biggest and well-established companies in the United States. They had been in business fifty years and I wanted to go with a company that was going to last a while so I could climb up the ladder. When I went to work for them, they had forty ships and they went all over the world. The government subsidies starting disappearing so it wasn't lucrative to have so many ships anymore, especially old ones. They started selling them off and I was looking forward to getting a second mate's job. Every time I was getting close, they would sell another ship so I was the third mate for six and half years. Then they decided to sell it all together and they sold to Farrell Lines. American Export Lines had just signed a new three-year contract with the BMO (Brotherhood of Marine Officers) so we figured well,

alright job is safe for 3 more years. Farrell Lines union contract was with the MEBA (Marine Engineers' Beneficial Association) and MMP (International Organization of Masters, Mates & Pilots). Well, after a year, Farrell Lines said to us, basically either join the MMP or get off the ship. We were the third ship that came into port that they made that ultimatum to and every one of the deck officers on the ship left."

At this point LNG ships were coming out. Al added, "Back in '76, I had gone to LNG school down in Baltimore. The LNG ships that were built here in the United States were carrying LNG from Indonesia for Japan and they were crewed by all MEBA personnel. Well, MEBA didn't have any mates so they had to recruit some and they got them from BMO and they paid us to go down to Baltimore for six weeks and take this LNG training. However, that was a little premature because they didn't need us for about two years. Right after I got done with American Export Lines they did need us so I went to work for ETC (Energy Transportation Corp.) as a second mate on the LNG ARIES over in Japan. I made one trip with them which was like a three month deal. They only had five ships running at the time and all of a sudden two of them had to go to a shipyard in Singapore for some long term repairs."

Al was again looking for a job. When he asked at MMA who was looking to hire he was told Texaco looking for people with a mate's license as they needed chief mates. "I never sailed chief mate and I had never been on a tanker before but they said, don't worry, we will train you," continued Al. "I flew down and joined a ship in Providence, Rhode Island, TEXACO MONTANA and the chief mate stayed with me on the way



Capt. Al Dinsmore

down. We cleaned and inspected tanks and when we got down to Port Arthur, Texas we loaded the ship. The chief mate stayed and after the ship was full they sent us back up north. I just kind of learn the ropes. The extra third mate they put on there was a girl from King's Point, she'd never been on a tanker either. The second mate he had made one or two trips. Between all of the people on deck, except for the captain, we had six month's experience. Well, we learned fast and we didn't have any mishaps."

During the next year Al sailed on three

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Capt. Almer 'Al' Dinsmore: An Enjoyable Life at Sea



The Maine State Ferry CAPT. HENRY LEE arriving at Bass Harbor from Swan's Island.

Continued from Page 5

of their ships, but when TEXACO NORTH DAKOTA struck an oil rig and burned in the Gulf of Mexico. They did not need a chief mate and offered Al to stay on as a third mate. He stayed until he found another job, which was back with the LNG ships of El Paso Marine. Al explained, "Some of their ships were built in the United States and some at Dunkirk, France. They were bringing LNG from Algeria to Maryland or down in the Gulf somewhere. When they started this project Algeria was going to sell them LNG for .25 a cubic meter and then they raised the price up to \$1.75. At that price it wasn't feasible and they ended up scraping some of them. One of the ships grounded near Gibraltar and ripped a 650-foot gash in her bottom. "They managed to keep that pretty quiet," explained Al, "and they did the first ship to ship LNG transfer ever. They had to quickly manufacture hoses that would take the LNG from one ship to the other and got her off the rocks and towed to Dunkirk to be repaired. I flew over there and joined the ship as a chief mate for a couple months. I

came back home and the next time I went back over I was on her sister ship. While I was on that one, the company pulled the plug all together and they just sent us home."

Al was again looking for a job and he landed with Reynolds Metals, who had two bulk carriers. He said, "The stern was a T2 tanker and the front part of the ship was a newer construction, Their traditional cargo was loading alumina in Texas and taking it through the (Panama) Canal up to Longview, Washington to turn into aluminum. On their way home, they'd swing by Hawaii and load sugar and bring that back. Sometimes they'd bring it to California and sometimes they'd bring it all the way back to the East Coast. I only made one trip on that.

Then Al went to work for Hvide Shipping in Florida. He was a chief mate on SEABULK CHALLENGER. They loaded fuel in the Gulf or up the Mississippi River and deliver it to the East Coast, usually Norfolk, VA. He did one trip on her and switched to the chemical tanker FRANCES HAMMER, owned by Arm & Hammer. She carried super phosphoric acid from Jacksonville, Florida to Odessa, Russia. "It was

kind of funny because LNG had to be kept at 259 degrees below zero and this stuff you had to keep it 160 degrees or it would turn to stone," explained Al. I just made one trip on that too."

One of the most interesting trips was on board BROOK, which was formerly owned by the American Export Lines, and heading for Leningrad. He got call at 2000 hrs. at his home in Trenton that said they needed a Chief Mate, but he had to be in Baltimore at 0600. He ran to Bangor jumped on a plane to Boston, there he boarded a train that got him to Baltimore at 0500. He added, "That was an exciting trip, because it was in the wintertime. None of us had been to Russia before. So we picked up a pilot in England to take us up there. I was saying to the pilot "I always wanted to go to Russia." The pilot says "Me too." We get up there and all of a sudden we come into solid ice. We followed an icebreaker for twenty miles through this ice into the harbor. When we dropped the anchor it would not go through the ice. We had to pick it up and drop it three times to get it to go through the ice. We were there for 17 days. It was quite a job to get her out. On the way out the ice that was 20 miles long before was now 60 miles out to sea. There is like three icebreakers, one of them nuclear power. The way that we were loaded our condenser was right at the waterline, so it was sucking in ice cubes. We couldn't make much speed and sometimes we would stop altogether. Well, the icebreakers got pissed off at us and backed up to us and gave us this big line and towed us out to sea."

Another story, "There was a couple of winters I was pretty much on the container ships that ran from Staten Island to Bremerhaven, Germany Felixstowe, Le Havre, France or sometimes Amsterdam," said Al. "That was a three-week round-trip. That 610-foot container ship seemed like a canoe. If you had a following sea, the water would come over the stern, and wash right over the bow like a waterfall. One of those trips we lost a guy overboard, he just disappeared. We had tunnels on those ships so you could go from the bow back to the stern. He just decided to walk down the deck like it was

a sunny day. He had been watching these waves come over the deck, but I heard the lookout yell 'man overboard.' So I run out there and I saw his hat floating on the water. He was dressed for the weather with heavy gear on so he sank like a rock."

In the spring of 1988, Al saw that the Moosehead Marine Museum was looking for a captain for KATAHDIN. "I went up there and interviewed and got the job," said Al. "That summer we stayed up there. The first couple of weeks I was up there I stayed in the motel. Then I stayed in an A-frame that belong to the executive director. Then they had an extra mansion that wasn't being used that summer so they ended up giving us that and we stayed in that 16-room mansion. It was fun, it was a nice summer. However, you have got to be a gorilla to run the steering on that boat, because it is just cables from the house down. There is only like 2½ turns from hard left too hard right. There is no mechanical advantage hardly at all. If you are going along at full speed you cannot make any kind of a quick maneuver. You would have to slow down and if you put any engine speed on you cannot hold the wheel. You have got ropes hanging down from the ceiling that flipped over the spokes and then you come ahead on the engine and it will turn quite nicely. It is got a lot of sail area and she is not that easy to maneuver.

Most of these last voyages were as relief so to fill in Al had been working part-time for the Maine State Ferry Service, starting in the late 1970s. He said, "I was just a part-time private contractor at that time. I did that part-time for 9 years before I got to have a permanent state job. They just called when they needed you. During the early eighties I did it full-time. I like working on the ferry boats. On the big ships you do not get to drive them. You never touch the wheel. You are in charge, but physically you do not do anything. I like driving the boat and I did that at the ferry service almost all the time.

He fondly remembered some of those he had worked with like Woody Wilson. "He had grown up in the Rockland area," said Al.

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Publisher's Note

Continued from Page 4

for Castine and Penobscot so those vessels listed can be pasted in the master file of that vessel. I also discovered I had already done the Newburyport Custom House Records. This should help fill in the blanks of a number of vessels in my vessel files online. Unfortunately, there are a number of Custom House Records that still need to be computerized and there are still others that need to be located and digitized.

Another huge project is computerizing William Fairburn's "Merchant Sail." This is a very impressive piece of work, six volumes totally 4,179 pages and one I am learning a lot from. There is a much quicker way of inputting, but I decided to read it in so I learned more about merchant sail and what was and what was not included in the book. There is no question that this work should have a lot of additional information added. I am sure time was an enemy as William Fairburn along with a number of assistants compiled this after his retirement. Right now, I am focused on shipbuilding and there are a number of towns not covered and those towns covered, not all vessels are included. One can bet that this was related to time and the size of the work when completed. Today, if this was redone, I would publish on the

internet so it can be made any size with no concern for cost and constantly updated.

As you know I have been working for a number of years at the Sawyer Public Library in Gloucester copying out marine related articles from the Gloucester Telegraph, which started in 1827. They closed the library the end of summer so they could transfer to a temporary site while modifications are being made to their building. This is going to be an 18-month project. Fortunately, they made room for the microfilm machine at their temporary site, and I am back working. I like the new location, it is easy to get to, but small. It has all sorts of benefits too. Just below the library is a real record store and they play music that I can just barely hear while I am working; and when the wind is blowing a certain way, I can smell Chinese food and when the wind blows from another direction it is Italian. The last time I was there (early November) I began working my way through 1859 and in one of the first issues there was a list of all the new boats hailing from Gloucester noting the builder. There were also articles on vessels lost; fishing bounties, launches and a giant article on shipwrecks around Cape Ann dating back to the early 1800s. These finds make my day!

Golden Globe Race 2022 Update

Trade wind Twist for Golden Globe and South Atlantic High creating challenges

Wet windy trades on the nose with confused seas for the GGR fleet. Tight group of four in pursuit of leader Simon Curwen, with Kirsten Neuschäfer going coastal. Big decisions ahead with a possible 900 mile diversion into the roaring 40's rounding the South Atlantic High. Doldrum depression and frustration for Elliott Smith with three broken compasses. Boat speed and Fleet design comparisons put the Rustler 36 in its place?

13 October

Following weeks of upwind sailing out of Europe, and a nerve-racking doldrum experience, the fleet was desperate for beam reaching trade winds to Trindade and on to Cape Town. Instead, some have been sailing upwind in confused seas and low 30° temperatures since crossing the equator, not a friendly welcome to the South!

Simon Curwen (UK) is holding his lead over the rest of the fleet, albeit with a broken genoa halyard that will require a stop at Trindade for repairs, since the sea state does not make mast-climbing a viable option. The man of the week is Abhilash Tomy (IND) who has consistently posted the best performance all week, including several best 24-hour distances, and taking the absolute 7-day distance fleet record, gaining 210 miles over Simon!

The first five entrants will converge towards Trindade over the weekend, but they cannot turn left to Cape Town, blocked by strong easterly winds. To try would take them into headwinds for a slow and painful 2600-mile crossing to Cape Town. On paper, the best route to Cape Town for centuries has been to go South of the South Atlantic high and shoot downwind towards the Cape of Good Hope into the Indian Ocean.

That's on paper though...The centre of the current High lay today around 10°W 40°S, a whole 1200 miles south of Trindade Island and will be pushed East leaving a trail of light winds behind. Meanwhile a low-pressure system will push North mid next week. In short, it's a mess with unstable winds and difficult predictions for the sailors.

To get to the bottom of the high and ensure downwind conditions, sailors would have to push South to the roaring 40's, another 1200-nautical mile, or an extra 10

ten days. Weather information will be vital. Weather fax maps (should they get one off the coast of Brazil), barometric pressure and wind direction can help to make their critical decision on when to turn left. Even then, they have no guarantee of finding the conditions they are looking for.

Don McIntyre, Founder and President of the Golden Globe Race: "It's decision time next week for the leaders, they all know the best way is to get around the South Atlantic High, it's what we did in the BOC Challenge and what other Round The World Races are doing, but where is it? Conditions are very unstable and the high is not very strong. The speed of the GGR yachts cannot compensate fast changing systems, there will be a lot of surprises and opportunities between Trindade and Cape Town."

The leaders will not be favoured by those unstable conditions. It opens an opportunity for Damien Guillou (FRA), now working his way between the mid-fleet pack and the five leaders. His strategy for sure is to get south of the high and slingshot to South Africa. So far, he is not impressed with the southern hemisphere conditions: "The Southern Trade Winds have not kept their promise: I'm upwind in very unpleasant, confused and crossed seas, so I'm trying not to get too close-hauled to keep the boat going through the waves. I can't open the hatches because of the waves, so the heat is unbearable inside. I'm looking forward to downwind sailing, but I would settle for a beam reach!"

Only Kirsten Neuschäfer (SA) has taken a closer coastal route to get the current along the coast of Brazil and is not planning to see Trindade. She has spent more time in the South Atlantic than the rest of the fleet combined on Skip Novak's *Pelagic* which could well make a difference there: "I am a bit more West than I would have liked, but I'm happy with my position, although I'm sad I might not see Trindade. I have not received weather information since the Canaries and saw very few boats. I will try to get a Weather fax map in Rio to get a position for the South Atlantic high and will try to wing it!"

Guy Waites (UK) is leaving the northern hemisphere with gooseneck barnacles hanging on but celebrating his equator crossing with Champagne, offered by French friends he thanked in a heartfelt tweet. Now,



only three boats remain in the Northern hemisphere. Ian Herbert-Jones (UK) on Puffin is in good spirits despite slow progress and failing mainsail batten luff cars. He has accepted his doldrum experience will be longer than expected. Arnaud Gaist (FRA) is managing the doldrums well, mentally and sailing wise, closing the gap to the fleet and may not be the last sailor to cross south.

Elliott Smith (USA) on the other hand went down both in the rankings and in morale after another week of slow progress East of the fleet, a dramatic change from the enlightened experience he had between France and the Canaries.

He shared his frustration on the weekly satellite call, and despair at finding his two spare compasses were broken during transportation in their package, while his main compass is not functioning correctly. He is now relying on a handheld compass for the next seven months!

Fortunately, Elliot is the first of the three tailenders to get a small low-pressure system crossing their route from East to West before the weekend, bringing sustained southerlies and possibly their lucky escape through the equator!

The variable conditions from the strong headwinds in the Bay of Biscay, trade winds towards the African coastline, and light, shifty winds in the doldrums have shown that very different boats can lead to similar performances.

The first lesson we have from this comparison of the best performing yachts is that maximum waterline length in a fleet competing in real time is important. All the leading yachts are at 36 feet LOA but LWL varies. Tapio's Gaia 36 LWL increases as soon as he moves with his low aft overhang. Kirsten has the longest and Simon is performing better than the boat should (preparation, skipper skills and sails make a difference).

Smaller yachts like the Tradewind 35, Lello 34, Barbican 33 and OE32 have not been able to follow the pace of the larger yachts with longer dynamic LWL, never posting a 24-hour distance over 160 nm. Guy Waites shared earlier with the GGR Race Control that while in racing mode, his Tradewind 35 could not keep up with the pace of Ertan Beskardes's Rustler 36 in a more cruising mode and had to take a

Continued on Page 8

Help Support Kirsten in Golden Globe Race



Many thanks to the Maine Coastal News team for their continued support!

If you would like to help Kirsten Neuschäfer on her journey to the 2022 Golden Globe Race, please go to <https://gofund.me/e92d7bd2>



TOP 5 DESIGNS		G°G°R				
Type / Yacht	Blisay 36	Cape George 36	Saga 36	Rustler 36	Gaia 36	
Designer / Architect	Alan HIB	AKON / Monk	Alan Page	Holman & Pyle	S & S	
Builder / Charter	Emsworth Yacht	Cecil Lange & Son	Skarfeldt & Son's	Rustler Yachts	Camille Benalla	
LOA / Longueur WT	35.9ft / 10.95m	36ft / 10.97m	35.75ft / 10.8m	35.33ft / 10.77m	36ft / 10.97m	
LWL / Longueur	27.00ft / 8.23m	31.50ft / 9.60m	28.25ft / 8.61m	26.92ft / 8.21m	28.50ft / 8.77m	
Beam / Mètre Eau	10.75ft / 3.28m	10.50ft / 3.20m	10.75ft / 3.28m	8.00ft / 2.44m	9.67ft / 2.95m	
Depth / Hauteur d'Eau	5.75 ft / 1.75 m	5.00 ft / 1.52 m	5.67 ft / 1.73 m	5.50 ft 1.67 m	6.00 ft / 1.83 m	
Displacement / Déplacement	15,600 lb / 7,072 kg	23,300 lb / 10,560 kg	16,000 lb / 7,260 kg	16,805 lb / 7,623 kg	15,400 lb / 6,985 kg	
Sail Area / Voilure	671sqft / 62.3sqm	806sqft / 74.3sqm	365sqft / 32.5sqm	693sqft / 64.4sqm	540sqft / 50.2sqm	
Sail Area / Drape Ratio	14.61	15.87	13.21	16.96	14.01	
Ballast / Drape Ratio	42.18%	45.06%	38.87%	45.34%	50.68%	

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Golden Globe Race 2022 Update

Continued from Page 7

different option.

The fastest boats in the fleet, posting the most 24-hour distance records are Kirsten Neuschäfer's Cape George, Tapio Lehtinen's Gaia, and Abhilash Tomy/ Damien Guillou's Rustlers all over 170 miles/day and have rather different features. The Cape George being by far the heaviest but most powerful yacht which has the potential to run away in the Southern Ocean! The Rustler is more nimble with a better sail area/displacement ratio, and the Gaia having the lowest sail area but narrower with less wetted area and a better, heavier, deeper keel.

Interestingly neither Simon Curwen's Biscay and Pat Lawless' Saga who have consistently sailed at the front of the fleet have not posted any of the top speeds and have never sailed over 165 miles in 24 hours. They are however easier to sail fast and have better average speeds, as well as doing well in heavy conditions.

In the end those designs are giving the famed Rustlers a run for their money, but the better all-round performance in all points of sail and wind conditions make them an easy choice. Having said that, GGR 2018 winner Jean-Luc Van den Heede shared with us before the start that he would probably choose a Gaia 36, if he were going around one more time, which is no other than a long-keel Swan 36...

Damien Guillou breaks windvane and Simon Curwen stuck up the mast in GGR

Simon Curwen's close call stuck up the mast and Damien Guillou breaks his windvane. Tapio in the lead, but is he really? Next gate favours eastern positioned

yachts. South Atlantic high reshuffles cards for the leaders, northern yachts with less route to go. No weather charts mean sailors rely on a barometer and wind direction to find the all important South Atlantic High. Afterguard making good progress in heavy winds with Michael and Elliott breaking personal records.

20 October

Cards are reshuffled and more breakage as the South Atlantic starts testing boats and sailors on their way to the Southern Ocean, and the next film drop in Cape Town.

The southern hemisphere has not been overly welcoming, and the fleet has been consistently in confused seas over 4 metres and winds averaging 15 to 20 knots with occasional gusts to 40. Boats and sailors have taken a toll with several sailors injured, and a few boats needing repairs.

Damien Guillou (FRA) - "PRB" called Golden Globe Race control today to advise that the stainless steel rudder shaft of his wind vane broke at the top of the rudder. The Rudder was secured by a safety line so was not lost. Damien continues sailing upwind for now without self-steering. He has a complete spare rudder shaft which will need replacing. He must remove the main transmission gear of the unit, pulling the broken shaft out and then sliding a new shaft in before replacing the main gear. Not an easy job! Then he will have to go over the side to replace the rudder.

He says he can do it, but the conditions are not favourable at the moment. This type of damage is very unusual for a Hydrovane unit and the local agent has suggested it may be the first such break in the history of the units. All but two of the GGR entrants use the same gear. It is a mystery break as this shaft is very strong. It is the second wind-

vane problem Damien has experienced. He returned to the Les Sables d'Olonne to repair and strengthen the mounting system, setting off six days behind the fleet.

Damien was disappointed and wondered if the break was caused by driving too hard? It may be many days before conditions improve to allow a repair. He knows he is approaching the high-pressure system and will aim for flat waters for repairs, or alternatively to Tristan da Cunha.

He also knows where Kirsten and Abhilash are, and how he is doing compared to them, very eager to get back in the game. In real terms he has only gained 70 miles on the leader (currently 480 miles ahead) since Cape Finistere weeks ago, but passed many of the slower boats. In the next few days however his fortunes may change, with the wind shifting more north allowing him to turn east for Cape Town and saving him a few days sailing south which the current leaders have had to do.

Simon Curwen (UK) - "CLARA" who was the first to exit the doldrums, broke his genoa halyard early in the Southern Ocean and decided to shelter from the wind and seas off the coast on Trindade island. There he went up the mast to repair, to no avail, hurting himself in the process. He finally decided to continue with his removable forestay to Cape Town and look for shelter there and repair before heading into the Indian Ocean.

"I got a bit bashed, there's not enough shelter behind this small island! I was hove-to and got up the mast for a couple of hours. On the way down my bosun's chair started falling apart, I had to cut myself free and free-climb my way down the rest of it." Simon told Don during his weekly call.

Abhilash Tomy (IND) - "BAYANAT" who kept in touch with the lead all week had a gas leak which is now repaired, and Pat Lawless (IRL) - "GREEN REBEL" had a solent halyard snap last night in 40 knots squalls. He switched sails as explained in his daily tweet, and will repair his halyard later when the conditions ease. Ertan Beskardes (UK) - "LAZY OTTER" still can't store power in his batteries but is happy to be sailing in fresh winds. Ian Herbert-Jones (UK) - "PUFFIN" repaired his mainsail battens and Elliott Smith (USA) - "SECOND WIND" is suffering major deck/hull leaks from starboard on this long, windy port tack to Trindade.

The South Atlantic High is playing tricks on the lead of the fleet. While Simon and Abhilash had to go all the way down below 30° south to find easing winds, enabling a more easterly route towards Cape Town, it hasn't been the case for those following!

Tapio Lehtinen (FIN) - "ASTERIA", 250 miles north of Simon, took a more easterly route right after Trindade, getting closer to Cape Town, stealing first spot from Simon and leading the fleet towards South Africa! Damien Guillou (FRA) did the same trick another 250 miles back and took 4th position stealing both the spots of Kirsten Neuschäfer (RSA) - "MINNEHAHA" and Abhilash Tomy (IND) - "BAYANAT" places in the process!

Tapio told us during his weekly call. "It's great here, the sailing conditions couldn't be better, I don't understand why we don't always sail in this latitude! I know that the high pressure is approaching and conditions might be tricky later on, but for the moment It's absolutely perfect weather!"

Today the leaderboard is showing Tapio 1st, Simon 2nd, Pat 3rd, Damien 4th, and to the west of them Abhilash 5th and Kirsten 6th, but this is only half of the story.

"The tracker is calculating the distance to the next waypoint to the east in South Africa, but for now you need to go south

for a commanding position. The leaderboard does not take the meteorological reality into account. In the next four days the reality will start to show and the leaderboard will change" Don McIntyre, Founder and President of the GGR.

Simon Curwen (UK) and Tapio Lehtinen (FIN) who are further south and east are the first ones to get easing winds and alter course, making headway towards Cape Town, meanwhile the west position of Abhilash Tomy (IND) and Kirsten Neuschäfer (RSA) penalises them in the distance to the next mark in Cape Town, and with Damien Guillou (FRA) who kept a straight route as easterly as possible right after rounding Trindade.

With the high-pressure system moving northeast quickly, it means that the latest to round Trindade will be able to cut corners and take a shorter route towards Cape Town. This is especially true for Damien Guillou, Ertan Beskardes (UK), Michael Guggenberger (AUT) - "NURI" and Jeremy Bagshaw (RSA) - "OLLEANNA". After them, the situation will be different and harder to predict.

None of the entrants have been able to print a decent Weatherfax chart so relying on their on-board tool and observations, looking how the barometric pressure rises and the wind direction and strength is easing to position the South Atlantic High.

"I've given up on Rio after trying so many times, but I am starting to get weather forecasts from South Africa, so I may be able to get some weatherfax from them at some point." Kirsten told us today.

With their limited access to information, the sailors know where they are and can position themselves compared to the others as they talk to on the SSB radio.

North of the Trindade mark, sailors have been doing well and curiously enjoying their wet, upwind ride South after suffering for so long in the doldrums. Ian Herbert-Jones (UK) is delighted with the progress and has definitely felt the pressure coming from Arnaud Gaist (FRA) - "HERMES PHONING" who briefly overtook him while exiting the doldrums. Elliott Smith (USA) has been consistently posting daily averages over 140 miles, breaking his own personal record of 159 miles on Monday, and possibly working on his 7-day record, but more importantly back to his normal self after a very tough doldrum experience.

Guy Waites (UK) - "SAGARMATHA" and Jeremy Bagshaw (RSA) are still in rough conditions, with 20 knots gusting to 40 on the nose and 4 to 5-metre waves in confused seas. They are happy at sea, all systems working and feeling comfortable but both feel their boats a bit more sluggish than they should, a sign that barnacles are back as Jeremy explains in his call and Guy in his tweet. "Good look underneath in a brief calm, Sagarmatha is covered in a field of goose barnacles."

Currently rounding Trindade, Ertan Beskardes (UK) is also in good spirits despite adverse conditions and unaware he is 7th to Kirsten in a favourable position. Further west Michael Guggenberger (AUT) is having a blast on his ketch-rigged Nuri: "What I found out spending time with Nuri, is how little sail can you fly and get the best speed out of it. I am sailing the boat very differently compared to 10 days ago. I put as little sail as possible to stay very upright and get very good speed out of it, it's surprising how good this works." Captain Gugg told us today.

He may have made the most important discovery of the race so far, and has been

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PASSED OVER THE BAR: STEVENSON, ALLEN & BEAL



Capt. Bill Stevenson
1969-2022

STOCKTON SPRINGS - Captain Bill (William) Stevenson, (53) of Stockton, ME, passed away tragically on September 24, 2022, as a result of a car accident. Bill was born on March 25, 1969 in Salem, Massachusetts to his proud parents of Mary Romaine Barnett and William (Chuck) Albert Stevenson, to whom he is predeceased. Bill is survived by his three girls who he loved and endeared: Hannah Stevenson, Olivia Stevenson, and Mariah Spindle. Bill is also survived by his cherished siblings, Lori Fishell, Sarah Stevenson and Matthew Stevenson.

Bill's career has involved a boat in one way or another. He joined the U.S. Coast Guard in 1989 at the age of 20, serving on the USCG Spar which he sailed on for three years out of Portland, ME - and serving at sea during the Persian Gulf War conducting marine law enforcement. After serving in the war, Bill returned to Portland to complete his Coast Guard career performing search and rescue. With his love of the marine industry remaining strong, Bill obtained his bachelor's degree in Nautical Science from Maine Maritime Academy, and subsequently served as the General Manager for Devereux Marine in Castine, ME until he launched his own marine business. Bill started his business on his own from the ground up through perseverance and his exceptionally strong work ethic. Succeeding through the growing pains of a business start-up, Bill successfully operated his business - Penobscot Bay Yacht Exchange - for two and a half decades up until his passing.

For those who knew Bill well, they know that there was only one thing he loved more than boats, and that was his girls. From the moment they were born, they became the center of his universe. He was so proud of them, and would share story upon story about them to his friends and customers - to which they very likely grew tired of hearing! His love for them was endless. There were many things Bill loved to do, but being a dad exceeded them all. He was a gentle, loving father and his girls loved him, and will continue to love him, more than anything in the world.

Bill also had musical talent, with the ability to play just about any musical instru-

ment that was put in his hands - especially the guitar. In his spare time, to which he had little, he would play in a local band. Bill was charismatic and entertaining, always the life of the party. It was impossible to be in a room and not know Bill was present. He would draw people in with his sense of humor and story-telling, radiating a positive energy that people simply wanted to be around. Bill would go above and beyond to help out a family member, friend or customer and was often the person people would call when they were in a jam and needed a hand.

Bill will be remembered by his close friend, Scott Hanscom, who he referred to as his brother, in addition to numerous customers, friends, family and community members. Bill is also remembered by his dear friend and companion, Tina Adams.

Bill will be cremated per his request, and details will be released once memorial service details have been determined.



David Thurston Allen

David Thurston Allen, 83, passed peacefully at the MDI Hospital on Oct. 3, after a long illness. He was born Jan. 30, 1939, in Blue Hill to Arnold P. Allen and Elizabeth Irene (York) Allen.

He is survived by his wife of 50 years, Betty Allen; two sons, Timothy Allen of Mount Desert and Michael Allen and wife, Holly, of Hancock; three stepchildren, Laraine Wade and her husband, Dennis, of Greenfield, MA, Susan (Walls) Jackson and her husband, Lee, of Oakfield and Allan (Sparky) Walls and partner Marny of Town Hill; eight grandchildren and five great-grandchildren; two sisters, Nancy Gray of Centre Hall, PA, and Mady Allen of Mount Desert; two nieces, Vicki Homan of Centre Hall, PA, and Denice Gray of Falmouth; and one nephew, Steven Gray of Trenton.

He was predeceased by his father, Arnold Allen, by his mother, Elizabeth, when he was 3, a baby brother and sister, his stepmother Marie Allen and nephew Stacey Gray of Bar Harbor.

David was best known for being the captain of the Maine Seacoast Mission's vessel, the SUNBEAM. His wife, Betty, was by his side as steward and cook. While still in high school, he got his pilot's license in one week. He flew the plane to spot fish for his father's seining outfits and later in life to spot fish for his own seining outfit, and to take aerial photos for island real estate persons. He got his first boat, a 24-foot lobster boat, while still in grade school. His loves were many — the sea, flying, dancing, basketball games, cutting wood for his wood boiler and kitchen stove, people, and for life, which he lived to the fullest, until his health started to fail three or four years ago. That made life difficult.

The family would like to thank all of the home health workers who helped make his last year easier, especially, Debbie Kiley and Julie. The MDI nursing staff and doctors, the ambulance persons, without all those wonderful professional persons, we would all suffer more! Dr. Baxter, his wife, the staff and Kendra, who looked after him for years. To all who did so much, thank you!

David requested no funeral at this time. The SUNBEAM will be taking his ashes to

sea, for a final resting place, in early spring. The date will be announced later. No flowers. If you want, feel free to donate to the Maine Seacoast Mission, Northeast Harbor, in David's name.

Errol Grant Littlefield

Errol G. Littlefield, Sr, 76, passed away unexpectedly on Saturday, October 22, 2022, while lobstering in Searsport Harbor. A celebration of life will be held Sunday, November 20, 2022, at 2:00 pm at the VFW building, 34 Field Street, Belfast. A full obituary will be published at a later date.

To plant a beautiful memorial tree in memory of Errol Littlefield, please visit our Tree Store.


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Reliability Starts Here. 

Fall Back - Spring Forward

By Sheila Dassatt

Today is the day that the clocks went back, which I always have to remind myself which direction that it goes in, so I remember the phrase, fall back and spring forward. I admit, my stomach usually tells me it's lunch time or supper time an hour sooner than the clock says, until I get used to the time change! Even better, tell the dog that, too.

Fall back can take on a lot of meaning, which is why I chose that title. It can mean a lot of things in life, such as, have you ever seen an athlete perform something special and fall back into the crowd? They are actually so excited, that they have the faith that the crowd will catch him. Now I'm not so sure about that, if I gave it a try. It is actually a way to enforce having trust in a person, when they tell you to close your eyes and fall back and they tell you that they will catch you.

There has been so much change this year with the fishery, that I'd have to say that when it comes to our economy, with the price of the lobsters and the price of bait and fuel, we have all fallen back. We have all been working our _____s off, always hoping for that good haul that will put us in the black instead of the red. I do not want to sound like I am repeating my article every month, so I will try to move forward.

Tuesday of this week is election day,

which I stated in my D.E.L.A. report. This can have a big effect on our future personally and within the fishing industry. My biggest problem with this is, if you listen to all of the campaign ads, pro and con, they are all accusing each other of being liars, so who do we believe? Honestly, I want to vote for the best candidate that I know that I can trust. I admit, we should all vote if we want to try to make a change in our near future, but for the first time in my life, I am apprehensive.

Do we want to fall back or move forward? By the time that you read this article, I understand that it will already be decided. Let's hope that we can trust each and every one of the candidates and feel that they have our better interest in mind.

I am seeing more and more ads for selling lobster fishing operations, which is another issue about going backwards. Please, don't throw in the towel on just watching the news and social media alone. Yes, we have had quite a year, but we also do not give up just yet. Back in 2005, we sold our boat to a person that promised that they would refurbish her and use her as a pleasure boat. This was one of the biggest mistakes of our lives, because not only did they let the boat fall into disrepair, she fell apart in their back yard.

Mike and I still regret it to this day. My Dad was fishing with us at the time, and

we went into a little bit larger fishing boat, which we never regretted. Dad was able to stay on the water with us right up to his last year, which he made it to 88 years. He was so much happier when he was lobstering, which he did most of his life. He taught us so much about fishing, not just lobstering, but putting out trawls for halibut too. When all else failed, we did quite a bit of throwing out a line just to catch a mackerel or two. I also have a picture of the three of us picking pogies out of a gillnet. This is a life style that you just can't sell out of and hope that you will stay fulfilled, especially if it is in your blood. I'm talking about a way of life, so please, "never give up." It isn't so easy to replace what you have once it is gone, especially your lobster license.

Speaking of falling back, I can remember when my family moved us to Belfast because the fishery was failing at the time. Dad took a job on the tugboats to help us survive. I was just a little girl, and those tugs seemed so big compared to our fishing boat. There were ladders that were long and wobbly, with chicken grease and bunka sea (bilge oil) all over them. I was lifted and passed from ladder to ladder, depending on how many tugs were tied together at the

dock. I had to believe my Dad, when he had me under his arm and told me not to worry, he would not drop me, and he never did. This was how we spent time with him, as he would have a nightly watch on the tugs. It was quite something, and I will never forget it. He would let me blow the whistle when we came into the harbor after docking a ship in Searsport which was a big deal for a young girl.

Belfast has definitely changed since those days, the harbor has been cleaned up, the poultry plants are gone and new folks to the area would never know the working town that it once was. But this was the town that I remember growing up in. It was full of some great memories, that my generation can hold onto and cherish.

Now, spring forward, we are back home now, Mike and I have brought our boat, Saving Grace to Stonington, which is where she is meant to be. I am able to re-connect with my childhood friends and encourage our friends and family to come and visit us when they have a chance. Times are tough for the fishery, but we are in a village that helps one another and will not give up the battle.

Maine Dept. of Marine Resources

11 October

Governor Mills Directs DMR to Push for Expedited Appeal of Court Decision Hurting Maine's Vital Lobster Industry

Governor also donates \$100,000 from Contingent Account to Lobstermen's Association to support ongoing legal battles AUGUSTA – Governor Janet Mills directed the Maine Department of Marine Resources (DMR) to file a motion to expedite the appeal of a recent decision by the U.S. District Court for the District of Columbia in *Maine Lobstermen's Association v. National Marine Fisheries Service*.

The Mills Administration has partnered with the Maine Lobstermen's Association in *Maine Lobstermen's Association v. National Marine Fisheries Service* to assert that the National Marine Fisheries Service (NMFS) Biological Opinion, released in May 2021, is unlawful. The State and MLA argue that NMFS acted arbitrarily by failing to rely on the best available scientific information and by failing to account for the positive impact

of costly conservation measures already adopted by the Maine lobster fishery. In its September 8, 2022 opinion, the U.S. District Court sided with NMFS against Maine lobstermen.

"As the National Marine Fisheries Service pushes heedlessly ahead to implement new rules that would devastate Maine lobstermen, the Appeals Court must move just as fast to consider the available science and reverse the lower court's opinion to prevent further damage to this critical industry," said Governor Mills. "My Administration will continue to fight to see that the courts use sound science and proven facts – most notably that a known right whale mortality has never been attributed to Maine lobster gear and that lobstermen have undertaken substantial measures, at great personal expense, to protect them. My Administration will keep fighting with everything we've got to defend the lobster industry and its hard-working men and women."

In addition to NMFS rulemaking that has already begun, a pending decision in a second lawsuit adds urgency to the need for a decision in the MLA vs NMFS case.

The Mills Administration is also fighting for Maine lobstermen in *Center for Biological Diversity v. Ross* in the U.S. District Court in the D.C. Circuit to contest the Federal government's new regulation to protect North Atlantic Right Whales.

"A court decision in the plaintiff's favor could close Maine's lobster fishery altogether – a completely unacceptable outcome that would be devastating to our lobstermen and their families and devastating to our coastal communities and our economy," said Governor Mills. "We will fight tooth and nail to prevent that from happening."

With the approval of the Office of Attorney General and \$3 million approved by the State Legislature in her biennial budget, the Mills Administration has contracted with specialized outside counsel with extensive experience litigating Endangered Species Act issues related to commercial fishing to represent the State of Maine in this lawsuit. Contracting with this expert law firm, as opposed to using the Office of the Attorney General, puts the State and Maine lobster-

Continued on Page 22



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Commercial Fishing News

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

From the Director -

We're into November now and by the time you read this report, we'll have a newly elected government or more of the same. At this point in time, we just don't know how this is all going to turn out. The same scenario goes for the lobster fishery, we do not know how the judge is going to rule with a tentative two year reprieve on the whale rules.

We have been fishing as usual this year, but getting the rope ready was quite a challenge as well as the low price of lobsters and the high price of fuel and bait. This year is definitely not at all like last year, with the price being higher than usual and the fuel hadn't escalated to the point that it is now. If we had any bills to pay, hopefully we got caught up last year and hoped that there would be no major breakdowns on equipment this year. Funny, (not really) but I saw more engine problems and major breakdowns this year than ever before. Was it Murphy's Law? I have no idea.

Since my beginning working with D.E.L.A., we have been working on saving whales. I don't really remember a time when we weren't working on the survival of whales and our livelihoods. This would be eighteen years now, and we are now into another generation. It is definitely time that we stand up for ourselves and stop letting another sector of folks dictate to us what our lives are supposed to be. There have been rallies, which have also fallen at the time of campaigning, so it goes hand in hand. Each rally had a fair amount of speeches asking for support and offering our lobster industry support as well. Let's see how this all goes after the election is over.....I will try to be optimistic.

D.E.L.A. has been involved with meetings recently with the Commissioner and leaders in the industry to work on trying to

solve the 90% reduction plan. They have been very productive working meetings with a fair amount of camaraderie among the attendees. All associations are working together at the talking table, which is good. This would show that we are all in this together and that we need to continue to work together. We genuinely appreciate all of the support that we have been receiving for our lobster industry.

Zones C, D & E are closed now in Area 1 until January, which is definitely a hardship. The zone meetings are planned to start again so we can weigh in on how we are going to deal with these changes. The biggest issue is the accurate science of the issue. All of the charts that we have seen are dated 2020, which isn't totally accurate now. We feel this is one of the reasons why we may have the two year reprieve. The science needs to catch up with the lapse that we had during the Covid season of our lives. That was very damaging to all of us in more ways than one. We heard some very good testimony at the rallies that included some interesting facts from folks like Robert Burke. He studied all of the NOAA findings and rules, which showed very conflicting data from the facts that were most recently presented to us. Facts such as: did you know that they don't count newborn calves for two years? We may actually have more whales than they are saying that we have. Let's see what they come up with after a little more scientific study.

I was asked to be a guest on Boattalk, which is a show that is aired on WERU-fm Blue Hill, 89.9 and weru.org once a month with live talk and guest participation. We definitely want to show that we are doing our best to get our word out about all of the issues that we are dealing with. The last show that I participated in was actually in conversation with whale scientists, discussing both sides

of our issues. It was a constructive conversation. Alan Sprague is the host with guest speakers such as Jon Johansen and myself. If you have a chance, tune in on the December show every second Tuesday of each month 4-5 pm. We need to get the word out!

A lot of pictures have been shared, featuring fishermen and their families as the "Endangered ones" now. There was a great picture of a member of our D.E.L.A. Board, John Chipman in his oil gear! If you get a chance, check it out on our D.E.L.A. Facebook site, it's a great picture of John. We need more of these pictures shared on our Facebook site, they are a great reach out.

We are also in the process of planning an in-person meeting. After two years, I understand that it has been a while since we've held a meeting. In all honesty, every time we talked about an in-person meeting, there would be an outbreak of Covid in a close proximity. I don't think it is ever going to go away totally, so we will give it a go! With the time change, and most folks don't want to travel at night, we plan to have a Sunday afternoon meeting before Christmas. That works well for a nice Sunday afternoon!

We are still making preparations to have a live Fishermen's Forum in March, 2023. This will be Chilloa and the Young Family's last Forum before retiring from the job. They will certainly be missed! There is a meeting this week and will introduce the position to Chilloa's replacement and have her job shadow the process. I haven't announced her name, as I'm not sure if she has been

formerly introduced by the Forum Board. Stay tuned...

I can't stress enough that we are open for membership and appreciate each and every member! We have been around since October, 1991 and have always fought the good fight with every issue that we have faced. We work on issues other than whales and windmills, such as safety, teaching the next generation important guidelines, we have continued to teach how to knit trap heads the traditional way and are always willing to share our livelihoods by speaking at public functions. Our Board of Directors are very involved with our fishing industry, even if we couldn't be together over the Covid era. We are here to guide, protect and promote the future of our industry, so please, consider coming aboard!

Take care, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Snow Crab and Red King Crab Declines in 2022

Science behind snow crab and Bristol Bay red king crab stock declines in Alaska in 2022.

October 17, 2022

NOAA Fisheries—in close coordination with federal and state partners—is responsible for fostering healthy, productive, and sustainable marine fisheries. Our management process is based on science and conducted according to a process outlined in the Magnuson-Stevens Act. All of our stock assessments are subject to a public, transparent, rigorous, peer-review process.

Our best available science indicates that the crash of the Bering Sea snow crab stock leading to the fishery closure was related to the 2019 heat wave in the North Pacific. That heat wave as well as earlier heat waves have been attributed to climate change.

The Alaska Department of Fish and Game and NOAA Fisheries work together to produce the Bristol Bay red king crab stock assessment in accordance with the co-management agreement outlined in the North Pacific Fishery Management Council's Bering Sea/Aleutian Islands Crab Fishery Management Plan.

The red king crab closure in Bristol Bay was related to a continued decline in that stock for many years. The cause of that decline is likely due to a combination of factors and related to continued warming and variability in ocean conditions in Alaska.

Climate change will continue to present challenges to our understanding of marine ecosystems in Alaska and elsewhere but we have a robust management system that will allow us to adapt.

Federal Agencies Release Joint U.S. Strategy for Combating Illegal, Unreported, and Unregulated Fishing

October 19, 2022

The U.S. Interagency Working Group on IUU Fishing, composed of 21 federal agencies, released its wide-reaching National 5-Year Strategy for Combating IUU Fishing. NOAA chairs the Working Group, alongside the U.S. Department of State, and U.S. Coast Guard.

Illegal, unreported, and unregulated fishing is one of the greatest threats to ocean health and a significant cause of overfishing. It contributes to the collapse or decline of fisheries that are critical to the economic growth, food systems, and ecosystems of numerous countries around the world. It is also a global problem that disadvantages

law-abiding fishers and seafood producers. The U.S. Maritime Security and Fisheries Enforcement Act called for stronger federal collaboration to coordinate efforts to address this and other maritime related threats. Today, the Congressionally established U.S. Interagency Working Group on IUU Fishing, composed of 21 member agencies, released its wide-reaching National Five-Year Strategy for Combating Illegal, Unreported, and Unregulated Fishing (PDF, 32 pages).

U.S. agencies are leaders in building an expanding toolbox for partners to combat IUU fishing, bringing world-wide recognition to the issue through international channels, and making progress through major domestic initiatives. The Working Group reflects the need for a whole-of-government approach to address this insidious problem. The strategy is a result of years-long domestic and international collaboration and private sector and industry engagement. It not only makes tangible and targeted progress towards combating IUU fishing globally, it also realizes a shared vision for sustainable stewardship of marine resources.

The strategy details U.S. priorities and plans over the next 5 years to combat IUU fishing and promote maritime security. It includes measures to increase governmental and regional capacity to implement and enforce domestic regulations and international rules and norms to mitigate the effects of IUU fishing. These U.S. actions amplify the global collective action necessary to address this problem.

Over the next 5 years, the Working Group will engage with five priority flag states and administrations: Ecuador, Panama, Senegal, Taiwan, and Vietnam. We will focus our efforts in helping foreign partners in their ongoing efforts to combat IUU fishing and related threats. These flag states and administrations were selected in large part due to their demonstrated willingness and interest to take effective action against IUU fishing activities associated with their vessels. They are also located within priority regions the Working Group identified as being at a high risk for IUU fishing activity, having no mechanism to prevent the entry of illegally caught seafood into the regional markets, and lacking the capacity to fully address such illegal activity. U.S. activities will be tailored to the specific needs of each region, flag state, or administration, and U.S. projects and activities already underway.

The strategy calls for agencies to leverage existing tools and innovate new technologies to improve global governance,

conservation, and management measures. Our focus on public-private partnerships is especially promising and recognizes the important role industry must play for change to endure. The emphasis on partnerships within the United States, between foreign governments, and with non-government organizations and industry will increase the effectiveness of ongoing efforts. It will help foster better communication and coordination on a global scale.

The efforts of the Working Group align closely with the President's National Security Memorandum on Combating Illegal, Unreported, and Unregulated Fishing and Associated Labor Abuses. NOAA, U.S. Department of State, and the U.S. Coast Guard, in coordination with other Working Group agencies, will oversee the implementation of the strategy and track progress in priority regions and with the priority flag states and administrations. Together with other governments and authorities, seafood industry, academia, philanthropies, and non-governmental stakeholders, the strategy will combat and deter IUU fishing and related threats.

The United States is committed to strengthening enforcement measures, advancing public-private partnerships, and making measurable progress in creating an environment where IUU fishing fleets and their owners no longer benefit from these illicit practices.

Statement on Alaska Crab Stock Declines

Dr. Robert Foy, Science and Research Director, Alaska Fisheries Science Center, NOAA Fisheries

October 21, 2022

We would like to address questions about the data NOAA Fisheries collects and analyzes to inform managers about the recent Alaska snow crab and Bristol Bay red king crab stock declines. Understandably these declines and subsequent fishery closures are of great concern, especially for the fishing industry, the fishermen who make their livelihoods fishing crab, and the communities that depend on these fisheries to support their economies.

NOAA Fisheries uses an Ecosystem Based Fisheries Management approach to assess environmental and climate influences on stock production. Recent declines in Bristol Bay red king crab fisheries are part

of a 50+ year history of highly variable stock abundance that included previous fishery closures. The Bering Sea snow crab stock decline was more sudden and linked to extreme oceanographic events. In 2019, a marine heatwave was responsible for numerous marine ecosystem changes. The heatwave likely affected adult and juvenile snow crab survival in a number of ways (e.g., starvation, disease, migration, predation, etc.) leading to the population decline. Improving our understanding of all the factors behind these population declines is the focus of ongoing research.

In addition to ecosystem data, NOAA Fisheries and our State of Alaska partners have provided survey and fishery data and conducted stock assessments to track abundance trends and inform fisheries management since the 1970s in Alaska. Our science-based management process is outlined in Fishery Management Plans developed in accordance with federal requirements under the Magnuson-Stevens Act. Stock assessments and data sources are subject to a public, transparent, and rigorous, peer-review process. External experts are an important part of the review process to ensure that the integrity of the science and management responses are appropriate and based on the best scientific information available.

Climate change will continue to present challenges to our understanding of marine ecosystems in Alaska and elsewhere. We have a robust science enterprise and management system that will allow us to better prepare and adapt to these changes.

North Atlantic Right Whale and Offshore Wind Strategy Open for Public Comment until December 4

October 21, 2022

NOAA Fisheries and the Bureau of Ocean Energy Management seek public comment on a new draft strategy to minimize the effects of offshore wind development on right whales and their habitat.

NOAA Fisheries and the Bureau of Ocean Energy Management released a joint draft strategy to protect and promote the recovery of North Atlantic right whales while responsibly developing offshore wind energy. The draft strategy is now available for public comment no later than December 4, 2022. It outlines how the agencies will collaborate and improve science and information to support the Administration's

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goal of developing offshore wind while protecting biodiversity and promoting ocean co-use. The draft strategy will also provide offshore wind developers with guidance on mitigation measures that will assist them in navigating the regulatory process.

“As we face the ongoing challenges of climate change, this strategy provides a strong foundation to help us advance renewable energy while also working to protect and recover North Atlantic right whales, and the ecosystem they depend on,” said Janet Coit, Assistant Administrator for NOAA Fisheries and Acting Assistant Secretary of Commerce for Oceans and Atmosphere at NOAA. “Responsible development of renewable energy sources and protecting endangered North Atlantic right whales are priorities both agencies share.”

NOAA Fisheries and our partners are dedicated to protecting and recovering North Atlantic right whales. Their population includes fewer than 350 individuals and fewer than 70 reproductively active females and has been experiencing an Unusual Mortality Event since 2017. Climate change is affecting every aspect of right whales’ survival—changing their habitat, their migratory patterns, and the location and availability of their prey. It is even increasing their risk of becoming entangled in fishing gear or being struck by vessels.

Offshore wind development is also rapidly expanding along the Atlantic coast of the United States, especially from Massachusetts to North Carolina. North Atlantic right whales’ habitat and migration routes are primarily in Atlantic coastal waters on the continental shelf where offshore wind leases exist or are planned. Working together

on this draft strategy leverages the resources and expertise of both agencies and allows the agencies. It will allow us to collect, apply, and use the best available scientific information to inform offshore wind management decisions.

“This draft strategy focuses on improving the science and integrating past, present, and future efforts related to North Atlantic right whales and offshore wind development,” said Dr. Jon Hare, the Director of NOAA’s Northeast Fisheries Science Center and one of the lead authors of the draft strategy. “We also identify preliminary mitigation measures related to offshore wind energy project planning, leasing, and siting, site characterization, and unexploded ordnance surveys, construction and operation, and project-specific monitoring, and are looking for public comment on these measures and on the strategy overall.”

The draft strategy also identifies project-specific and regional preliminary monitoring measures. These mitigation measures include the types of requirements that regulatory agencies and project proponents consider for individual projects, thereby assisting offshore wind developers to navigate the permitting process. The list of measures is not comprehensive and does not supersede measures that may be required by the agencies during regulatory processes such as construction and operations plan approvals, Endangered Species Act consultations, or incidental take authorizations.

Following review of public comments, the draft strategy will be finalized. The final strategy will be a living document, periodically evaluated and updated as new information becomes available.

View the draft strategy and information on how to submit comments

The ambitious deployment of offshore wind energy is a critical component of U.S. efforts to combat the climate crisis and build a clean energy economy. The Biden-Harris Administration is committed to addressing the nation’s climate crisis by deploying 30 gigawatts of offshore wind energy by 2030.

BOEM is the lead federal agency responsible for offshore energy exploration and development in the United States. To date, BOEM has leased approximately 1.7 million acres in the northeast and Mid-Atlantic U.S. Outer Continental Shelf for offshore wind development. There are 25 active leases in the Atlantic from Cape Cod to Cape Hatteras.

NOAA Fisheries works with BOEM, other federal agencies, tribes, state agencies, and stakeholders to assess how offshore wind projects affect endangered and threatened species, marine mammals, fisheries, marine habitats, and fishing communities, and protect these important resources.

NOAA Announces 5-Year Strategic Plan for Aquaculture

The NOAA Aquaculture Strategic Plan will guide our efforts to enhance the growth of sustainable U.S. aquaculture.

October 26, 2022

NOAA published its first-ever 5-Year

Continued on Page 22







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Boat And Ship Yard News



At Wayne Beal Boat Shop in Jonesport, they have this Young Brothers 38 getting totally refurbished. They have put one of their tops on and have much of the internal structure completed. She will also be fitted with hard chines before going out later this fall.



The schooner LEWIS R. FRENCH hauled up on the ways at Northend Shipyard in Rockland. She had a few planks replaced and paint.



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they did the decks; they will be preparing a sailboat for the Bermuda 1-2; and then all the usual annual maintenance on the other sixty boats they store.

Samoset Boat Works Boothbay

Mid-summer they launched a Mussel Ridge 28 as a gentleman's lobster boat for a customer from Massachusetts. Down forward she had a V-berth, head and sink and an ice box. She has a 12-inch hauler, a hydraulic aluminum tailgate, floodable two crate tank below the platform, which can double as a live well, deck wash and lots of rod holders for tuna fishing. She is powered with a 370-hp Yanmar diesel.

In the shop they have a 42 Mussel Ridge, which they are finishing out as a split wheelhouse lobster boat for a fisherman from Sedgwick. The interior is simple and has mostly been built. Forward there is a V-berth with lots of storage underneath; an anchor locker with access to the deck; a large hydraulics locker to starboard and an electronics cabinet to port. She is powered with a D13 700-hp Scania. Under the platform she has two fuel tanks that hold almost 600 gallons; a floodable four crate and six crate tank; and a large rope locker on the hauling side. The owner did not want an open transom and opted for a transom extension for traps. She will also sport a pair of Durabrite 50,000 pro-series lights, a computer system and Furuno electronics. The mast and rudder were built by Blue Water Fab. This one is

scheduled to be finished the end of winter.

Next, they have another 42 Mussel Ridge hull coming in this January to be finished out as a tuna boat for a customer from Massachusetts. Another 42 Mussel Ridge hull will be coming in May and she will also be finished out as a sportfisherman for a customer from Rhode Island.

The end of February LETTIE ELISE [Young Brothers 45, Little River Boat Shop, 2004, 650-hp Volvo], owned by Eben Wilson of East Boothbay, will be in to be repowered and have a split wheelhouse installed.

He also has someone talking about doing a 43 to 46 Flowers cruiser.

Richard Stanley Brunswick

Richard has moved his operation to Brunswick where he is rebuilding a 1928 39-foot Alden schooner. This boat was possibly built at East Boothbay, most likely by Goudy & Stevens, but to confirm I need her original name or some other identifying information.

Richard said that this vessel was built with galvanized clinched nails, and that all of them were pretty much gone. Her planks showed the signs of the deteriorating nails. Richard added that he is third one to work on this boat. One person started it and he put new laminated timbers in the stern and that is okay. She then went to a yard, but they only did a little bit of work. Richard said, "First, I was just going to put a few sister frames in up forward. We opened her up, took sev-



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Boat And Ship Yard News



At Johanson Boat in West Rockport they are replacing the core in the deck of this sailboat.



Another boat at Johanson Boat in West Rockport will be having a lot of rotten hull core removed and replaced.

eral planks off and looked in the bilge and saw what was going on in there. All those frames were rotten, broken and falling out. We took off three planks on each side at the turn of the bilge. We then got all of the iron, galvanized screw, stainless steel screws and bronze screws below waterline that we can get at out. It was quite a job, time consuming. With the interior in, we have to bring the frames in between the three removed planks, then down by and then shove the top in and push them back up. It doesn't go easy; it is tight so there is an awful lot of hammering. Sometimes I get most of the way in and realize it is like two inches too long. Luckily the seams are opened up so we can get our multi-tool in there and cut the tops of the frames off. There is a centerboard trunk in there too. There is not enough room to bring a timber down by so I have to split the bottom ends of the timbers. I can then bend them up against the centerboard trunk and bring them back down. Slow work."

They are about halfway done with the framing, 14 on one side and 8 on the other.

Then it comes to planking and there is a problem with the rabbet line. Richard explained, "The rabbet on both sides, about 12 feet, just above the cast iron keel, was shaky. Someone cut the rabbet away and so the keel is there, but not rabbet. I have got to make these two pieces of wood to go in there. I am going to put a piece of pine in a channel where it goes against the side of the keel lined up with the rabbet line and put stop-waters in each end. I am going to try not to get glue on the pine because I want that to swell and then I am going to put a lot of fasteners in there."

Richard will then address the keel bolts, which either need to be tightened or replaced and reinstalled the steering system.

The 60-foot Grebe designed yacht IR-OQUOIS is at Yankee Marina in Yarmouth,

which Richard put the bottom in last winter. He has more work to do on her, which includes wood and systems.

Wesmac Surry, ME

In the lay-up shop they have a Wesmac 54 hull underway. She will be finished out as a sportfisherman for a customer from Florida. She will look a little more commercial than BACKSTABBER does, but the same basic idea.

Once this 54 hull is finished, they will begin lay-up on two walk-around supers.

They are using Bay #1 right now for parts, but soon they will be moving in a 46, which they built a few years ago. She was recently sold and they are going to convert her from a cruiser to a sportfisherman.

In Bay #2 they have a Wesmac 46 being finished as a sportfisherman for a customer from New Jersey. Down below berths for four or six with a head. Up in the shelter is a galley and settee. She is powered with a 1,150-hp Scania.

In Bay #3 they have a Wesmac 42 being finished out as a sportfisherman for a customer from Maine/Florida. She will be powered with a 1,150-hp Scania. As for accommodations she will have a master stateroom forward, a couple of guest berths and a head. Up in the shelter will be seating, but no real galley.

In Bay #4 they have a Wesmac 42 jet pleasure cruiser, which is being refurbished and lengthened four feet. She will also be getting Volvo IPS pods installed.

In Bay #5 they have a walk-around 50, which is being finished off for a customer from California. She is powered with a C32, but they are still working on the accommodations with the owner.

In Bay #6 they are laying up parts for the boats under construction. They found

that it was easier to do this then try and lay them up in the lay-up building.

Down at the waterfront they have the Coast Guard certified 54 walkaround with enclosed flybridge wheelhouse, which they finished off as a research vessel for the University of Bridgeport in Connecticut. There are no berths, just classroom seating, head, generator, clam pump and ROV garage. She is powered with a 1,000-hp C-18 Caterpillar. They are finishing some hydraulics and going through some minor issues. She should be launched in early November.

Gloucester Marine Railway Gloucester, MA

Up on the south railway is MASSACHUSETTS, a 375-passenger Boston commuter for the Massachusetts Bay Lines, is hauled out on the south track. She is in for a Coast Guard inspection and annual main-

tenance. The maintenance included cutlass bearings, shafts, engine alignments, paint, and zincs.

The Lovell Island float is on the north track and had extensive work done to it since she has not been hauled out in 10 or 12 years. Most of the work consisted of rust removal, welding, and painting.

MASSACHUSETTS will be re-launched the first week of November and they will haul up NORTHERN LIGHTS. She is 105-foot dinner cruise boat from Boston. Shortly after they planned to re-launch the Lovell's Island float and haul the tea party ship BEAVER over at Harbor Loop in the centre of Gloucester. Then they will be hauling a work barge on the empty railway.

They also have three engines to replace in lobster boats. They have a fourth engine

Continued on Page 18



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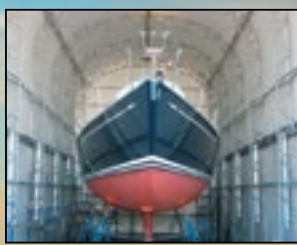
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Boat And Ship Yard News



A bow view of the Alden schooner Richard Stanley is rebuilding in Brunswick for her owner. He at first did not think she was a good-looking boat, but he has changed his mind. He, along with an assistant, are now replacing a number of frames.



This is a Mussel Ridge 42 split wheelhouse lobster boat being finished out at Samoset Boat Works in Boothbay for a fisherman from Sedgwick.

to pull out of another boat, but they are not doing the install.

They also have a complete shaft system to put into a 55 Bruno, shaft tube, the whole bit.

This yard has been extremely busy since the middle of February and has yet to slow down.

IYRS/Mystic Seaport Museum Newport, RI/Mystic, CT

IYRS School of Technology & Trades in Newport released a statement saying that the 131-foot schooner CORONET would leave IYRS sometime in November for Mystic Seaport Museum, where her restoration would be completed.

Mystic Seaport issued a press release saying:

Mystic Seaport Museum and Crew to Restore 1885 Schooner Yacht CORONET

The Henry B. du Pont Preservation Shipyard at Mystic Seaport Museum is preparing to receive a massive restoration project later this month. CORONET, the 1885 schooner, and what may be considered the last of the Gilded Age yachts, will be making her way to Mystic for a three-year restoration. The hauling process is proving to be an impressive undertaking in and of itself, as the vessel is currently on dry dock at IYRS School of Technology and Trades in Newport, Rhode Island, where she has been under restoration since 1995.

First launched in 1885, CORONET was one of the most elegant sailing yachts of her day. Intended for crossing the ocean in style, the 131-foot schooner was designed by William Townsend and built for Rufus T. Bush by the C. & R. Poillon shipyard in Brooklyn. Bush then put forth a \$10,000 challenge (roughly \$300,000 in today's

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Boat And Ship Yard News



This is a Wesmac 46 being finished out as a cruiser/sportfish at Wesmac in Surry.



This lobster yacht was designed by Sam Chamberlain and is being built by Rockport Marine.

dollars) against any other yacht for a transatlantic race. The ocean race between the CORONET and the yacht DAUNTLESS in March 1887 made Rufus T. Bush and the victorious CORONET famous—the New York Times devoted its entire first page on March 28, 1887, to the story.

Henry B. du Pont Preservation Shipyard, which celebrates its 50th anniversary this year, is uniquely suited to the task. In 2007, a major investment was made to upgrade the Shipyard's ship-lift which allows it to haul vessels up to 450 tons, a capability unmatched by any other facility on eastern seaboard.

Since 1995, CORONET has been under restoration at IYRS School of Technology & Trades, the premier marine trades and modern manufacturing school in the United States. Originally purchased as a student project to provide the hands-on experience in historic wooden vessel restoration the school is known for, the schooner was later sold to a private buyer but remained at IYRS under restoration by a team of shipwrights who included IYRS alumni. CORONET has been one of Newport's favorite maritime attractions during its years at IYRS.

Over the course of the next few weeks, CORONET will be moved from IYRS and hauled to the Museum in a complex and meticulously planned series of events managed by Mystic. Currently underway is the dismantling of the building where CORONET resides, allowing a 1000-ton floating crane to access the vessel. CORONET will then be lifted from her rebuilding site at IYRS to the water. From there she will make the journey from Newport to Mystic on an eight-hour trip that will end through the Mystic Bascule Bridge and up the Mystic River to the ship-lift at the south end of the Museum. CORONET will reside there until restoration is complete, a process that is expected to take approximately three years.

CORONET was recently purchased by Crew, a New York based company run by brothers Alex and Miles Pincus. The purchase and continued restoration efforts of CORONET are in line with Crew's notable history of historic vessel restoration. "COR-

ONET is without equal. Her restoration is a calling that we feel destined to pursue," says Alex Pincus, CEO of Crew.

The Museum and the team at the Shipyard have worked with Crew over the years to maintain vessels in their existing fleet, most recently, PILOT, a wooden schooner with a nearly 100-year history that now serves as a seasonal oyster bar located at Brooklyn Bridge Park's Pier 6. "Working with Crew has always been a pleasure, and they understand the historic preservation of their fleet. We look forward to this exciting project to bring CORONET to life," says Chris Gasiorek, Senior Vice President of Operations and Watercraft at Mystic Seaport Museum.

Visitors to the Museum are able to view the restoration as the Shipyard offers a view of the shipwrights at work. The restoration team will include IYRS alumni who are looking forward to bringing CORONET's restoration full circle. Spectators both near and far can also follow along with the restoration on social media at both the Museum and CORONET Instagram accounts.

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Golden Globe Race 2022 Update

Continued from Page 8

consistently breaking his 7-day personal record this week with 1,024 miles -the 4th best week in the fleet since the start- and breaking his personal 24-hour record with 155 nm, only 9 miles shy of Simon's personal best!

Most of the sailors will be through the Trindade mark in the next 7 days, but the Southern Atlantic weather system still has a few surprises in stock for the fleet over the next few days.

Golden Globe Race windvane safety and GGR 2026 open for entries

GGR Founder Don McIntyre explains why windvanes are now considered safety equipment. Hydrovane failure! What happened, why and what can GGR do to make sure it does not happen again. Damien Guillou PRB in touch with the leaders and racing again in 6th Place. GGR 2026 Pre- Notice of Race issued and the entries NOW open.

26 October

Deep in the Southern Ocean battling 12 metre seas and 70kt winds in a GGR yacht, you need to know your self-steering gear will keep working. If it fails you are seriously struggling to keep the odds in your favour that you will still be smiling when it blows over!

In the late 70s I set sail from Adelaide, South Australia for a three-year Pacific cruise in my Duncanson 29 SKYE. I fitted a Plastimo NAVIK windvane which was expensive to import, but I knew from watching the first Mini Transat's (with Jean-Luc Van Den Heede!) that a good self-steering system was very important.

700 miles later, sailing through Bass Strait, a 5mm bolt holding the Navik wooden quadrant slipped out, rendering it inoperable in the middle of the night. With 35kts and 4-meter seas I could not fix it. I hand steered for 16 hours, unable to leave the helm to change hanked sails for fear of rounding up. I was over canvased and, on the edge, until we made anchorage. It taught me a few important lessons I never forgot. I now spanner check "things" before and during a major passage.

A few years later I was working with Englishman David Scott Cowper on his two solo circumnavigations to beat Sir Francis Chichester's E/W and Sir Chay Blyth's W/E solo records and met Nick Franklin the builder of the Aries Wind Vanes. I became the Aries Windvane distributor for Austral Asia and found myself in Sydney to service all Aries windvanes in the 1982 BOC Challenge, the second ever solo around the world race 14 years after the original 1968 Golden Globe. I met Sir Robin Knox Johnston, saw all the windvane issues and so the story goes...etc., etc....

In the past 45 years I have sailed with QME, Navik, Hasler, Fleming, Aries original, Aries Lift Up, Monitor, Windpilot, Hydrovane, Sailomat and South Atlantic windvanes. I am aware of virtually every commercial windvane sold in the world. None are perfect, but some are far superior to others. Some are more suited to certain situations and types of boats for various reasons of size, power, design and the voyage itself.

The critical nature of windvanes in the 2018 Golden Globe sailing solo in the Southern Ocean was clear for all to see. Monitor windvane "break tubes" were breaking far too easily. Three Beaufort windvanes suffered the same catastrophic structural failures. The knock-on effect of a windvanes breaking and forcing a skipper to hand steer, or "heave too" in bad weather while effecting repairs can lead to disastrous consequences. That was clearly the case in

GGR 2018.

As a result of these experiences, as organiser, I decided windvanes must now be assessed and reviewed as Significant Safety Equipment. To mitigate this risk, the GGR now allows "sealed" (their use activates a penalty) electric Auto-pilots as a safety back up and all windvanes must be "Approved" before allowing a particular brand into the GGR. To achieve that approval, a manufacturer or entrant must submit a comprehensive proposal to show why they believe, on GGR style boats, in the Southern Ocean for 30,000 miles, the unit will keep operating. Various brands are now approved, one, only after proposing to make GGR specific modifications. GGR now investigate all GGR windvane incidents as a matter of safety protocol. After speaking to Hydrovane and the sailors affected, here are our findings.

Three GGR entrants have problems with Hydrovane units in this edition to date. Two minor and one serious. Two were caused through lack of onboard observation/maintenance with bolts coming loose. It happens to all machinery that moves constantly, (just like my Navik!) This is an operator issue.

Hydrovane has a strong reputation with most GGR entrants. 12 of the 16 GGR entrants chose Hydrovane. Two fitted Aries and two Windpilot. Hydrovane representatives offered free inspections and service to all Hydrovane units at the GGR village prior to the start. Damien Guillou did not take up this offer.

On 6th September, three days after the start, one mounting bolt on Damien's Hydrovane broke the head off. It broke in tension when the main load was actually in sheer. This suggested it may have been either, over tightening or the head not seated flat on the contact surface. He fitted another support arm, replaced the bolt and Nyloc nuts were visually marked to show any movement. He set sail six days behind the fleet and is currently heading to Cape Town now in 6th place, a few hundred miles behind the leader.

On 20th October, Damien's main stainless steel rudder shaft broke. This shaft is made of 1.25" (32mm) Super Duplex Ferrinox 255 stainless steel, 3x stronger than 316 stainless steel. This material has been used by Hydrovane since 2009 in all units and no breakage has yet been reported, although, under heavy load - ex. a whale, a dock or caught in a drogue line, some shafts have been bent, but none broken.

For easy removal, the Moulded Rudder is fitted onto the lower 12.7cm(5inches) of this Rudder shaft and a removable 6mm (1/4inch) retaining pin is slipped through the rudder and passing through a tight fitting 6mm hole in the shaft, 6.35cm (2.5inches) up from the bottom.

In the 2018 GGR, Jean-Luc VDH was concerned about the 6mm diameter pin holding the Rudder on. He thought it may not be strong enough. He fitted one similar sized bolt with nut instead in the same hole. Sailing down the Atlantic, his bolt broke. He replaced it with the original pin which lasted for the rest of the voyage. The other GGR2018 Hydrovanes had no pin problems.

Damien fitted his original Hydrovane in 2021 and was happy with all sea trials. Just before the start he purchased a second unit to be used for spares. This unit included a new High-Performance Blade available from January 2022. Damien made modifications to his Hydrovane including to the rudder attachment for the new Blade. The original Blade was kept as a spare. He said the new rudder seemed a little loose on the shaft and may be better secured with two bigger bolts rather than one small pin on the shaft.

The single 6mm hole was replaced by

two larger 7mm holes into the shaft, above and below the original 6mm hole. The original 6mm pin was discarded. To assist with alignment when sliding the rudder up onto the shaft, Hydrovane fit a Keyway Knob. First a hole is drilled well into the front edge of the shaft. The Keyway Knob is then inserted.

Damien drilled and threaded the new top hole through the shaft around the same plane as this Keyway Knob. As a result, the exact cross section of the shaft at that point, is penetrated from three sides which may have weakened the shaft. This is also close to the area of "greatest load" on the shaft from the rudder, where the shaft is starting to exit the rudder. Damien has confirmed this is where the shaft snapped, across the new top hole.

There are thousands of Hydrovane rudders currently in use. The new blade rudder shaft hole is exactly the same as previous blades. Rudder bore hole - 32.00 +/- 0.1 . Shaft OD - 31.64 +0.00/-0.03. The difference or clearance is - 0.36 mm.

Experience has shown that after a circumnavigation there will be a tiny bit of slop, but not enough to worry about. Hydrovane have been using a 1.4inch/6mm pin for over 50 years during which the entire system has been upgraded time and again. The pin got a new ring and an upgrade of material over that time, but it is still the same 6mm diameter. Hydrovane are reluctant to make it thicker and weaken the shaft.

The rudder in the shaft does have a little jiggle and similarly the entire drive train also jiggles Hydrovane have experimented with tightening the parts only to discover that a little play is needed and not a problem. In the 1980's I had the same discussion with Nick Franklin the builder of Aries who did exactly the same for bearing and linkages. The proof is in the millions of sea miles done annually. Circumnavigators have no reason to do anything to their rudder holes after 28000 miles. This was the case for Hydrovanes in the 2018 GGR. They just continued sailing.

Damien recovered the rudder secured by a safety line and reported a small crack on the top leading edge which "may" be damaged from the break. The Hydrovane rudder is mounted directly in line with the Yacht's main rudder. Some believe this may increase vibration caused by the yacht's rudder turbulence, but I doubt that is the case. The Hydrovane rudder is protected by the keel and the yacht's rudder, so it is unlikely to have been hit by an Unidentified Floating Object.

From the information currently available, the new top bolt hole may have weakened the rudder shaft, contributing to the ultimate failure -break of the shaft at that point.

Tapio Lehtinen, Elliot Smith and Ian Herbert Jones are all sailing with the new high performance rudder and standard 6mm securing pin reporting no problems. The new rudder blade is the same foil shape of the old rudder, with an updated top handle arrangement and new construction materiel, but the shaft and shaft hole are all exactly the same.

The GGR fleet is just about to enter the Southern Ocean with 22,000 miles to go. Damien dismantled the Hydrovane fitting the original spare rudder shaft and on October 23rd went over the side successfully fitting the original spare blade. This spare original shaft and blade was also modified, but only by drilling out the original 6mm hole to 7mm, threading it and fitting two machine screws from each side to hold the blade. This slight increase in the original hole, while not recommended by Hydrovane, is not as severe as the previous broken shaft.

Damien, who has made a spectacular comeback since his re-start in Les Sables d'Olonne, has obviously pushed the boat and gear hard. He is delighted with the repair, happy to be back in the game with the original system that he has tried and tested over many miles, in tough conditions before the start, winning the Prologue in the process, and absolutely in touch with the leaders.

As a result of these events, all entrants with Hydrovanes will be reminded to check all bolts regularly. It will be a requirement for the 2026 GGR that any modification to any windvane must first be shared with the manufacturer and GGR for comment.

NOTE: Hydrovane is a supporting partner of the GGR and responded to specific questions.

Entries open for Golden Globe Race 2026 with a revised Notice of Race!

With the success of the Race Village in Les Sables d'Olonne, the improved coverage of the race, reaching out to a wider and more diversified audience, there is already strong interest in the next edition of the GGR.

A fully reviewed Notice of Race, with new approved designs and a limit of seven boats of the same type is now available in English on the GGR Website.

A major improvement for entrants over 2022 is the overhauled Conformance Section that will help entrants to tick off all requirements concerning the skipper and boat preparations as well as branding and registration processes. It includes a clear explanation of the philosophy of the race.

For the record, you could enter the 2026 GGR with a budget below €100,000. Should you sell the boat after the race, it could cost you less than €45,000. You need time to know what you are doing, and why you want to face this challenge. You could also spend €300,000? But it is open to everyone.

Keep the dream alive!

Golden Globe Race to the Cape Town Gate gets very interesting!

North? South? Critical decisions ahead of the fleet with a High Pressure System in the way. Local Sailor Kirsten Neuschäfer now in 2nd position, may be the first sailor in Cape Town! Fleet breaking records in the South Atlantic, follow the race stats with GGR Underground! The return of the barnacles, Guy Waites is turning back, more sailors are affected. More sailors pondering a possible Cape Town anchorage before venturing in the Indian Ocean.
2 November

GGR fleet on the way to Cape Town, last call before the Southern Ocean, battling High Pressure Systems and barnacles (again), and a local hero making a big bet!

Cape Town is a traditional fixture in round the world sailing, and the last port of call for sailors to assess their condition and the one of their boat before venturing in the Indian Ocean. With the strong winds, swell and lack of shelter in the South, once you turn left, there is no turning back...

Some sailors have sorted their issues and maintenance at sea. Simon Curwen (UK) moused his foresail halyard, although he is now facing energy issues. Damien Guillou (FRA) dismantled and put his Hydrovane back together, including the transmission. Ertan Beskardes (UK) finally sorted his electrical problems and is back on full power.

With the barnacle issue and no opportunity to check the hull before Storm Bay in Tasmania where scraping is illegal, several sailors are enquiring whether an anchoring in South Africa would be possible. Some like Elliott Smith (USA) will try to sort their leaking deck, Arnaud Gaist and Damien

Golden Globe Race 2022 Update

Guillou (FRA) will change their foresail combination, others will want to check systems of just to feel the warmth of human contact, prior to heading in the extreme solitude of the Indian Ocean.

The Cape Town photo gate has become a welcoming opportunity for the fleet, Don McIntyre Founder and Chairman of the GGR explains: "We decided on a Cape Town film drop to follow the footsteps of Bernard Moitessier whom the 2022 GGR celebrates. It also gives us an opportunity to share with the public the adventures of the sailors crossing the doldrums, the equator and going into the Southern Atlantic, but several entrants are looking for a quick stop before heading south."

As stated in the notice of race, sailors can't go into the harbour, but the outer breakwater provides shelter from the Cape Doctor, this dry south-easterly wind blowing at this time of the year. There is no mooring buoy available but they can moor in 14 metres depth to prepare for their exit towards the long, lonely leg in the Indian Ocean, towards the Hobart photogate.

Most will check their hull state and whether they are barnacle-free, and all will make the most of the coast and human proximity to get as much fleet and weather information as they can after weeks without weather charts. Meanwhile, some will have a much awaited catch-up with their families and friends in person or through Facetime.

More decisions for the GGR fleet

The leaders Simon Curwen (UK), and Tapio Lehtinen (FIN) are making their way upwind through the northern route in heavy seas as shared today, while Kirsten Neuschäfer (RSA), and Pat Lawless (IRL) have chosen the Southern option on a longer route but faster, more comfortable point of sail. It's been working well for Kirsten, in second po-

sition this morning. Damien Guillou (FRA) and Abhilash Tomy (IND) who stayed in a middle route are now in the calm bubble, but should get some pressure coming from the south, where Michael Guggenberger (AUT) is making good progress, catching up on them!

Those choices are made even harder by the lack of weather information. After trying unsuccessfully to reach the Rio emissions for weather charts and negotiate the South Atlantic high, the fleet had great hopes in Cape Town but got the same amount of weather charts: None.

The second half of the fleet sails in different conditions. Ertan Beskardes (UK) and Jeremy Bagshaw (RSA) are slowly getting out of a barometric swamp that made their progress slow and unpredictable until now. Elliott Smith (USA), Ian Herbert-Jones (UK) and Arnaud Gaist (FRA) are further west, but faster and on a direct course to Cape Town, although a wind change from north to south will bring confused seas, courtesy of a low pressure crossing from west to east. All are happy at sea, enjoying the conditions as Ian shared in his tweet, and unfazed by their distance to the lead.

GGR indicators and magic numbers

Before this last stretch to Cape Town, it's been champagne sailing in the southern hemisphere for the sailors, with conditions that brought unseen performance to the GGR 2022.

The GGR followers know Damien's magic number of 550: the distance between him and Simon Curwen at the Cape Finisterre. About 500 miles separate weather systems in the Southern Oceans and a lower number could help Damien to work his way up the fleet in the same weather system as the leader, currently 550 miles ahead.

24-hour distance and the 168 number

Distance over 24 hours assesses average speeds over a day: 168 miles in 24 hours is a 7-knot average, an excellent performance for any production cruising yacht, even more for the long keeled GGR yachts, loaded with food and water!

Kirsten Neuschäfer is by far the fastest sailor of the GGR fleet. She holds the 24-hour record at 183 nm on October 26, a 7.6 knots average, and has 14 of the best 20 days to her name, leaving only Abhilash (177 nm) and Tapio (174 nm) to pick the remaining crumbs. Other sailors above 168 miles per day are Damien Guillou, Simon Curwen, Pat Lawless and Michael Guggenberger whose onboard footage has just been released.

7-day distance and the 1000-mile club

The 7-day distance, gives a better view of the boats all round performance, over longer periods of time with changing weather conditions and different points of sail and sea state. Most entrants beat their personal best in the last two weeks, with the fleet record going to Abhilash Tomy on October 28 with 1140 miles a week for a 6,8 knots average!

1000 miles a week is just below 6 knots average and an easy way to look at the finish, with Simon's 20.000 miles DTF becoming 20 weeks! The 1000-mile club also welcomed Kirsten Neuschäfer, Simon Curwen, Michael Guggenberger, Pat Lawless, Damien Guillou, Tapio Lehtinen and Elliott Smith. Jeremy Bagshaw and Ian Herbert Jones fell short, but are knocking -loudly- at the door!

Useful statistics, but where can you find them?

Meet Jonathan Endersby, GGR enthusiast and self-described "product engineer, radio nerd and sailor, who builds cool things and puts them on the internet" has put together the really cool indeed GGR Underground website to track the progress

and performances of the GGR fleet based on the tracker update.

"My father was a sailor, and I grew up on dinghies listening to stories of his adventures in far off lands. I read Moitessier's "The Long Way" just after school and then two transatlantics on Skip Novak's Pelagic Australis convinced me that I was happiest at sea. I met Jeremy Bagshaw through a good friend and ended up moored a few boats away while he prepped for the GGR. My obsession with the race is a combination of my two passions, software and sailing. Long races especially can benefit from more nuanced insights. For instance, highlighting that there is still only a 5% difference in the overall distance between Simon and Arnaud can really put things in perspective when you're sailing around the world!," Jonathan told us.

Jonathan is based out of Cape Town where he and Don are catching-up, waiting to greet the entrants at the second photogate. Another amazing tool to follow the race, but not so underground anymore!

Barnacles are back and kicking!

Those top speeds are in sharp contrast with the looming disaster for some of the entrants: the dreaded gooseneck barnacles.

They were first spotted by Jeremy Bagshaw (RSA) and Damien Guillou (FRA) after cutting through the Cape Verde Islands, and later by Tapio Lehtinen (FIN) haunted by his 2018 experience, who overcame his fear of sharks and went overboard to clean his hull, removing around 60 of them.

Guy Waites (UK), one of the best prepared sailors, was unable to remove them at sea with a scrapper and announced to Race Control he was diverting towards Latin America to clean his hull. It was a shock

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International Maritime Library

Version 5 Coming Soon @ internationalmaritimelibrary.org

Presently we have a listing of over 125,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Several 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 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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Dedicated to the Preservation of Maritime Writings

MISCELLANEOUS COMMERCIAL FISHING NEWS

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Strategic Plan for Aquaculture to guide the agency's work from 2023-2028. The Strategic Plan was developed by the NOAA Aquaculture Program, which includes the NOAA Fisheries Office of Aquaculture, the Office of Oceanic and Atmospheric Research's National Sea Grant Program, and the National Ocean Service's National Centers for Coastal Ocean Science.

"Through this plan, NOAA will support a thriving, resilient, and inclusive U.S. aquaculture industry as part of a competitive domestic seafood sector," said NOAA Fisheries Assistant Administrator Janet Coit. "This plan will act as a framework to guide NOAA's Aquaculture Program, set priorities to achieve our mission, and support NOAA's vision of healthy and resilient ecosystems, communities, and economies."

The Strategic Plan articulates a vision for an industry that supports jobs, expands access to nutritious domestic seafood, and reinforces healthy coastal and ocean ecosystems in a changing environment. This is supported by the Program's mission of providing science, services, and policies that create conditions for opportunity and growth of sustainable U.S. aquaculture.

Four Goals to Expand Sustainable Aquaculture

The Strategic Plan is designed to support collaboration and align goals and objectives across the NOAA Aquaculture Program and with our partners. It includes the following components: Vision and Mission to guide our work; Core Values to illustrate who we are and our philosophy as a program; and Four key goals, which outline our top priorities over the next five years.

Goal 1. Manage Sustainably and Efficiently

Improve the regulatory processes for sustainable coastal and marine aquaculture through collaboration with partners.

Goal 2. Lead Science for Sustainability

Use world-class science expertise to meet management and industry needs for a thriving seafood production sector and share this knowledge broadly.

Goal 3. Educate and Exchange Information

Build awareness and support for coastal, marine, and Great Lakes aquaculture through two-way communication with diverse stakeholders and partners.

Goal 4. Support Economic Growth and Viability

Facilitate a robust aquaculture industry

that thrives as a key component of a resilient seafood sector.

"Sustainable aquaculture encompasses the "triple bottom line" of economic viability, environmental stewardship, and social responsibility," said David O'Brien, Acting Director of the Office of Aquaculture. "As the demand for seafood continues to increase, and climate change continues to pose a threat to food security, NOAA will continue supporting efforts to grow seafood on land, in coastal waters, and the open ocean in harmony with a healthy and resilient environment."

NOAA's Aquaculture Program

The Strategic Plan was developed collaboratively by the NOAA Aquaculture Program and the public. Input was sought through public listening sessions, and feedback was incorporated to ensure the plan reflects the needs of a diverse range of users and stakeholders. This is the first Strategic Plan developed by all three Line Offices in the NOAA Aquaculture Program, highlighting the strong shared goal to support resilient U.S. aquaculture.

The NOAA Aquaculture Program consists of: NOAA Fisheries Aquaculture; National Centers for Coastal Ocean Science Aquaculture; and NOAA Sea Grant Aqua-

culture.

"Our aquaculture team strives to advance sustainable aquaculture development in the United States through science, service, and stewardship. We will seek to provide ongoing opportunities for public input to ensure results that are community-driven," said O'Brien.

Atlantic Striped Bass Assessment Update Finds Resource No Longer Experiencing Overfishing but Remains Overfished

Board Approves Draft Addendum I for Public Comment to Consider Voluntary Commercial Quota Transfers

LONG BRANCH, NJ – The Atlantic States Marine Fisheries Commission's Atlantic Striped Bass Management Board reviewed the results of the 2022 Atlantic Striped Bass Stock Assessment Update, which indicates the resource is no longer experiencing overfishing but remains overfished relative to the updated biological reference points. Female spawning stock biomass (SSB) in 2021 was estimated at 143 million pounds, which is below the SSB threshold of 188 million pounds and below the SSB target of 235 million pounds. Total fishing mortality in 2021 was estimated at 0.14, which is below

Maine Department of Marine Resources News

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men in a stronger position to fight the case.

Additionally, to further support Maine lobstermen, Governor Mills announced today she is dedicating \$100,000 from the Governor's Contingency Fund to the Maine Lobstermen's Association's legal defense fund to support the legal efforts.

"The State of Maine will always stand with Maine lobstermen, and this donation from my Contingent Account is an effort to ensure that the partnership between the Maine Lobstermen's Association and the State of Maine has the resources it needs to fight these lawsuits every step of the way," said Governor Mills. "The fishermen who set out from our docks before dawn, who haul traps in all kinds of weather, who feed their families and their neighbors and our state's economy with their catch – they are at the heart of Maine. We won't stop fighting until we win."

"The Maine lobster industry is in utter shock and disbelief that their own Federal government has set a course to eliminate a fishery that has never been known to kill a

single right whale, said Patrice McCarron, executive director of the Maine Lobstermen's Association. "Lobstermen are already mourning the loss of their industry. These are good people who care deeply about the ocean, lobsters and right whales. Lobstermen want to be part of the solution but, without action by the Court, this is not possible. That is why the partnership between MLA, the state of Maine, and all of our other partners is so critical. The MLA appreciates the state's leadership and investment in the future of Maine's lobstering heritage."

Updates to Lobster Industry from Commissioner Keliher

Good News? Cautiously Optimistic

October 26, 2022

The Center for Biological Diversity, in their case against the National Marine Fisheries Service (NMFS), has done an about face. In their first filing, they had asked Judge Boasberg to implement new rules to achieve the required risk reduction within 6 months, but their filing last Friday asked the Judge to implement a two-year process to develop and implement those rules. They also asked

the Judge to vacate the current Biological Opinion so that it can be rewritten while the new rules are being developed. Why they changed their position is not known, but DMR, NMFS, MLA, MLU and Mass Lobstermen all asked for a similar process that was two years or longer. In any event, this development is good news, *but the Judge must agree before this is final*. I am cautiously optimistic that he will agree that time is needed, given the complexity and difficulty of what we are facing. We expect a decision on this case in November.

I can tell you we need this time not only to work on rulemaking, but all our other efforts as well. There is no single silver bullet in our efforts to gain some relief from new whale regulations. We are focused on three areas: Federal regulations, federal courts, and Congress, and our efforts must remain focused on all three to protect the interests of the industry in the long run.

Courts: As I laid out in my last update, the State of Maine is fully engaged in two federal lawsuits. The first one (CBD vs Ross (NMFS)) is the one I mentioned above. The second lawsuit is MLA vs NMFS. The MLA suit that Judge Boasberg ruled against has gone to the DC Circuit Court of Appeal. More good news here - the court agreed with the State and the other parties that this case should be expedited. This means that after all the briefs are filed, the court could rule in late January or early February. The importance of the MLA case can't be overstated, as this is where the arbitrary use of the data is being argued, which could modify the risk reduction target, if successful.

Rulemaking: The Federal Rulemaking process has begun. The last decision by Judge Boasberg has sent NMFS scrambling back to the drawing board and has them developing new rules that would achieve a 90% risk reduction. Thanks to Governor Mills' efforts working with Secretary Raimondo of the U.S. Department of Commerce, DMR was granted access to the Decision Support Tool (DST), the model that is used to assess the effectiveness of a proposed rule(s). Access to this tool was critically important as without it we could not properly react to proposals by NMFS. DMR invited a subset of Zone Council leaders and Take Reduction Team members

from Maine to work together to prep for 7 days of TRT meetings in late November and early December. THIS WORK WAS NOT TO DEVELOP A MAINE BASED PROPOSAL OR NEW RULE. This work is to better understand the implications that other proposals will have on the Maine fishery. While options are being discussed, it is only with the intent to be able to speak against ideas that would be detrimental to the industry. As soon as we get past the TRT meetings, DMR will hold zone meetings to show you the results of different draft scenarios and get input directly from the Zones. This work highlights why we need the Judge to rule in favor of a two-year process.

Congressional: The Maine delegation has been incredibly supportive. Some have stated publicly that they are prepared to challenge the Endangered Species Act and the Marine Mammal Protection Act – which realistically are heavy lifts, but which need to be explored. While I am not going to go into details, we need Congress's attention on this matter. The view from 100,000 feet looks like this: We need changes in law, we need an independent review of the science around right whales, particularly the model, which is based on assumptions that are not based in reality, and we need additional cost recovery for expenses caused by this federal government overreach. We have retained a firm in DC who has experience in fisheries issues who will help us navigate through this process and develop a solid plan that will have broad support. Again, another reason why more time is important.

We need time to navigate all of these areas so you have stability and certainty for your future. This is why each one of these focus areas is so important. I appreciate the support of the Maine Lobstermen's Association as well as the Lobster Union in all the efforts listed above. It is imperative that this industry is united and works together and I feel like that is now starting to happen.

I can attest that the lawyers from all the groups are working hard for a common cause. Let's hope for good decisions by the judges in the coming months.

All the best, Pat

Capt. Almer 'Al' Dinsmore

Continued from Page 6.

"He was a captain during World War II and Al thought he lost a ship to the Germans. Fortunately, they let the crew get into a lifeboat before they sank the ship. He worked for the ferry service until he was 80 years old. In fact, he was the one who delivered the CAPT. HENRY LEE to Swan's Island from Rockland and I took over."

Al remembered Captains Richard Spear of Rockland, who he relieved as manager for the Ferry Service for a short time; Dick Shields from North Haven; Frank Thompson from Vinalhaven; Ray O'Neill; Dick Percy; from Islesboro Mel Lee; Rod Johnson; and Henry Lee from Swan's Island.

Another fond remembrance was Capt. Bill Abbott of Belfast, who was a pilot on the Penobscot River for 50 years. Al added, "He was my mentor. When I first graduated from Maine Maritime I went to sea for a while and was looking around to may be getting a

shore job. I went to him about becoming a Pen Bay pilot. He invited me over to make a trip with him, so we shifted a ship from Bucksport to Searsport and we talked about things and he basically said, "You are better off staying right where you are right now. By the time down the road came I was content being where I was."

Al skipped CAPT. HENRY LEE right up until the time he retired, which was in 2013.

Al never lost his love for MMA and was on the Board of Directors for the Alumni Association for 12 years. Their main function was to plan alumni functions and nominate the alumni person of the year.

Al said he retired cold turkey from the ferry service. "I liked my time at the ferry service," he said, "but when it was over, it was over. I haven't done anything for money since I retired." He has just sat back and enjoyed life, which he earned.

MISCELLANEOUS COMMERCIAL FISHING NEWS

the updated fishing mortality threshold of 0.20 and below the updated fishing mortality target of 0.17.

The 2022 Assessment Update used the same model from the approved peer-reviewed 2018 Benchmark Stock Assessment. Data through 2021 were added to the model, and the model structure was adjusted for 2020-2021 to account for the regulation changes implemented through Addendum VI to Amendment 6. The assessment model was able to handle missing data due to COVID-19, but overall, COVID-19 increased uncertainty in the 2020 and 2021 data.

The 2022 Assessment Update also included short-term projections to determine the probability of SSB being at or above the SSB target by 2029, which is the stock rebuilding deadline. Under the current fishing mortality rate, there is a 78.6% chance the stock will be rebuilt by 2029, indicating a reduction in catch is not necessary at this time. The projections and the updated fishing mortality reference points took into account the period of low recruitment the stock has experienced in recent years.

“This 2022 assessment was the first check-in point for progress toward stock rebuilding by 2029,” said Board Chair Mar-

ty Gary with the Potomac River Fisheries Commission. “It is extremely important that we continue to monitor fishery removals and conduct regular stock assessments to keep evaluating rebuilding progress and stay on track.” The next stock assessment update is scheduled for 2024, and the Board will review the 2022 removals as soon as the data are available to evaluate whether catch remains at sustainable levels.

The Assessment Update will be available next week on the Commission’s website at <http://www.asmf.org/species/atlantic-stripped-bass> under Stock Assessment Reports. An overview of the assessment is available at http://www.asmf.org/uploads/file/636967f9AtlStripedBassStockAssessmentOverview_2022.pdf.

Draft Addendum I

The Board also approved Draft Addendum I to Amendment 7 to the Interstate Fishery Management Plan for Atlantic Striped Bass for public comment. The Draft Addendum considers allowing for the voluntary transfer of striped bass commercial quota in the ocean region between states that have ocean quota.

The Board initiated Draft Addendum I in August 2021 after deciding that changes to the striped bass commercial quota system

would not be considered during the ongoing development of Amendment 7. With the adoption of Amendment earlier this year, the Board re-initiated discussions on, and ultimately approved, Draft Addendum I for public comment to consider voluntary quota transfers which could provide some relief to states seeking additional quota. The Draft Addendum proposes a range of options that would permit voluntary transfers of commercial quota, including options based on stock status and options allowing the Board to set criteria for transfers on a regular basis.

The Draft Addendum will be posted to the website next week at <http://www.asmf.org/about-us/public-input>. A subsequent press release will provide the details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comment and consider final action on the addendum in February 2023 at the Commission’s Winter Meeting in Arlington, VA.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org or 703.842.0740.

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Golden Globe Race 2022

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among the skippers and a wake-up call for all.

Since then, Pat Lawless (IRL) and Ertan Beskardes (UK) have discovered some and all sailors are diving at the first opportunity for hull cleaning before reaching the colder waters of the Southern Oceans.

For Don McIntyre, the race founder and chairman, “The GGR is all about planning, preparation and execution, and barnacles, which were already an issue in 2018 are part of this. The 2018 winner Jean-Luc VDH had no barnacle problem, why? His preparation was exemplary with serious anti-fouling consideration in every respect: three layers of hard paint + 2 layers of abrasive to sail through the Atlantic where barnacle activity is high, and a dedicated protection bag around the hull before the start to keep sunlight and sediments away. He understood the issue and it showed.”

Interestingly, virtually none of the entrants followed his proven process, avoiding instead to repeat Tapio Lethinen’s mistake, but it is now proving insufficient for the fleet and a hefty price to pay for some.

Another factor is the ban of toxic substances in antifouling due to higher sustainability requirements, which certainly makes them less efficient than in 1968 and fairly less than four years ago. Increasing water temperatures in the Atlantic, and increasing barnacle activity are adding to the challenge.

Barnacles certainly are a critical one for the GGR.

Who will be first in Cape Town and when can we expect them?

It’s been hard for the leaders to place the high-pressure system without any weather chart, and a testament to their seamanship. At least most of them avoided being trapped inside so far, with Simon and Tapio on the north side, tacking their way through the South Easterlies in upwind conditions.

Rounding the high through the southern route as Pat and Kirsten are doing now is a bold move, it adds many miles to the route with no guarantee that the wind will hold, the high will travel north, and that there will be a way to cross towards the South African coastline.

Kirsten Neuschäfer showed us over and over that she is no stranger to bold options, and will always try something new rather than stick with the fleet. It has paid-off and sometimes cost her dearly, but this time she seems to be making the South Atlantic hold-up!

While Pat Lawless picked a middle way too close to the centre of the high, Kirsten pushed another two degrees south to be in stronger winds, and has been posting the fleet’s best daily averages for several days now. Kirsten went from 5th position last week to second today, and since she will come to Cape Town from a southern route may gain precious miles on Simon in upwind conditions on her approach to Cape Town.

2022 GGR Results (as of 6 November)

	Boat	DTF
1.	Simon Curwen Biscay 36	19,153
2.	Tapio Lehtinen Gaia 36	19,418
3.	Kirsten Neuschäfer Cape George 36	19,430
4.	Pat Lawless Saga 36	19,576
5.	Abhilash Tomy Rustler 36	19,716
6.	Damien Guillou Rustler 36	19,760
7.	Michael Guggenberge Biscay 36	19,816
8.	Ertan Beskardes Rustler 36	20,017
9.	Jeremy Bagshaw OE32	20,163
10.	Elliott Smith Gale Force 34	20,534
11.	Ian Herbert Jones Tradewind 35	20,906
12.	Arnaud Gaist Barbican 33	21,116
13.	Guy Waites Tradewind 35	21,483
	Mark Sinclair Lello 34	Retired
	Guy DeBoer Tashiba 36	Retired
	Ed Walentynowicz Rustler 36	Retired

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Globe 40 Around the World Race

Class 40 is an ocean racing monohull whose design has limitations that the designer must stay within to qualify for inclusion into the class. This Class falls in between the Mini 650 and the IMOCA. They first entered the racing scene in 2004 and today there are more than 170 racers in the Class.

The boats that we are following in this race is AMHAS, which is skippered by Micah Davis and GRYPHON SOLO II, Joe Harris, both with ties to the State of Maine. Many will know Brian Harris, who oversees the operations of Maine Yacht Centre in Portland, he is sailing on board AMHAS every other leg.

GLOBE40 3RD LEG: 34' DIFFERENCE AT THE FINISH FOR 34 DAYS AT SEA

16 October

At 09.18 hours local time, it was the Dutch crew on SEC HAYAI which took line honours and leg three victory in the GLOBE40 at the entrance to the Auckland Bay. Spanning some 7,000 nautical miles in all, it proved to be a particularly gruelling leg for the crews due to its lengthy duration, the ever-changing weather conditions alternating between zones of calm, a lot of headwinds and depressions, and a course which involved a relentless sequence of very different navigation zones. At the front of the fleet the duelling was virtually constant with MILAI Around The World, and SEC HAYAI won with a tiny credit of 3, 5 Milles.

The feat of the Flying Dutchmen

After setting sail from Mauritius on 11 September, Frans Budel and Ysbrand Endt sailed an outstanding course, which equated to 34 days 18 hours at sea in all for this leg. Already second in the overall ranking, the Dutch team clearly stepped things up a gear in this third leg, despite sailing a boat which is not of the more newest in the fleet. Thanks to great speeds out on the water at all times with no major damage, a particularly well-prepared boat technically, excellent tactical decisions throughout and very strong cohesion aboard, the winners boasted all the ingredients for success. First to Cape Leeuwin, first to enter the Pacific in the Bass Strait, first to Cape Reinga to the north of New Zealand, final victory seemed inevitable. In reality though, they faced stiff opposition throughout from the Japanese and Italian crew on MILAI Around the World, Masa Suzuki and Luca Rosetti, with seldom more than twenty miles or so between the two adversaries.

A highly demanding 3rd leg

This third leg will doubtless have had a significant impact on the crews. The previous 7,700 nautical mile leg from Cape Verde to Mauritius was certainly trying with the passage around the tip of South Africa, but the sections were longer with more established conditions, avoiding the incessant uncertainties regarding the weather and the variations in the course that coloured this 3rd leg.

Dropping south after leaving Mauritius to avoid the windless zones at the centre of the Indian Ocean, the skippers still quickly stumbled into calm areas, which may seem

surprising in this part of the world at this time of year, but it slowed the fleet considerably for nearly a week and really got on their nerves. Upon their arrival in the lower latitudes close to the famous Roaring Forties, they launched into an entirely different phase, slipping along at pace in strong breeze towards Australia. This session was then interrupted by a compulsory climb up towards the south-west tip of Australia and the Eclipse Island gate, which drew the competitors back towards land after the equivalent of a transatlantic passage in the open ocean. What followed was a succession of calm zones and periods of strong winds in the Great Australian Bight, complicated by difficult seas, which one of the competitors nicknamed the "Great Australian Battle".

As the fleet approached the Bass Strait, it was time for another new phase in this tough area, with the exit route leading the competitors straight into the teeth of a nasty depression, with some teams envisaging having to pull into an Australian port to let it roll over the top of them. Ultimately, the Tasman Sea and the climb up towards Cape Reinga served up very similar conditions to the rest of the course, namely zones of calms, constantly shifting winds and gales pushing them off course. To finish, the sailors really had to dig deep once more to brave the 200-mile descent along the very jagged coast of New Zealand's North Island between the many islands that make up this magnificent landscape.

Three legs – three different winners

To date, three different winners have been crowned in the first three GLOBE40 legs, which just goes to show the standard of the competition in this event. The American team AMHAS is expected in the evening in Auckland and GRYPHON SOLO2 and WHISKEY JACK should end their duel next Wednesday.

With this latest victory, SEC HAYAI secures the top spot in the overall ranking. A first place which the crew will have to defend on 29 October as the fleet sets sail on the 4th leg, which will lead the competitors to the beautiful Papeete in French Polynesia, a key stage in this first edition of the GLOBE40.

ECHOES FROM THE SEA

SEC HAYAI: "Our first impressions are that we are very proud to have arrived there, proud to be here and very happy. We are also very tired mentally and physically. We got off to a good start and the days that followed went pretty well. We were quite fast on the whole stage and MILAI too. The fight over the last few days with MILAI was incredible. We passed each other on the road several times within a mile. We believed in it and we won in the end!"

MILAI Around The World "The fight with SEC HAYAI was tough until the end, we pushed the boat hard and SEC HAYAI surely did the same. We did our best...3.5 miles...it's so close. It's an incredible race and we expect a greater number of boats in the next edition. Around the world in a Class40 is such an interesting race. We really liked the diversity of conditions in the Indian Ocean. We learned a lot of new things about the boat and the ways of sailing, it was not easy. We are tired but happy with our performance."

FROM AUCKLAND TO FRENCH POLYNESIA: BOUND FOR BORA BORA AND TAHITI

29 October

The skippers competing in the 4th leg of the GLOBE40 set sail today at 12:00 hours local time just near the famous Royal New Zealand Yacht Squadron. Stretching some 2,300 miles, this leg should take the crews 12 to 14 days to make the waters of French

Polynesia, which is the largest maritime area in the world dependent on a single state spanning 5 archipelagos, 118 islands, and 5.5 million km². Austral, Gambier, Society Islands, Tuamotu, Marquesas... the names of the archipelagos certainly ignite the imagination. And yet, they had never hosted a round the world yacht race, a territory usually reserved for the countries in more southerly latitudes... until now.

A tactical coefficient 2 leg

Entering the name Bora Bora into your GPS to prepare your navigation is a pretty unique moment in the life of an offshore racer, but that's exactly what the GLOBE40 skippers have been doing today. Indeed, the famous atoll formed by the Leeward Islands of the Society archipelago will be the only course mark for the competitors racing from Auckland to Papeete on the island of Tahiti. After what promises to be a windy start, the Class40s will leave the Hauraki Gulf in their wake and will quickly have to make a series of tactical choices with a zone of light breeze to the east of the course.

The event's weather consultant, Christian Dumard, explains. "The 5 competitors will take the start of the fourth leg of the Globe 40 in a sustained N'y breeze, at the edge of a vast anticyclone, which will be virtually stationary over the coming days to the east of New Zealand. For the skippers, the name of the game will be to close on the centre of this anticyclone so they can switch onto starboard tack and set a course for Bora Bora in a wind set to shift round to the south-east. The closer the competitors get to the centre of the anticyclone, the quicker they'll latch onto the fresh breeze as it shifts from north to south-east. Conversely, they're at risk of stumbling into a zone of very light winds if they get too close to the centre. As such, they'll have to play a very tactful hand with an accurate analysis of the situation if they are to strike the right balance: namely latching onto the wind shift as soon as possible without falling into a zone with a limp breeze".

A short restorative stopover in Auckland

Spanning 7,000 miles between Mauritius and New Zealand, the third leg proved to be a tough and particularly competitive

one with a truly epic finish, just 34 minutes separating the top two after 34 days at sea. With the leg taking considerably longer than planned, the crews only had a maximum of 2 weeks to rest their tired bodies and overhaul their machines after a half-lap of the world. Fortunately, the quality of Auckland's marine professionals enabled them to complete their maintenance operations in record time, with some supreme logistical management making it possible to unstep masts, carry out rig checks, repair sails, haul the boats out and check the hulls. Indeed, Jellicoe Harbour Marine, in its new central location of Wynward with dock neighbours including a certain Emirates Team New Zealand, was the perfect site thanks to its proximity to the public and the quality of the reception put in place by the Tataki Auckland Unlimited structure, partner to the event. Furthermore, a few rapid excursions for both the skippers and the organisation gave everyone a taste of the wild charm of this country with its vast open spaces out on the water and up in the mountains.

The GLOBE40 in search of a leader

With 3 separate winners in each of the 3 legs, taking the win in Tahiti is clearly anyone's game. Currently top of the leader board on an old boat, the Dutch team on SEC HAYAI has sailed a masterful and very cohesive race so far, with a crew remaining unchanged since the start. The Americans on AMHAS, second in the overall ranking, have two alternating teams and it is the victorious duo from the first major leg around the tip of South Africa that is rejoining the fray in Auckland. The Japanese team on MILAI Around The World remains a formidable competitor too and could be poised for the top spot if they can overcome the technical issues of previous legs. The Canadian crew on WHISKEY JACK and the second American crew on GRYPHON SOLO 2 are never far off the pace either, with just 3 days separating the first and last boats in the last 7,000-mile leg. Suffice to say that the battle out at sea is always as intense as the bond created between the teams on shore during the stopovers, with one and all relishing the extraordinary adventure offered up by this first edition of the GLOBE40.

Leg 4: Auckland - Papeete

6 November

Pos.	Name	DTF
1	(127) AMHAS: Craig Horsfield, Oliver Bond	744.8
2	(101) Milai Masa: Suzuki, Koji Nakagawa	793.6
3	(44) Sec Hayai: Frans Budel, Ysbrand Endt	804.3
4	(106) Gryphon Solo II Joe Harris, Roger Junet	922.0
5	(128) Whiskey Jack: Mélodie Schaffer, Robert Phillips	978.2
	(61) The Globe en Solidaire: Éric Grosclaude	Retired
	(133) IBN Battouta Tribute 2022: S. Boussikouk, O. Bensenddik	Retired



Fort Point Lighthouse at the entrance to the Penobscot River.

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12 December
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SHIPBUILDING NOTES

On Wednesday there was launched from the yard of the Morse Bros., Bath, the three-masted schooner, HORACE G. MORSE of Bath, named after the senior member of the firm, who was recently killed by being run over with a horse carriage. The vessel is rated A1 for fifteen years and is filled with all the modern improvements. Her measurements are: length, 147.6; breadth, 34.4; depth, 10.8; gross tonnage, 437.23 net tonnage, 415.35. Capt. W. H. Harriman of prospect Ferry, formerly in command of schooner ADDIE NORTON, will go in command. The Morse will be ready for sea in two weeks. She is intended for the general coasting trade.

19 December
Page 1.

The lime manufacturers of Rockland, Thomaston and Camden have a mutual lime insurance organization called the Knox County Lime Insurance Association. Every member of the association agrees to insure every cargo of lime that he ships under deck, and pays the established rate of premium to the secretary of the company, who, upon application, issues a certificate of insurance. The manufacturers find this form of insurance cheaper than the regular method, and at a recent meeting, voted to continue the organization another year.

Page 2.

IN JAMAICA, W. I.

"ALLAN ERIC" WRITES FROM THE PRINCESS OF THE GREAT ANTILLES. A GLANCE AT THE MOST BEAUTIFUL ISLAND IN THE CARIBBEAN. DRIVES THROUGH SANANA FIELDS. COCONUT AND PALM GROVES. ORANGE AND LIME AND SWEET SCENTED PIMENTO AND NUTMEG TREES. HUNTING FOR CORAL ON THE SHORES OF THE CARIBBEAN.

[Correspondence of The Journal.]

After a voyage of six days and eight hours I stepped ashore on one of the most beautiful Islands in the West Indies - Jamaica. On no more beautiful isle of the far away Caribbean does a tropic sun shine. As I felt the coming winter of New England gradually softening as the steamship ETHEINOLD crossed the Gulf Stream, her head turned southward, threaded the beautiful Bahamas and I noted the ever deepening blue of the ocean, I could hardly realize the change from a northern winter to a perpetual summer. As we approached the shores of Jamaica, I thought that never could a more lovely sight be presented to the eye. The lofty peaks of the Island looming far skyward, covered with dense verdure to their very peaks, and gradually sloping to the blue waters of the Caribbean, whose shores were covered with tall nodding coconut palms, which, ever restless in the gentle breeze, just wet with a tropical shower, glittered like gold - a mass of gold and green beneath the hot sun as its rays pierced the drifting rain clouds. Nothing short of Paradise itself could possibly equal such a vision of the tropics.

We had a comparatively smooth passage, only encountering a little heavy weather off Cape Hatteras, and after passing the Bahamas a genuine Tropic gale. But it was not until we were passing Cape Mayci, Cuba, that we were struck by a genuine, howling, roaring, twisting Tropical thunder storm, with tremendously heavy thunder and vivid lightning flashes. The sea was lashed to foam, and the steamer plunged and rolled almost from rail to rail. Captain Freeman

however, was as "cool as a cucumber" and stood on the bridge by the binnacle and speaking tube, directing the steering of the ship. I wanted to witness a Tropical thunder storm in all its fury, and so, putting on a heavy coat, I pulled my hat tightly down, and went upon the bridge, where I stayed through it all.

Did I see it? Hardly, I could not see to the foremast. I heard it and felt it. The gale lasted but half an hour or so, and then we went galley on through a long, swelling sea.

On the afternoon of the seventh day out from Boston we sighted the coast of Jamaica.

I made the voyage on one of the steamers of the Boston Fruit Company, and at the wharf at the immense plantations of the Boston Fruit Company where nearly all the bananas that are sold and consumed in New England are raised, I landed.

Everything here is strange and curious. Every bird, flower and tree is tropical. The palm, mostly coconut palms but many oil, cabbage and other palms, form the main feature of the landscape. Everything grows here in the most luxurious profusion. Oranges grow by the roadsides and tall banana plants with their heavy pendant bunches of fruit flourish on every hand. Parrots are abundant in the woods. Cane is cultivated in the fields, and it grows wild. The turkey buzzard, the scavenger of Jamaica, flops lazily over the palm tops, and the women go about in abbreviated costumes, carrying loads of fruit, yams, cassava, and other productions of the Island upon their heads. One afternoon I strolled along the Caribbean and gathered coral and curious sea beans and shells, and drank water from the green coconuts which I hacked open with a native machet.

Here the most beautiful and brilliant flowers bloom by the sides of the roads and the bridle paths. Convolvulus of bright and beautiful hues, lovely passion flowers, giant oleanders and colias grow wild everywhere.

The natives are an interesting study. They are all black, and speak an outlandish sort of gibberish that it is impossible for one to understand. In traveling along the roads, women are met, all barefoot, carrying produce to the villages, on their heads; and while crossing the Rio Grande river, by a ford, scores of native, and Coolie women were seen wading across the river when the water was four feet deep. I have visited several sugar plantations and traveled through

pimento and coffee groves both of the latter flourish in the mountain which I crossed a few days ago. One week, nearly, has been spent in Kingston, during which Port Royal, the modern city, Old Port Royal having been destroyed by an earthquake about two centuries ago, was visited.

The Jamaica Railway is now controlled by an American syndicate, and is a very creditable road. English rolling-stock is use, but this is being supplanted by American cars and engines. While I was in Kingston the mercury in the thermometer stood at 95 to 100 in the shade during the middle of every day; but the nights are dreadfully cool all over Jamaica.

As I am about to start for a drive through some of the Boston Fruit Company's plantations of bananas and cocoanuts, this letter must be short and devoid of details; but the succeeding letters I shall try to make more interesting. I have many wonderful and curious things and adventures to talk about.

The Thanksgiving day just passed I spent here in the tropics close to the coast of South America, almost in sight of Haiti and Port Rico, and far south of Cuba; but I had turkey and cranberry sauce just the same, and in another letter I shall tell how I happened to be so fortunate.

Allan Eric.

Port Antonia, Jamaica, West Indies,
November 28th, 1890

Page 3.

A SCHOOL OF SHIPBUILDING THE OBJECTS AND IDEAS OF ITS FOUNDER, WILLIAM H. WEBB, THE VETERAN SHIPBUILDER AND MILLIONAIRE.

Mr. William H. Webb, of New York, the veteran shipbuilder and millionaire, has

perfected his plans for the organization of a school of shipbuilding, and home. The site for the school has been selected, the plans accepted, and the money is ready. Mr. Webb himself announces the following details:

"The object of this institution, as its name indicates, is two fold. The academic department is designed to furnish to any young man, rich or poor, native or citizen of the United States, who upon examination proves himself competent, of good character, and worthy, a free education in the art and science of shipbuilding and marine engine building, both theoretical and practical, together with board, lodging, and necessary implements while obtaining such education." The home will afford an asylum for aged, invalid, or unfortunate men who have been engaged in building hulls of vessels or marine engines for such, or any parts of either the hulls or engines in any section of the United States, together with the wives of such persons.

The instruction will be carried to the very nearest point of entrance into a workshop or a shipyard, the aim being to merge as far as possible the theoretical with the practical. An important feature of the instruction will be a "laying-off" loft, where the young men will be instructed in "laying down" a vessel and in making all the patterns and moulds preparatory to going out into the shipyard. The institution will not only furnish free tuition, but also will provide the students with board and lodging, so that to enter the academy a young man will need only a suit of clothes, a common school education, and a good character. When completed it will be the only institution in the world that affords such a training and carries it to so advanced a stage.

In addition to the quarters for the stu-

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dents and the pensioners, provision has been made in the building plans for the housing of managers, professors and tutors. Finally, the institution has been endowed with sufficient money for us maintenance and supplies. We were delayed a whole year by the action of Governor Hill, who refused to sign the bill incorporating the institution, on the ground that the charter was an antiquated one; this he alleged as his reason for opposing the charter. We finally accommodated the provisions of the charter with his views, and the institution is thereby limited as to the value of the property it will be allowed to hold, two million dollars being now fixed as the limit. The trustees of the institution are the president of the Chamber of Commerce of Mechanics and Tradesmen of the City of New York, to be designated by the society, Prof. Trowbridge, of Columbia College, the president of the New York Hospital Society, Richard Poillon, Henry Steers, Andrew Reed, Charles H. Cramp, William Henry Webb, Thomas F. Rowland and Stevenson Taylor.

The academy and home will be strictly non-sectarian, but the chapel will be open to services by such religious denominations as the board of trustees may invite. Considering the fact that their exists no smaller institution to serve as a model the trustees are making good progress in the work, and we hope that in two years the academy and home will be ready for occupation. The technical education of the average shipwright of today is not what it should be. There being no institution where a preparatory training may be procured, the young men in the trade, if they would learn anything more than the practical part of the business, must pick it up, piece-meal, in the workshop or the shipyard. But the fact is that in these workshops and shipyards, only a few can have the opportunity to learn any theory whatever, and when they can obtain this training, it is, at best very unscientific. Nor has it ever been any better in this respect. When I learned the trade in my father's yard, there were no scientific schools and little opportunity for the theoretical education of the mechanic.

The modern shipwright should be scientifically educated. It is part of his business not only to swing the ax and drive the plane, but also to manipulate the needle point and triangle, to make drawings, patterns and moulds, and to solve the intricate problems which arise in making plans for the framing of the ship. His vocation in this respect is a peculiar one. In no other of the kindred trades, as house building, bridge building, is a combination of theoretical with practical training so much required. The extinction of the apprenticeship system was a great blow to the shipbuilding industry of the United States. And one of the benefits which will be derived from such an institution as is proposed will be a training offered to young men which will take the place of the apprenticeship system of the past. The chief cause of the overthrow of this system was the fact that it was not in harmony with the character of our institutions, and the youth of the country becoming dissatisfied its destruction was completed by the action of the trades unions.

The primary cause, however, of the decline of ship building in the United States was the lack of statesmanship on the part of our legislators, who neglected to establish steamship lines by subsidies, and American shipping not being able to compete with the subsidized lines of other countries, the American merchant marine passed almost out of existence. Finally came the Civil War, which put a clincher upon it. Since then the Lloyds (English) company of underwriters have favored English vessels to the preju-

dice of American, and have thus done much to destroy our commerce even down to the present day. Again, the foreign importers have always given their patronage to foreign ship owners.

It is the general belief in this country that the construction of iron ships was the chief cause of the decline of American shipbuilding. But such is not the case, because in the old days we were building in this country wooden ships of such superior quality, and at so moderate cost, that we brought all the world here as purchasers. But when they came to build iron ships abroad, the English underwriters favored the foreign-built iron ship, because they could build iron ships there cheaper than wooden ones. In my judgment, if wooden ships could be built in England as cheaply as in America, we never would have heard of the introduction of iron hulls, as wood is undoubtedly the more suitable material for the construction of a ship. Moreover, it is much easier to build an iron ship than a wooden one. It requires far less judgment and less mechanical skill. This every iron ship builder will admit, as nearly all have at some time been engaged in building wooden hulls. In building a hull of iron, the raw material is fashioned into any form required. Wood shaping, on the other hand, demands much more judgment and skillful treatment. This particular branch of the work was usually in charge of the most skillful mechanic in the yard, who was known as the converter.

In my opinion we have lost nothing of the art of shipbuilding; and although the best ships ever built, the American packets, have passed out of existence, the freight ships now built in the east are the equal of any we ever had. But I have not yet mentioned one of the greatest causes of the decline of shipbuilding in the United States. I mean the opportunities for the more profitable investment of money, the railroads for instance, the railroads and manufactures, which have developed to so great an extent since the war.

But the renaissance of American shipbuilding is near at hand. Our government is now building a navy, and it is found that through the lack of a merchant marine there are no sailors to man the government ships. If for no other reason, then, than this, it is my opinion that America will soon see her way clear to the establishing of a shipping and shipbuilding industry which shall be worthy of her favorable geographical location and of her position among the nations of the earth."

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COMMERCE AND TRADE

The new barkentine GRACE LYWOOD, Capt. Gilley, has arrived in Scotland on her maiden voyage, having been 35 days making the trip.

In the Bangor produce market jobbing prices are as follows: butter, 18 to 22c; eggs, 27 to 30c; new cheese, 10 to 10 1/2c; chickens, 15c; turkeys, 18 to 22c; corn, 74 to 75c per bushel; meal, 69 to 70c; oats, 59 to 60c; bran, \$1.25 to \$1.30; St. Louis middlings, \$1.35; cotton seed meal, \$1.40 to \$1.45; fine feed, \$1.30 to \$1.35; potatoes, 75 to 85c per bushel; loose hay \$8 to \$10.

The brig ship SHENANDOAH was towed down river from Bath on the 11th by two tugs. Quite a party accompanied her to the mouth of the Kennebec. The SHENANDOAH arrived in New York on Wednesday, the 18th, attracting much attention. She will sail for San Francisco about Jan. 1, and will take a cargo of wheat thence to Liverpool. She is commanded by Capt. Murphy, and has a crew of 24 able seamen and six boys, three mates, one boatswain, steward and cook. The cabin is spacious and is finished

in polished quartered oak. There are eight staterooms, all of which are as fine as those on a first class ocean steamer. The ship is to be lighted by electricity.

Portland's exports last week were as follows: SARDINIAN, 2175 lbs. cheese, 5270 lbs. potash, 5700 lbs. butter, 179 bags clover seed, 443 bbls. apples, 852 qrs. fresh beef, 6,000 doz. eggs, 1784 splints, 32 pkgs. leather, 4 pkgs. machinery. Sch. J. B. JORDAN, Demerara, 199,786 ft. lumber, 646 tons ice, 37 bbls. apples, 50 bbls. oysters, 5 bbls. pork, 20 bbls. grapes, 20 no. 39 bales hay, 5600 no. cabbages, 58 bbls. vegetables, 400 lbs. sausages, 1472 lbs. ham, 1000 lbs. tripe, 434 lbs. cheese, 12 ice cream freezers. Imports in the same line were as follows; steamer ONTARIO 102 lambs, 15,215 boxes tin plate; sch. MARY E. MCDUGALL, 184 tons wood pulp.

In the ocean freight market there have been no developments since 1st week's reference calculated to promote business, or to give an upward inclination to freight rates, which in all the prominent departments are down to the minimum point of the year. Barrel petroleum freights, indeed, have settled to the lowest level known during the history of the trade. Unfortunately, there appears to be slight chance for an early change for the better, inasmuch as we are upon the threshold of the holidays, which infavably mark a dull period. After the turn of the year, however, with the return of monetary ease and a revival of general business, it is hoped that the freight market will gradually work into a more satisfactory condition.

Among recent charters are the following: bark R. A. C. SMITH, Pascagoula to Havana, coal and iron pipe, \$2,250; barges SCOTIA, JOHN WATT and ALICE M. MINOT, Norfolk to Portland, coal, p. t.; sch. EDWARD WAITE, Portland to Matanzas, cooperage at p. t.; sch. C. J. WILLARD, Portland to Porto Rico, cooperage at p. t.; sch. R. D. BIBBER, Philadelphia to Portland, coal, p. t.; schs. FALMOUTH, H. E. WILLARD, ADDIE SNOW, GRACE WEBSTER and ADDIE JORDAN, Norfolk to Portland, coal, p. t.; schs. STAR OF THE EAST, and FANNIE J. BARTLETT, Baltimore to Portland, coal, p. t.; sch. O. H. BROWN, Norfolk, coal, p. t.; sch. GERTRUDE L. TRUNDY, Mobile or Pascagoula to Havana, lumber, \$7; sch. AUGUSTA E. HERRICK, New York to Rio Grande do Sul, \$1.30 per bbl. on and under deck.

Capt. John H. Drew, better known as the "Kennebecker" of the Boston Journal, and a retired ship master, died at his home in Farmingdale Dec. 11th, from a shock of paralysis. Capt. Drew was prominent as a literary man through the letters which he contributed to the Boston Journal on the "Cruise of the Sea Witch" and other sketches written under the non de plume of "Kennebecker." They were spicy, original, and above all, true to life - the happenings of himself and his ship's crew as told by a man thoroughly familiar with every part of his good ship. He was prominently mentioned as a candidate for Commissioner of Navigation to succeed Col. C. B. Morton, and for many years has acted as observer for the Meteorological department of the U. S. Signal Service. For the last fourteen years of his service as a sea captain he sailed in the ship SEA WITCH, owned by William F. Weld & Co. of Boston, and later by Edward Lawrence of the same place. He made the circle of the world many times and is credited with having made the fastest trip between Boston and San Francisco ever made in a sailing vessel.

SHIPBUILDING NOTES

Geo. M. Rice of Boothbay Harbor, is building a fine yacht 40 ft. long for parties

to the Westward.

Capt. H. M. Bean, the Camden ship-builder, has received the pine for the schooner building in his yard. The vessel is to be a four-master, about the same model as the MARJORIE, launched last month, but will be ten feet shorter. She is the fourth vessel that has been built in this yard for West Dennis, Mass. parties.

Wm. Beazley & Co., Bucksport, on Dec. 11th, laid the keel for a three-masted schooner that they are to build on their own account this winter. The vessel is to be 140 ft. keel, 34 ft. beam, 12 ft. hold. She will be substantially constructed of native hard woods including white oak stem and stern posts. It is intended to launch the vessel some time in the spring or early summer, it being the intention of carrying on work through the winter.

The four-masted schooner GEO. P. DAVENPORT was launched Saturday from the yard of Wm. T. Donnell, Bath. Her dimensions are as follows; 217.5 length, 42.3 breadth, 20.9 depth. Gross tonnage, 1461.48; net, 1392.76. She is owned by William T. Donnell and others of Bath, and will be commanded by Captain Angus McLeod, formerly of the KATIE J. BARRETT. She will be ready for sea in two weeks. She is fitted with all the latest improvements.

Only one vessel is now on the stocks at Thomaston and that is in the yard of J. A. Creighton & Co. This is a three-masted vessel of some 700 tons. Work is progressing very rapidly on the same and if weather permits she will be launched in about two weeks. Washburn Bros. & Co., have contracted for seven vessels to be built next season and work on the same will commence on a vessel sometime in April and will undoubtedly build three. There is some prospect that a ship may be built there next season from the yard once so extensively used by Hon. Edward O'Brien. Taking all things into consideration the ship building prospect for another season is exceptionally good and Thomaston ship carpenters are delighted.

The ship PARTHIA, built by Houghton Bros., of Bath, was expected to be launched this week. Wm. Pattee made her model and she is a fine craft every way. The official measurements are: length 260.3, breadth 44.4, depth 28.2, gross tonnage 2495.43, net tonnage 2370.68. She has a solid oak frame, southern hard pine planking. She is kneed off in three decks, for and aft knees. There are three sets of hanging knees; the fastening is as strong as wood and iron can produce. The masts are southern pine and the rigging is of wire. She is coppered, 4,279 sheets were used; the windlass and capstan is Bath Iron Works make. The accommodations are very comfortable, the cabin is ash, with cherry pilasters and panels, walnut mouldings; the forward cabin is ash and walnut. On every panel is the monogram H. B. in black. The furniture and all the fixtures are from the Atkinson House Furnishing Co. The PARTHIA will be ready for sea in two weeks. She is built expressly for California trade and is chartered to load in New York for San Francisco. Her carrying capacity is 3500 tons. When ready for sea she will cost upwards of \$125,000. She is owned by the builders and is the largest vessel they have constructed. Capt. E. L. Carter, formerly of the Armenia, is to go in command.

THE FISHERIES

In Islesford harbor last week were four Cape Ann fishing vessels ready to sail for the banks as soon as the weather would permit, having baited with the last herring of the season, as the last storm closed up the business for the year.

Portland's fish arrivals last Satur-

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day were as follows; schooner ELLA M. DOUGHY, from Cape shore, 30,000 pounds; JOHN M. PLUMMER, 80,000 pounds cod and haddock; MAUD MULLER, with 1,000 pounds cod and 7,900 pounds hake; and the CITY POINT with 5,000 pounds cod and 15,000 pounds haddock and hake.

Herring have been scarce during the past week, says the Eastport Sentinel, and it looks now as if there would not be much more work in the factories this fall. The pack has been large, prices have fallen, and there is no demand at any price. Fish packed now must be held by the packers or by some one for them until next summer.

Advices from the Boston Fish Bureau are that there is a little better trade in some lines, but, on the whole, trade is very quiet. Box herring and bloaters are very scarce and in consequence firm in price. The mackerel fleet have all arrived and the catch of sea-packed barrels for the year 1890, 1's, 16,140 bbls. and is 1,534 bbls. less than the catch last year and 313,893 bbls. less than in 1885. There have been a few arrivals of the Bank codfish fleet of the past week with light fares. No receipts of frozen herring have yet arrived. Prices from first hands are as follows: Irish mackerel \$10 to \$18 per bbl.; N. S. plain and rimmed 3's \$16 per bbl.; small \$1050 to \$11 per bbl.; unculled P. E. I. mackerel \$18 to \$20 per bbl.; African mackerel \$14 to \$15 per bbl. Large dry Bank cod \$5.50 to \$5.75 per qtl., medium \$5 per qtl. Large pickled Bank \$4.75 to \$5 per qtl., medium shore \$4.50 per qtl. Large shore \$5.50 to \$5.58 per qtl., medium shore \$4.50 per qtl. Hake \$2 to \$2.50 per qtl. Haddock \$3 per qtl; N. S. large split herring \$6.00 per bbl.; medium box herring 14c per box; 1's 10c per box; quarter oil sardines \$3.75 per case, three-quarter mustards \$3.25 per case, half oils \$5.25 to \$5.50 per case, three quarter spiced \$3.25 per case, quarter mustards \$4 to \$4.25 per case. Fresh mackerel 7 and 8 c each. Fresh haddock \$3.50 per cwt. Large fresh codfish \$3 per cwt., small \$2.50 per cwt. Hake \$1.25 per cwt. Norfolk oysters \$1 per gallon. Clams 50c per gallon. Live Lobsters 8c, boiled 10c each.

MAINE SHIPPING

Amount of Shipping Owned in this State in 1880 and 1890

The committee on shipping, have tabulated the returns made by the town assessors to the valuation commission, showing the number of tons of shipping owned in the State for the year 1890. These have been compared with the returns for 1880, showing a decrease for the ten years ending with 1890 of 167,049 tons. Though within the past two years shipbuilding has revived in some parts of the State, it is found that the greater portion of the vessels built are for parties living outside the State. This fact is used as an argument by those who believe Maine's tax on shipping should be reduced. The amount of shipping by counties is quoted below:

Counties	1880 Tons.	1890 Tons
Androsc.	121	
Cumb.	82,334	47,749
Hancock	36,785	28,245
Kennebec	3,067	8,687
Knox	84,931	64,888
Lincoln	37,244	16,936
Penobscot	17,993	14,672
Sagadahoc	104,222	57,990
Waldo	46,771	23,038
Washington	46,395	36,977
York	11,326	4,671
Totals	471,068	303,969

From the above table it will be seen that the amount of shipping has largely

decreased in nearly every county with the exception of Kennebec.

26 December
Page 1.

Messrs. T. A. Jones & Jewell Granite Co. have placed in position a fine granite monument for the late Capt. Otis Gilmore, in the cemetery at Brewer. This work is of a late design, built of Hallowell stone, with Lincoln granite base, and presents a beautiful appearance.

Page 2.

A MARITIME BOARD OF TRADE ITS MISSION TO HAVE CHANGE OF THE DEVELOPMENT OF OUR MARITIME INDUSTRIES.

Throughout the country the local boards of trade have been the means of wonderfully developing the resources of their respective localities. The recent land booms are all the results of boards of trades. The inducements offered to capital to locate in different sections of the country are due to the painstaking efforts and public spirit found dominating in boards of trade. Large and valuable grants of lands, and sometimes buildings, as well as an exemption from taxation for a given period of years, has developed in the rivalry engendered between competing boards of trade to obtain the establishment of large manufacturing industries in the cities or towns they represent. So, it has come about, that the term "Board of Trade" in this country is synonymous of advanced public spirit and commercial progress.

The establishment, therefore, of a Maritime Board of Trade, or a body of Government officials, which shall have charge of the development of our maritime industries, and the regulation of them as well, may well be viewed by our people as a consummation to be devoutly wished. The unprecedented prosperity of England's shipping is due in large measure to the work of her admirable Board of Trade, an institution clothed with immense powers, and which powers have been used with a view alone to the development of her maritime resources, with a success which commands the admiration and envy of all other maritime nations.

Hence it was that the International Maritime Conference recently held at Washington was unanimous in the recommendation of the establishment of a National Maritime Board of Trade, and so it is that the advocacy of such an establishment is becoming universal throughout the country. Congress, at the close of the last session, requested that the Secretaries of State, Treasury, War and Navy prepare a bill for introduction in the coming session of Congress, which should embody the views and recommendations of the International Maritime Conference. The Commission appointed by the officers above referred to have been and still are, we believe, holding meetings open to the public, and to which the public is invited to offer suggestions, after which they will draft a bill, as desired by Congress.

A revolution in the relations of our Government toward shipping is quite likely to result from these conferences and inquiries, and it behooves the friends of shipping, who have in mind any measure likely to benefit that industry, or its associate industries, to immediately reduce their views to writing and present them in sufficient time for consideration by the Commission referred to. The Commission which is at present considering these matters, it may be helpful to our friends who wish to communicate with it to know is presided over by Supervising Inspector-General of Steam Vessels, James A. Dumont, and we are sure that any communication addressed to him, or to the

commission, in his care, at Washington, will receive courteous treatment and the consideration it deserves.

The contemplated range of the duties of this Board are vast and infinitely far-reaching, including, as will be seen, the Steam and Sail Vessel Inspection Service, Bureau of Navigation, licensing of all officers of vessels, Life Saving Bureau, Marine Hospital Service, Coast Survey, Lighthouse Board, Hydrographic Service, together with a representation of six civilian members of the different interests affected, including an admiralty practitioner and underwrites representation. It will be seen that the powers proposed to be granted to the Board, while comprehensive, will be necessary to a proper administration of the vast interests affected.

We believe, therefore, that what the British Board of Trade has done to develop and foster her shipping, an American Maritime Board of Trade would accomplish for our people, the possibilities here being far greater, owing to the much larger population and the greater resources of the country. Our immense seaboard deserves and demands a commerce commensurate with its vast extent, and the interior commerce of this great country is capable of being handled in harmony with the foreign demands for our products.

The establishment of a bureau of the character here discussed, with powers sufficient to give effect to measures helpful to the development of our merchant marine, is most urgently needed, and we believe that the agitation now so general throughout the country for such an establishment will be met in the right spirit by Congress, and we look hopefully to the enactment of such legislation this winter as will inaugurate a vast boom to our struggling shipping.

[Sea Board.]

Page 4.

There is another cause for gratification at Bath and the Bath Iron Works over the recent award of the contract to build the AMMEN RAM, for the Navy. The building of this vessel is a greater undertaking than the two cruisers now in process of construction, but the Bath Iron Works are admirably fitted to cope with such an undertaking, and may be depended upon to carry things out directly to the letter. This contract means continued prosperity for the city of Bath for some time.

MORE GOOD NEWS FOR BATH THE BATH IRON WORKS SECURE THE CONTRACT TO BUILD A DE- FENCE RAM

A telegram received at the Bath Iron Works states that Gen. Hyde is successful in his bid for that heavy war vessel known as the AMMEN RAM. This means that a million dollar job has been placed here, which will make steady employment for several hundred additional men there. It also means an enlargement of the plant, for another cradle must be built, work on the ram being in order before the two cruisers will have been launched. This cradle will be built in the yard from which the Morse Bros. recently launched their schooner, just south and a part of the present yard of the works. As the preparations to be made on the vessel itself are extensive before the keel can be laid, the work of pile driving for the ship's support will not begin until spring.

A Washington dispatch says: Secretary Tracy referred the bid to the Board of Construction, consisting of the chiefs of the bureaus of construction, engineering and ordinance and this morning they reported to him that in their opinion the contract should be awarded to the Bath company, provided the objections to the clause were withdrawn.

They preferred this course to readvertising or building the vessel in the navy yard. The president of the Bath Company, Gen. Thomas Hyde, who is now in the city, was consulted and agreed to the conditions.

The defence ram is a vessel designed to a little over 2000 tons. She is to be used wholly in home waters. Armed with a powerful ram, and provided only with rapid fire pieces, she is intended to engage and destroy her enemies by means of her powerful beak. To further insure her fighting efficiency she is to be provided with water compartments which, on being filled will sink her deck to within a few feet of the surface of the water. This deck will be heavily armored and effectually prevent the ingress of any hostile shells. The ram is the design of Rear Admiral Daniel A. Ammen of the United States navy. It is calculated that one or two vessels of the Ammen type will effectually prevent the passage of a hostile fleet up New York or Boston harbor. The ram must be completed inside of two years from the date of issuing the contract. She was authorized by Congress during the last session. She will cost in all considerably over \$1,000,000.

Page 8.

COMMERCE AND TRADE

There were shipped from (?) station for the week ending Dec. 20, the following carloads of goods: leather 2; shingles 1; potatoes, 22; lumber, 4; miscellaneous, 5; cattle, 1; extract, 2; starch 2; hay 3; laths, 1; total, 43.

The cotton exportations from the Passamaquoddy district in November was 412 bales of cotton, or about 206,000 pounds, valued at \$20,600 as against 185 bales in the corresponding month in 1887, containing 92,500 pounds and valued at \$9,250.

A project is said to be on foot to construct a "brick" fleet to ply between the various brick yards along the Coheco and Piscataqua rivers during the summer time and transport the bricks to Boston. The design is to build several scows upon which the brick would be loaded and then have a steam tug tow the fleet to its destination. It is claimed that the business is sufficient to pay good profits on the capital invested.

The Portland Marine Society have elected officers for the ensuing year as follows: President, Jacob S. Winslow; Vice President, Chas. A. Plummer; Secretary and Treasurer, William Leavitt; Committee of Relief, Enoch G. Willard, Chas. H. Chase, John W. Deering, Edmund H. Norton, James Keazer; Finance Committee, Chas. H. Chase, John W. Deering, Frank C. White. A unanimous vote of thanks was passed to the retiring President, Captain Charles H. Chase.

Portland's exports last week were valued at \$377,469. Cargoes were as follows: Steamer TORONTO 67,113 bu. peas, 4,235 sacks flour, 738,320 lbs. cheese, 396,500 lbs. bacon, 16,900 lbs. butter, 58,150 lbs. poultry, 133 bags clover seed, 832 bbls. apples, 1,539 cases evaporated apples, 20 pkgs. leather, 18 pkgs. effects, 15 pkgs. emery wheels. Steamer ONTARIO, 40,250 bu. peas, 8,000 bu. wheat, 756,480 lbs. cheese, 273,710 lbs. bacon, 85,600 lbs. butter, 101,000 lbs. sulph bread, 137 pkgs. leather, 125 cases canned goods, 3,229 sacks flour, 412 head cattle, 657,737 ft. lumber, 3,777 pickets. The imports were; Steamer PARI-SIAN 4,952 boxes tin plate.



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15' WALKER BAY GENERATION 450 INFLATABLE, 2016. With Yamaha F70 Outboard – 95 hours and 2016 Venture trailer. \$19,900. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com



18' LUND OPEN FISHERMAN, 1988. Powered by 2000 Yamaha 50hp 2-stroke engine. Includes Calkins bunk trailer. \$8,900. New Meadows Yamaha Freeport. (207) 869-4008.



18' NAUTICA 180, 2006. Powered by 2019 Yamaha F115hp engine. High end rib and rigid bottom. Very clean and well maintained. Engine runs well. \$29,500. New Meadows Yamaha Freeport. (207) 869-4008.

POWER



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine. Extras include, 9" Garmin GPS/depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/heated. \$47,000. New Meadows Marine, (207) 869-4008.



21' BOSTON WHALER CONQUEST, 1998. Powered by Yamaha F200 engine with new controls. Optional repower with a used Yamaha F250 engine with new controls at \$42,500, or new Yamaha F225 or new F250 at \$50,000+. Includes radar, chartplotter, depth sounder, Fusion stereo, cushions and eisenglass enclosure. Calkins roller trailer. \$39,900. New Meadows Yamaha Freeport. (207) 869-4008.



21' SCOUT 215 XSF, 2023. With Yamaha F150 outboard and 2022 Venture trailer. Midnight blue hull color, ski pole, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.

POWER



21' SCOUT 215 XSF, 2022. With Mercury 150XL outboard and 2022 Venture trailer. Midnight blue hull color, custom canvas console cover, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



21' SCOUT 210 XSF, 2015. With Yamaha F150XB – 233 hours and 2015 EZ Loader trailer. Very clean with many factory installed options. Asking price \$48,500. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



21' ZODIAC PRO 650, 2017. With Yamaha F150XB – 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$58,500. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



23' SAILFISH 236 CC, 2002. With Yamaha 200 hp Saltwater Series II outboard – 946 hours. Radar, GPS, DF, VHF radio and outriggers. NO TRAILER. Asking price \$19,900. Call

POWER

for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



24' REGAL 242 COMMODORE CRUISER, 1997. Powered by Mercruiser V8 I/O engine. Engine runs well. Outdrive in good shape but needs new bellows and v-joints. Small galley below. \$9,500/Best Offer. New Meadows Yamaha Freeport. (207) 869-4008.



24' SCOUT 245 DORADO, 2002. With Mercury 300XXL Verado V8 AMS factory pearl fusion white o/b, full black hull color, Garmin VHF radio, fiberglass hardtop, bow cover, cockpit cover, 2022 Venture tandem axle trailer. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



24' SHAMROCK 246 WALKAROUND, 1998. With PCM Sea Max inboard – 289 hours and 1998 Load Rite trailer. Very clean and well maintained. Asking price \$18,900. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



25' LARSON CABRIO 254, 2002. With MerCruiser 250 hp I/O – 503 hours and 2002 Venture tandem trailer. Asking price \$23,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com

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29' BLACKFIN COMBI 29, 1988. With twin 2002 Yamaha F225TXRB – 257 hours. Ready to fish. Asking price \$39,900. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103; www.cascobayyacht.com.

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