

Maine Coastal News

Volume 36 Issue 7

July 2023

FREE

The Lobster Boat Racing Season is in Full Swing!



Ryan Lemieux's new boat OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] leading Tom Clemons' FOUR LADIES up the course in Diesel Class N at Boothbay.

BOOTHBAY – There were only brief rumblings around the coast this winter and spring as to new boats, repowers and just who would come out for another year of lobster boat racing. The Boothbay Harbor races, being the first of the year, usually answers some of those questions, but also it is early in the season and some boats are not ready yet. However, the real question was the weather as rain was forecast for both days and that could mean a low turnout.

Friday afternoon (16 June) racers gathered at Brown's wharf on the east side of the harbor. By early evening there were a dozen boats on the dock and so far, the weather was holding off. Would the meteorologist be right that the rain would move in that night and continue until Sunday AM, unfortunately this time he was correct.

Early morning brought light showers and sign-ups were steady and, in the end, there were 38 boats registered to race. This meant there were a number of classes with no entrants (Gasoline Class A (Four and Six Cylinder, 24 feet and over), B (V8, Up to 383 cid, 24 feet and over), D (376 cid and over, 24 feet and over (Non-working racer), E (Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous), Diesel A (Up to 235 hp, 24 to 31 feet 11 inches), B (Up to 235 hp, 32 feet to 39 feet 11 inches), G (436 to 550 hp, 28 to 35 feet 11 inches), O (Non-working boats, any length, any

horsepower) and Wooden Boat A (Any hp., up to 35 feet 11 inches)) and to speed things along we would combine some of the races to make it more interesting.

The rain at the start was still light, when the two boats in Work Boat Class A (Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old) headed up the course. Will Clifford's 10-foot inflatable took the top spot followed by Annabelle Kimball in NUGGET [Holland 14; 30-hp Honda]. NUGGET headed back down to compete in Work Boat Class B (Inboard, Outboard or Outdrive, 31 to 90 hp), this time with Cameron Murphy at the helm and since there was just one boat Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda] in Class C (Inboard, Outboard or Outdrive, 90 hp and over) they were run together. There were six boats on the line in Class B and when the flag dropped Andy Correa [Boston Whaler 17; 70-hp Evinrude] jumped into the lead and never looked back. Back a couple of boat lengths was Mason Vintinner's SCREAM TIME [Corson 16; 90-hp Mercury], followed by Jacob Noyes' ZIPPIN' TOO [Corson 15; 90-hp Nissan].

In the Fastest Working Lobster Boat – Boothbay the easy winner was Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania]. Second went to John Albaum's BELUGA followed by Caleb Knapp's EVANGELINE [38' J. Ervin Jones;

375-hp Caterpillar].

The only boat in the gasoline classes was Jim Koehling's BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] in Class C (V8, 376 to 525 cid, 24 feet and over).

There was no one in the first two Diesel Classes and Classes C (236 to 335 hp, 24 to 33 feet 11 inches) and D (236 to 335 hp, 34 feet to 39 feet 11 inches) were combined. The battle was between the top boat in each class and the first over the line was Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar], the winner of Class C, and Mark Davis' WHISKEY GIRL II, winner of Class D. Right behind the two front runners was Adam Kimball's MISS ATTITUDE [Holland 32; 265-hp John Deere] for second in Class C. Diesel Class E (336 to 435 hp, 24 to 33 feet 11 inches) and F (336 to 435 hp, 34 feet to 39 feet 11 inches) were combined at that made for a great race between Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] in Class E and Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins] in Diesel Class F. As the two came up the course, but AUDREY MAY just did not have enough to get by and finished just behind FAITH MELLE, both winning their respective classes. Second in Class E went to Jake Dugas' GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins]. Diesel classes H (436 to 550 hp, 36 feet to 39 feet 11 inches) and I (551 to 700

hp, 28 to 35 feet 11 inches) were combined and Gary Genthner's LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT], Class I, jumped right into the lead and never looked back. Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] had made a couple of changes, but he just did not have enough to get by crossing second. Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT], in Class H, did make a valiant effort to stay with them, but crossed just a couple of boat lengths back. Second in Class H went to TUNA WISHING [West Bay 37; 450-hp Cummins], owned by Jason West of Steuben. Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] from Searsport slowed about three-fourths of the way down the course with an overheated engine and needed to be towed off the course. Classes J (551 to 700 hp, 36 feet to 39 feet 11 inches) and K (701 to 900 hp, 28 feet to 39 feet 11 inches) were combined and the boat to beat was BLUE EYED GIRL and there was a threat from Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] from Stonington. These came off the line together, but as they made their way to the finish BLUE EYED GIRL inched into the lead and won by a boat length. Next over was Sean Clemons' MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] of Harpswell, which took first

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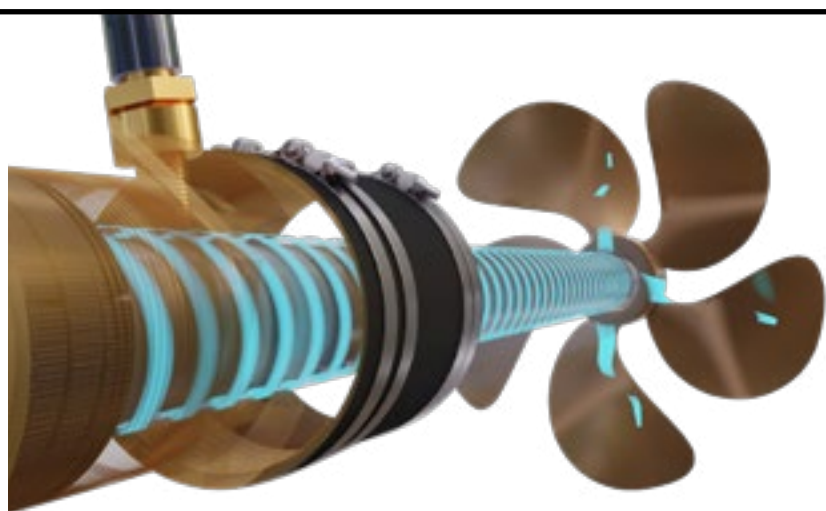
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history.

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Editor-in-Chief	Rachel Elward
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Advertising Deadlines: The deadline for the August issue is July 14.
The deadline for the September issue is August 11.

Publisher's Note

It was a spring of applying primer and sanding it off on SARI ANN I, in between getting the paper written and distributing it. SARI ANN I was sitting in Journey's End's north yard by where the schooners AMERICAN EAGLE and HERITAGE dock. Despite the hours of sanding and painting it was an enjoyable time. I would have loved another couple of weeks of good weather, but there is a point where you have to decide, do you want to keep working on her in the yard or do you want to use her out on the water. I was able to get four coats of primer on and at that point she looked okay, certainly not perfect. Then came a week of rain, but the night before that started, I was able to get a final coat on and I am glad I did as it would have delayed the launching at least another week. With race season fast approaching I needed her in the water to see what other issues needed to be dealt with.

I came up from three days in New Hampshire to find SARIANNI in the slings ready for launching. However, there was already a problem, the engine, a 3208 Caterpillar, did not start. They thought it was the starter, so knowing there was one in Brooklin that I could get as soon as I got there, off I went. Got back to the boat, but by now it was late in the afternoon and everyone had gone home. Noah, my stepson, came down from Front Street Shipyard, where he works, and put the starter in. Then we hit the key, nothing. The next morning they discovered that the ignition wires were not right so they rewired that and she fired right up. Oh yes, another problem surfaced as the alternator was not charging. They quickly removed it and sent it out to be redone. This meant that we would have to wait until Monday to get it back.

Over the weekend Ann and I worked

putting more paint on. We primed and put final coats on the berths, primed the coamings and the house. When we left late Sunday night, she looked a lot better, but there is still a long way to go.

On Monday morning came the call that she was all set and ready to go. With the races in Boothbay and Rockland this weekend it did not make sense to bring her up to Searsport, only to go back in three days. I still needed to get some things done for the paper, but I snuck over when I could to do whatever I could to get her more prepared for running around.

Trying to coordinate the weekend of racing with CINDY JEN and SARI ANN I was turning into a major headache. I was hoping to take SARI ANN I to Boothbay, but it was going to be a challenge. When you do the signups for the races you have to be there as the race committee of each venue is counting on you. I finally decided to get CINDY JEN to Rockland and leave both boats there for Sunday's racing. Fortunately, I had a room at the Tugboat Inn in Boothbay and late Friday morning I headed by vehicle to Boothbay. There was a little mix up when I got to the Inn as they made my reservation for the following week, but it worked out. Then over to Brown's Wharf to see who was there. With the walking bridge out you had to go all the way to the head of the harbor and walk around. I certainly got my steps in that day.

Saturday morning it was over to Brown's and start sign ups. I had painstakingly put together all the files I needed to do sign ups. I fired up the computer, put it in the memory stick, only to discover that I had not put the files on it. Plan B was now developed.

Continued on Page 6

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Rusticators on the Water
Working the Sea
In Extremis: Historic Ships in America (to 5 August)
Sam Murfitt, Maine' Working Waterfront (6 August to 15 October)
Searsport's V-ALT Students Present
At Home, At Sea: Searsport's Maritime Stories
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Women Behind the Lens
SeaChange: Darkness and Light in the Gulf of Maine
Featured Finds
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Native Waters, Native Lands
Our Place, Our Stories
A View From My Window
This Unique Place: Paintings & Drawings by Jeff Weaver
Fitz Henry Lane Gallery Re-Envisioned
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Re/Framing the View: Nineteenth Century American Landscapes
Common Ground: Community Stories
Local Artist Showcase
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Fish & Forest
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Mystic, CT
Info: mysticseaport.org

2023

JULY

1 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607

1 PYC Schooner Trophy Race
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

8-9 Quahog Quest
Centreboard Yacht Club
South Portland
Info: regattaman.com

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

9 'Round Southport Race
Southport Yacht Club
Southport
Info: SouthportYachtClub.org

14 RBC Paper Cup Challenge
Rockport Boat Club
Rockport
Info: jahamilton33@gmail.com

15 Open House
Portland Yacht Services
Portland

15 PYC Casco Bay Fiasco
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

20-22 Friendship Sloop Society Home coming
Rockland Public Landing
Rockland
Info: <https://www.facebook.com/groups/44143959792>

22-23 BHYC Regatta & Shipyard Cup
Boothbay Harbor Yacht Club
Boothbay
BoothbayRegatta.com

23 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

27-29 Camden Classics Cup
Lyman-Morse, Camden
Camden
Info: camdenclassiccup.com

28-29 Downeast Challenge
Marblehead Yacht Club
Marblehead, MA
Info: regattaman.com

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

AUGUST

3 Castine Classic Yacht Race
Castine Yacht Club
Castine
Info: castineclassic.com

3-6 Monhegan Island Race & Seguin Sprint
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

4 Camden to Brooklin
Camden

5 Eggemoggin Reach Regatta
Brooklin

12 The Third Annual SailMaine Festival
Portland
Info: sailmaine.org

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

13 Merritt Brackett Lobster Boat Races
State Park Restaurant
Pemaquid
Info: Brent Fogg (207) 350-7163/563-6720
Sheila McLain (207) 677-2100

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

Lyman-Morse Fabrication

ROCKLAND – Hidden behind a car dealership on the road leading out of Rockland to Thomaston, you will find Lyman-Morse Fabrication. It has been quietly operating for a number of years, but recently more people have taken notice of the interesting projects they have been turning out. I had received a call from the shop manager Jonathan Egan regarding Maine Built Boats, so when I stopped in, I was amazed at the aluminum boats they had under construction.

Jonathan started at the shop at the end of 2011, he explained, “Cabot Lyman bought it in the late 90s, I believe. He was running out of room down in the Thomaston boat yard. They had a small shop there with about 12 fabricators all elbow to elbow and he needed more space. At the time they were just building boat hardware for themselves. The structural steel shop that was here before Lyman-Morse bought it, the guys had some sort of issues, so they ended up selling the shop. When I got here it was a fab shop. At the time they had a project in house for a large canopy for Brook College in Manhattan. I was kind of hired to help with that project. It was a stainless steel, aluminum and composite blend which made essentially an aircraft style wing structure. It just stood out from the building with no braces or support from underneath or above. It was just a very rigid structure and it was huge and took up probably a third of this shop. It took us about six months to build and a lot of that was in the night, a long project. After that went away there really wasn’t much happening. The crew came way down to, I think, there were only about four people in the shop. We had to go find work because it just wasn’t going to sustain itself, a building of this size, with a crew, wasn’t going to bring in the kind of money we needed.”

Out they went looking for work. One of their customers is right around the corner, Dragon Cement. “We have had a great relationship with them over the years,” said Jonathan. “They bring us parts that are worn out and we will build them new ones and send them back. We built on that relationship. That was the one that really helped us get off the starting blocks so to speak. Then were a lot of other customers who came along through cold calling and networking. Over time that started to grow and grow. We created a website and did some targeted advertising. We added some machines. Drew (Lyman) has been really good about investing in new equipment for us. We got probably three or four CNC machines. We didn’t have any CNC technology in the shop when I first started and that has really helped. That is one thing we have done better is we’ve managed to stay up with technology and invested in the training for our guys to be

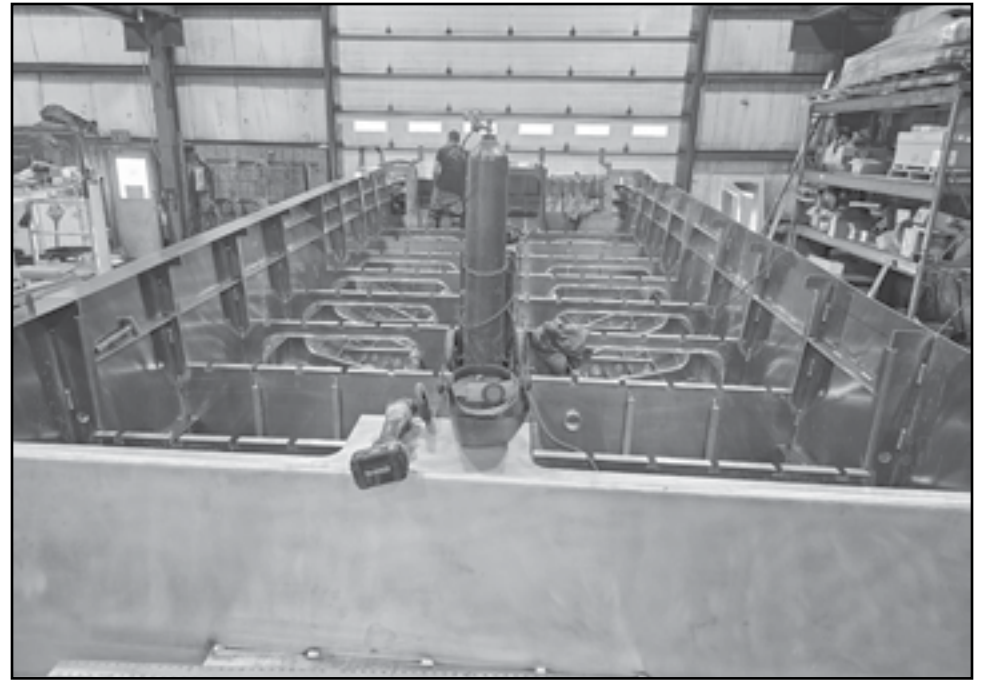
able to do in-house design work. If a customer comes to us with a loose design our guys will create it in the computer, a 3D model. Our machines understand the 3D model software so we can send that straight to our cutting table, straight to our press break and it is a very expedient process. That ensures accuracy and limits the amount of re-work. Doing it the old school way, taking a paper napkin or whatever and just building it and the customer showing up and saying, ‘That is not what I wanted.’ Those days are gone.”

Lyman-Morse Fabrication does build all sorts of metal watercraft, but they have branched out to other fields. On the wall in the conference room was a cutting head for a seaweed harvester. “We take the customer’s design,” explained Jonathan, “then we look at it and say how are we going to make this in our shop with our equipment? How is it going to benefit us and the customer? We spend a lot of our time reengineering, or value engineering. It needs to be very buildable.”

As for the boats under construction, they have a 33-foot catamaran water taxi powered with twin 350s, for a customer in New York, a 28-foot landing craft and a 26-foot research V-hull. “Work boats certainly are becoming a big part of what we do, I think there is going to be a big future in that,” added Jonathan.

They just launched a small aluminum buoy tender for the State of Maine Bureau of Parks and Lands. She was designed by Response Marine of Newburyport, who they have built a good relationship with over the years with. This boat was 23-feet in length and was powered with twin 115-hp Yamaha outboards. It even had a little bow thruster. Jonathan explained, “They use it for deploying and retrieving concrete buoy mooring anchors. They spend a couple months in the spring, long days, deploying these out and then in the fall take them out all over the State of Maine. They already have a fleet of boats but they wanted to try an aluminum one. What they have now are the Boston Whalers and they are quite heavy boats. They are also nearing the end of their lifespan, so they wanted a different option.”

In New York City they lose millions and millions of gallons of water through leaks in the aqueduct system. One interesting project they did was an aluminum ROV winch, which contains 3½-miles of 3,000-volt cable on it, which is introduced into the aqueduct system to find leaks. They were having problems with the ROV having to shut down through overheating of the cable because it was on a steel winch. The cable was heating up within 20 minutes and then they would blast cold air on it trying to cool it. They found that they could not cool it fast



One of the catamarans under construction at Lyman-Morse Fabrication in Rockland.

enough. They reached out to J. F. White, a construction firm and asked Barry Griffin to come up with a solution. He made the winch out of 100 percent aluminum and the aluminum will automatically draw the heat out. The first winch they built for this company was an umbilical winch, again aluminum, for a one atmosphere dive suit. So, it was an aluminum cast suit and it had articulating arms and legs, it was just like the old school dive suit but it was super modern and the idea is you can get right down into the sand and use your little claws and kind of sift through the sand to find artifacts.


They have just received an order for a 30-foot landing craft for a customer from Camden so that will be started soon.

Jonathan is a native of England and met his wife Arissa, who is from Troy, Maine,

in England when she was there in school. Jonathan added, “She had an opportunity to come over and do some sort of arts program. I was in the military and was stationed in Plymouth which is way down in the West Country. She had gone to visit a friend in Exeter, which is down towards Plymouth, and the two of us hopped on the same train and she kicked me out of her seat. We lived apart for a couple years, got married then she moved over and we lived there together for six years while I worked out my time in the military. I was in the Royal Marines Commandos for eight years. Before I left the UK, I went back to school for a couple years and did a technical school, a welding engineering course. They dove pretty deep into the


Continued on Page 7

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James Ferguson Millinger

TOPSHAM – James Ferguson Millinger was born in York on Feb. 5, 1935. He died in Topsham on May 5, 2023. Jim was the son of Mrs. and Rev. Walter H. Millinger, pastor of the First Parish Church in York from 1929 to 1952. When he was twelve, his mother bought a cottage on Chebeague Island where the family continued to summer. He graduated from York Junior High School and The Frederick Gunn School in Connecticut. He worked during his college summers as a Casco Bay Lines captain.

After graduating from Princeton University with Honors in History, Jim served in the Seventh Fleet in the USNR, being discharged as a Lieutenant. He attended graduate school at the Universities of California at Berkeley (M.A.) and Yale (Ph.D.) after which he taught Chinese History at three universities in New York City, Connecticut and California. In 1979 he was appointed Dean of the Sea Education Association in Woods Hole, Massachusetts, holding that position for seven years, then became a full-time teacher of Maritime History, Marine Policy, and Sea Literature. In his twenty years at S.E.A. he sailed as a mate and teacher of Nautical Science on S.E.A.'s two large oceanographic research sailing vessels on thirteen six-week research trips in the waters of the Northwest Atlantic from Venezuela to the Grand Banks of Newfoundland. Jim happily combined a life of teaching and

seafaring.

Retiring from S.E.A. in 1999 he returned to Chebeague where, as a licensed Master Mariner, he was employed for five years as a part-time captain for the Chebeague Transportation Company. He also skippered power and sailing vessels elsewhere on the Maine coast, his largest command being the 151' four-masted schooner Margaret Todd, sailing out of Bar Harbor. As an FAA commercially-rated pilot of single engine aircraft (land and sea) and gliders, he flew in the skies of California and New England, made one cross country delivery flight from Kansas to Connecticut, and soared in the skies of California and Arizona.

Jim was an active volunteer, serving in many capacities on the Board of the Chebeague Island Historical Society; as a docent at the Portland Harbor Museum and chair of its Exhibit Committee; leading discussions of sea literature for the Maine Humanities Council; serving on the Board and as Secretary of the Maine Historical Society; and lecturing on things maritime for the Road Scholar Program, the Smithsonian Institution, and at the Portland Harbor and Maine Maritime Museums.

In addition to scholarly review articles, he contributed entries on maritime subjects to The Encyclopedia of New England, Encyclopedia of American Literature of the Sea the Great Lakes, and the Oxford Encyclopedia of Maritime History. In 1993 he published a little book about the vessels on which he worked in his youth on Casco Bay, The Nellie Gs of Casco Bay, and in 2007 he published another: Chebeague Island. Jim moved ashore to Topsham in 2009 where he continued to lecture and lead discussions, and became an active participant in contemporary Portland waterfront issues.

Jim leaves behind his companion of 40 years, Charlotte Pomeroy Hatfield (Pom), of Topsham, and her fine family; a daughter,

Jenny Nadine Millinger, of Phoenix, Arizona; a sister, Susan Pingrey Millinger, of Shutesbury, Massachusetts; and five nieces.

He was predeceased by two sisters: Phyllis Whittier Millinger and Carolyn Godfrey Millinger Holland.

A gathering to celebrate Jim's life will be held early July on Chebeague.

Contributions may be made in Jim's memory to the Stephen L. Ross Scholarship Fund on Chebeague. Sent to Maine Community Foundation; 245 Main St.; Ellsworth, ME 04606; attn: Stephen L Ross Scholarship.

David Winslow

On Saturday, May 13, 2023, Charles David Winslow passed away at Miles Memorial Hospital with loved ones by his side. David was 61.

David was born at St. Andrews Hospital in Boothbay Harbor on December 19, 1961, to Eliot and Marjorie Winslow of Southport. Being the only child born into this maritime family, his birth announcement listed him as "Assistant Pilot," and recorded his birth statistics in nautical terms such as time of launching, gross tonnage, displacement, and length on the waterline, as opposed to more traditional forms of measurement.

David attended Southport Central School through eighth grade, and Boothbay Region High School for his freshman year, until ice hockey lured him away to North Yarmouth Academy for his remaining high school years. While there, David was captain of his hockey team, where he was known to be a very strong defenseman.

David went on to attend Kimball Union Academy for a post-graduate year. It was at KUA where David found a lifelong friend in fellow hockey player and roommate Scot Barry, then of Massachusetts. David led his hockey team to a 25 and 3 record that year. Following KUA, David enrolled in New England College, mainly as he said, to play hockey. Upon receiving his end-of-year grades from college, and per his parents' suggestion to make a better investment, David went on to obtain his captain's license and began operating tugboats in the family business.

At the young age of 25, David became co-owner of The Portland Tugboat Company, where he began docking ships in Portland Harbor. This venture continued for ten years, at which time David chose to go out on his own, while also running the family business, Winslow Marine. David continued running this business, as well as other entities, until his passing. He often said that operating a tug and barge business was where his heart was, and he never saw himself doing any other type of work.

David was predeceased by both of his parents. At the time of his passing, he maintained a home in Falmouth and his childhood home on Southport Island. He leaves behind his life partner Lisa (Miller) Clarke and her daughters Alexandra and Nicole, whom he loved as his own; David was so proud to have them in his life. He welcomed everyone into his home and especially loved the times when the house was filled with friends.

David will be missed by many. He leaves behind cousins, numerous childhood friends like Hugh Thompson of Southport, and many who also grew up exploring the waters of Love's Cove and the Boothbay region, as well as his working waterfront compadres around the country. David was a colorful storyteller with a sharp wit; one could always count on having fun and sharing much laughter with him. He was humble and a quiet supporter of those in need; his generosity touched the lives of many.

A private waterfront ceremony in Love's Cove is scheduled to honor David. Friends and family are asked to gather at Robinson's Wharf, formerly owned by the Winslow family, for a celebration of David's life from 11:30-2:30 on Saturday, July 29th, at which time we welcome the sharing of fond memories of David.

In his honor, and per David's wishes, please consider a donation to: Rebuilding Together-Lincoln County, PO Box 22, Boothbay Harbor, ME 04538 or to an organization of your choosing.

Become a Member of the Maine Lobster Boat Racing Association!



Remember you need to be a member to eligible for year-end awards!

Send \$50 per person/boat which includes dinner at the Annual Meeting and Banquet at Robinson's Wharf, Southport Island at 5 PM on 16 October

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Publisher's Note

Continued from Page 4

I had printed out some of the entry forms for those I thought would be there, for the rest I could use the long form. It worked out in the end.

For Sunday I had two people signed up to run my boats in the races. One of them, Al Strout, was going to sleep on SARI ANN I, but when he got there, she was cold so he booked it for home. He winters in Florida and I completely understood. My other skipper, Alonzo Alley, arrived and we decided to try and run both boats with one person, which in the end did not work out too well as I did not want to hold up the racing so we could switch boats. CINDY JEN did

Gasoline Class A, but missed the Gasoline Free-for-All and Wooden Boat A. SARI ANN I did just Wooden Boat B and that was a race against her former owner Vance Bunker who beat us in SARI ANN.

After the races we decided to leave CINDY JEN on the dock and come back for her the following day as the seas were still pretty good out in the bay and I did not want to take a chance and open a seam or something. As we headed out with SARI ANN I we did a little pounding through the waves, which were maybe three or four feet in height for a while. The winds and seas calmed more and more as we neared Searsport. Only problem, as I was getting into the Searsport anchorage the engine spit, sputtered, and then died. We were out of fuel in the port tank. I was told that she had two tanks totaling 300 gallons, one was full and the other 2/5ths full, so about 60 gallons. I figured 60 gallons was more than enough to go from Rockland to Searsport, less than a two-hour run at 14 knots. My thought is the tanks are not 150s, but I will be able to answer that question when the diesel truck comes this week to fill her.

Still overall, it was a great weekend and even though it is absolutely foolish to own two boats, especially wooden ones, I still want to keep them both.

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PASSED OVER THE BAR: MILLINGER-WINSLOW-BARSTOW



James S. Barstow III

TENANTS HARBOR — James S. “Jim” Barstow III, longtime captain and owner of Monhegan Boat Line, passed away unexpectedly, following a brief illness on Wednesday, June 7, 2023, at the age of 79.

Born in St. Louis, Mo., on Sept. 21, 1943, Jim was the firstborn child of Margaret and James S Barstow II. His childhood home was Brooklyn, N.Y., where his father was editor for the New York Herald Tribune. In stark contrast to the streets and culture of New York City, he spent every summer on Monhegan Island, which offered an abundance of nature and hard work on the ocean. Over the years he would also spend significant time with his extended family around New York. He spoke fondly and often of the time he spent in all of these places and the

Lyman-Morse Fabricaion

Continued from Page 5

background of welding. When I moved over to Maine, I struck up a conversation with a guy who was at Wayfarer, the HR guy, Jeff Lewis. They didn’t have any positions so I ended up going to work for Lie-Nielsen. I was there for only a few months and then Jeff called and said they would like to bring me on, so I went over and worked there for a few years before coming to Lyman-Morse. I used to go to Rockport Steel and pick up bits of material when I worked at Wayfarer and they were out one time so I came over here and got talking to the guys.”

What is the future? “I think more work boats are what we are going to see,” said Jonathan. “We are still going to continue with satisfying our regular client base and keep trying to expand that as well so I kind of see two lanes here for us, work boats and everything else. You really have got to be willing to adjust. I think that has been a strength of ours here at the fab shop. Drew saw around 2012 that it was slow and there were no luxury yachts being built. We did pick up business here and that was a big sign to him that he needed to diversify the company and that is what he has done. He has focused heavily on that.”

perspective that each afforded him. It was an eclectic youth that gave him character, wit, an unparalleled work ethic and an unwavering appreciation for family.

Summers on Monhegan nurtured a deep and lasting love of the ocean, and Jim was happy to attend high school aboard the John W. Brown, a maritime training ship berthed in New York Harbor where he was an active member of the crew team. Run much like the military, he thrived and excelled in the structure and discipline, graduating in 1961. After high school, Jim joined the merchant marines, working on tugboats and eventually tankers for Mobil Oil, enjoying his work immensely. Deeply entrenched in the community and life on Monhegan, he frequently returned there to work when he was on leave from shipping. It was there he met his love and partner in life, Judith Partridge. He was waiting for the boat to arrive and she came into view on the bow of the Laura B the very first time he saw her. After a summer of romance and a year for Judy to finish college, they were married on July 17, 1965. It was then he decided to come ashore for good and went to carpentry school in New York, graduating in June 1966.

Jim worked in construction for a time with his family and beloved uncle Warren Kestler before he started a construction business, Monhegan Inc. At this time, he and Judy settled in Rochester, N.Y. to start their family. They welcomed sons David and then Andy, followed by their daughter Karen before deciding to move to Maine to raise their children. They bought the Ocean House Hotel in Port Clyde, their first business venture together that would set them on a path of owning and operating businesses together throughout their lives. Their fourth child, Jennifer, was born and their family was complete. In 1976 the Laura B came up for sale and with Judy by his side, Jim would begin to realize his dream of owning and operating the ferry service to Monhegan Island. He would forevermore be Captain Jimmy Barstow, a warm and welcoming sight to all that came to the dock in Port Clyde for almost 50 years.

A visionary business owner and tireless worker, Jim was always involved in numerous ongoing projects and new ventures for the boat line, yet he still made time to help out friends in need or even strangers in trouble whenever an alarm was raised. He was kind and generous to every soul he came in contact with, however, he was not afraid to

speak his mind and even fight fiercely for what he thought was right. He had a great moral compass that guided him throughout his life and enabled him to affect the lives of so many.

Generous with his time and community minded to his core, he served the people around him in many ways. When the kids were young, he coached their little league teams and volunteered as a firefighter in St. George. The Laura B was his favorite place to give. He would take the local athletic teams on tours and give them trips to the island. He taught celestial navigation to high school students and gave free rides to the hardworking college students returning home for the summer. After he built a new dock, Jim started a tradition of raising thousands of dollars for various worthy causes with his dock parties, an endeavor still carried on today by his son and daughter-in-law, Andy and Amy. Captain Barstow was so proud of the tough and tight knit fishing community in Port Clyde and helped raise funds and erect the Fisherman’s Memorial at Marshal Point Light. However, he took the most pride in his work with the Masons that support the Shriners Children’s Hospitals and other efforts to aid kids in need. He served as a member of the Eureka Lodge, Knox Lodge, Scottish Rite, King Hiram Council, Claremont Commander and the Order of the Eastern Star. Always a leader, Jim served for many years as the Master of the Eureka Lodge and worked indefatigably to make events like Boots on the Ground successful. He was also a member of Tenants Harbor Baptist Church and served as a trustee for many years.

An avid reader and ever a student of life, Jim was a walking encyclopedia of facts about boats, camping, history, construction — you name it, he had something interest-

ing to say about it. He loved to tell stories, to put people at ease, make them laugh and inform them. He was a guiding light and his easy laughter, stories and his warm and welcoming nature will be forever missed.

Captain Barstow is survived by his wife of 58 years, Judy; his son, David; his son, Andy and his wife Amy; his daughter, Karen and her husband Bill McGonagle; his daughter, Jennifer and her husband Kurt Winters; his grandchildren, James Todd, Sienna and Alex Barstow, Kelcie, Calin, Michael McGonagle and Amos Winters. He is also survived by his beloved cousins from New York and many nieces and nephews. The family is deeply grateful to the Maine Medical Center intensive care nurses and doctors for their compassion and excellent care during his brief illness.

A funeral service was held at Tenants Harbor Baptist Church. A celebration of life will be held at the Monhegan Boat Line Dock later this season at a date TBD.

In lieu of flowers, please consider donating to causes dear to Jim: Children’s Dyslexia Centers of Maine, Attn: David Sharkis, 33 Marrett Road Lexington, MA 02421 or The Carpenters Boat Shop, 440 Old County Road, Pemaquid, ME 04558.

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Last Golden Globe Race 2023 Update

Day 247: Capt Gugg Set for GGR Podium Tomorrow, Last of Three from 16 Starters!

10 May, 2023

Michael Guggenberger (44 / Austria / Biscay 36 "NURI") enters Biscay on final approach to Les Sables d'Olonne. ETA: 1900hrs UTC Thursday 11th May, 2100hrs local FRENCH time! - No breakdowns, no knockdowns, no survival storms - just serious planning, preparation, and execution bring him home. But what about the mind game? - Jeremy Bagshaw (59 / South Africa / OE32 "OLLEANNA") last Chichester sailor 1,000 miles behind. - GGR Public Prize-giving set for Saturday, 24th June - all are welcome.

With just under 200 miles to the finish in Les Sables d'Olonne and nearly 30,000 miles sailed over the past 247 days, this 44-year-old Austrian sailor Michael Gugg is completing an eight-year dream that has changed his life! Stable weather and favorable following winds are now driving him home, with an ETA across the line set for Thursday night, 11th May. He will take third place in a challenge that saw 16 competent sailors in 16 well-prepared yachts set out on a grand adventure into the unknown, with only three finishing!

Now an accomplished sailor, this was not the case when Capt. GUGG decided to enter the GGR. In 2015, he was one of the first to enter the 2018 GGR. He learned to sail only a few years before. He bought an Endurance 35 and started work preparing himself for the challenge. Life then got in the way! His personal situation changed, and he decided he was not ready. He pulled out a year before the start but insisted he would be back for the 2022 edition.

With more time to think hard about

planning and preparation, he sold that yacht and bought a Biscay 36 from a 2018 GGR entrant. Over two years, he completely rebuilt it. He qualified himself as a yacht master sailing instructor and built his ocean miles. By the time the start of the GGR 2022 came around, he and his boat were surely ready. Desperately short of money but going anyway, he secured a sponsor in NURI sardines just months before the start. Life was good, but was it?

Capt. Gugg's efforts to make the start is quite a back story. It proves that following dreams can achieve big things. But completing the adventure has been far from easy for him, even if his weekly safety calls and tweets appear all OK. His meticulous preparation shows in a boat that has had very few breakdowns, and while he has ridden a few solid storms, none were considered extreme. Some of his biggest storms and challenges were instead the mind game of his huge GGR challenge. He more than any other entrant has been riding hidden storms in an emotional and psychological roller coaster of highs and lows hidden below the surface. This as yet untold story is the brutal reality of a quest that most would never fully understand.

Michael's challenges have been more than just sailing around the world. He has logged it all on camera. He is producing a documentary that is sure to surprise many. For now, he is focused on getting the job done and getting off the boat. You can fly to Mars quicker than completing the GGR, and Michael will tell you all about it very soon!

Chichester Class

Meanwhile, 1,000 miles behind GUGG, Jeremy Bagshaw (SA) sailing OLLEANNA, his OE32 in Chichester class, has been enjoying mild sailing conditions for the

last few weeks and making steady progress north. Forced to stop in Hobart to remove barnacles, he is no longer in the running for the GGR goal of a solo non-stop unassisted circumnavigation but will be happy to complete his one-stop solo voyage in a few weeks.

GGR Public Prize-giving

All 16 GGR entrants who set out will assemble once again in Les Sables d'Olonne, France, on the weekend of 24th-25th June for the official GGR 2022 Prize-giving. Quite a few of the GGR boats will also be on the Vendée marina. A marine festival weekend of activities is planned. The GGR 2022 Prize-giving and public concerts on Saturday night on the foreshore of the city, overlooking the ocean and Les Sables d'Olonne, are expected to draw thousands of followers. We look forward to welcoming you all to this grand finale of the Golden Globe Race.

Day 249: Capt. Gugg sailing NURI 3rd into Les Sables d'Olonne and last in the 2022 GGR!

12 May, 2023

Michael Guggenberger 3rd across the line with Provisional time of 249 days, 17 hours, 42 minutes and 24 seconds the last ranked sailor in the GGR out of 16 entrants. - Nuri Sardine's preparation was second to none, no major breakage or repairs in 30,000 miles. - Captain Gugg joins Norbert Sedlacek in Les Sables d'olonne as the most famous Austrian round-the-world sailors!

Michael Guggenberger (AUT) started the race with a few impediments compared to other entrants in the GGR. First, he is coming from land-locked Austria when most of the other entrants grew up on the seaside. Second, he started sailing only 12 years ago when most other GGR competitors started sailing at an early age from dinghies, going into keelboats later, some raking up significant mileage on the way.

He did however compensate for his relative inexperience with inextinguishable passion and dedication to make it to the GGR start line, and complete his race in 249 days. He was welcomed in Les Sables d'Olonne by Kirsten Neuschäfer (ZAF), Abhilash Tomy (IND), Simon Curwen (GBR) and Ertan Beskardes (GBR) as well as hundreds of enthusiasts on the channel and the stage.

Nuri Sardines, the artisanal campaign of the indestructible Biscay

Originally planning to enter the 2018 GGR on an endurance 35, he later switched rides and bought a ketch-rigged Biscay 36 from Antoine Cousot (FRA), who raced later rebuilding and preparing it with his Team Manager Stefan Weigel, turning the graceful cruiser into a bullet-proof yacht that could weather the worst conditions.

"Nuri round the world voyage with no major issue is due to the structured preparation of Michael and our concept of enabling him to cope with all possible problems. When he reached out for an electric refit, we decided it made more sense to teach him how to do it rather than doing the job for him. It proved a good idea, especially during Covid travel restrictions and worked all the way through Gijon in Spain for the boat's final preparation." Stefan Weigel, Michael's team manager and Nuri Sardines boat captain.

Nuri Sardines, an artisanal Sardine factory based in Matosinhos, Portugal, liked the artisanal feel of the race and Michael's campaign, and joined Michael's campaigns at a timely moment, providing him with welcome support to make the start line in good conditions. Michael may have been short on water in the Pacific, wondering if he could finish his round the world trip without stopping for water, but never ran

out of Sardines!

"Everyone at NURI has been closely following Michael over the last eight months. We are in awe of his achievement and are incredibly proud of him. Just to witness him starting in this group of highly experienced sailors last September was a great moment. That he was able to finish as one of only three out of 16 starters is almost unbelievable. We are truly honoured that we could be part of his journey." Jakob Glatz, Glatz&Co/Nuri Sardines

Michael's objective was reached 250 times over, or the number of days at sea around the world with no major breakage or repair. This is a testament of both the preparatory work done on Nuri Sardines, but also the conservative way of sailing of Michael. The Austrian adventurer made good use of the ketch-rig to always have the right canvas for the weather encountered on his position, which he finally mastered in the south Atlantic, significantly improving his daily averages by sailing with less sail area and not overly pushing the boat.

Day 276: Jeremy Bagshaw ETA Friday 9th, final finisher 277 day out from Les Sables d'Olonne - GGR2022 over!

8 June, 2023

After 23 days of continuous headwinds approaching Les Sables d'Olonne Jeremy Bagshaw (South Africa) in Chichester Class is on his final approach. ETA 1700 UTC on 1900 hours French time - Storms, barnacles, water shortages and a broken forestay in the last run to the finish, nothing was spared to Olleanna's skipper in the GGR2022 - Guy Waites(GBR) out of the GGR but continuing his two-stop circumnavigation is 1000 miles behind and expected in 10 days just in time for the GGR official Prize Giving ceremony on June 24th! - GGR 2018 Film "The Voyage of Madmen" available Free to Accredited Media for review!

Things were looking good onboard Olleanna last month on the 19th of May. After nine months at sea, Olleanna was 500 miles West of Cape Finisterre and 820 miles from Les Sables d'Olonnes, about a week away from finishing his circumnavigation after nearly 30000 miles and many adventures along the way. Jeremy had run out of coffee and sweets and was keen for a quick landing back to where he started! But then it all changed!

Alas, on that day at 1900 UTC, Jeremy called the GGR Race Office to report the failure of the stainless plate holding the forestay, meaning he no longer had a usable forestay. His call is [HERE](#). He was able to secure the reefing gear and removed the sail. The mast was not damaged, and all other standing rigging was fine including the outer forestay connected to the end of the bowsprit, the inner forestay and the two running backstays.

This meant he could only use his staysail on the inner forestay and the light genoa on the outer forestay, taking longer to complete the course. However, adding insult to injury, the wind soon veered East making it harder and longer for Oleanna to point towards Les Sables d'Olonne, instead pointing towards Ireland or Gijon in Spain, two places he visited prior to the GGR start in September 2022. Unbelievably this headwind has not veered for 23 days straight dragging that one week to go, into another 23 days! He tweeted "I'm trying to remember what wind & sea from aft of the beam feels like. It must be nice?"

Low on water, slowed down by barnacles, and sailing in storms, a round-the-world odyssey

Two days later, he called GGR control running low on water with only 7 litres of

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Last Golden Globe Race 2023 Update

freshwater only, using 500 ml a day, having lost his emergency water in a leaking container. He started drinking the fluid from canned vegetables as the slow days of sailing to windward with a damaged boat continued on and on as the wind remained from dead ahead. Finally he decided to use his emergency manual Survivor 06 watermaker, producing 250ml per hour of pumping.

It was not the first time he was low on water, as he was in the same situation in the Indian Ocean after being slowed down by barnacle growth. After a good start-mid fleet despite sailing the smallest boat in the GGR 2022, Jeremy was soon plagued by a barnacle infestation that slowed him down enough that he moored several days in South Africa to scrape Olleanna's hull. The dreaded shells came back with a vengeance in the Indian Ocean forcing him to stop several days in Hobart, lift the boat, before continuing in Chichester Class.

Hero's welcome in Les Sables d'Olonne on the 9th of June

Jeremy faced several severe storms on his way to Cape Horn making him the record-holder of foul weather days in the GGR, and some more in the Southern Atlantic where he encountered the worst conditions of his round-the-world voyage.

None of the hurdles Jeremy faced, from storms, breakage, barnacles or water-shortage deterred him from completing his voyage around the world. Never did he depart himself from his sense of humour and his entertaining tweets.

Against tides, winds and overwhelming odds, Jeremy is planned to be in the channel of Les Sables d'Olonne tomorrow Friday 9th of June at 1900hrs local (UTC+2). Come and give him the hero's welcome he deserves!

One more Sailor expected in LSO before the June 24 prize giving.

Guy Waites (GBR) is no longer in the GGR after he did not make the Hobart Gate before the time limit, but for him either this was not enough to deter him from his dream to solo-circumnavigate the planet. He too was slowed down by barnacles, having to lift Sagarmatha in Cape Town, therefore going in Chichester Class and later stopping in Hobart to replace his liferaft, lost overboard in a severe storm in the Indian Ocean.

Guy is around 1000 miles behind Jeremy and should arrive in Les Sables d'Olonne on time for the Golden Globe Race 2022 Prize Giving ceremony planned on Saturday 24th of June at 18:00 local on the Place du Tribunal, followed by a concert and festivities. All the GGR 2022 skippers will be there, come and join them for this great closing event for the Golden Globe Race 2022!

Last finisher in Golden Globe Race 2022, Prize giving celebration Les Sables d'Olonne Saturday 24th June!

15 June, 2023

Jeremy Bagshaw brings closure and more panache to the GGR 2022 finish with no food, or water; joins Bertie Reed and GGR winner Kirsten Neuschäfer in the small South African solo circumnavigator club! - Guy Waites (GBR) 400 miles from Les Sables d'Olonne with water; but NO FOOD! About to finish his 2 stops circumnavigation early next week in less than 290 days, just in time for the GGR prize giving. - Meet the skippers and join in the GGR Prize Giving celebration in Les Sables d'Olonne on June 24th during a week-end of sailing and water sports celebrations.

It's all over! Once again, the third edition of the Golden Globe Race has delivered an incredibly spectacular human adventure that no one could ever have imagined when the 16 sailors set out from Les Sables d'Olonne on Sept 4th last year. Armed only with sextant, paper charts, radios and their own determination to follow a dream, they faced fear, incredible deprivations and hardships completely alone. Just three completed the challenge. Once again, sailors and non-sailors around the world followed every minute of this extraordinary event.

Jeremy Bagshaw in Chichester class officially closed the GGR when he moored Olleanna on the GGR dock after 277 days at sea! It was an excruciating finish for him, following 24 days of headwinds with a broken forestay. When 400 metres from the finish, he was becalmed and the current took him back to sea. He crossed the line 6 hours later with no food, or water. He was welcomed on the water by fellow GGR competitors Mark Sinclair (AUS), Simon Curwen (GBR) and Arnaud Gaist (FRA) and many people of Les Sables in the Channel.

Jeremy had an excellent start of the GGR in the North Atlantic, battling an impressive duel with Guy Waites (GBR) who is expected to complete his circumnavigation early next week. Guy will be welcomed by the South African sailor as he comes into the legendary Channel of Les Sables d'Olonne.

Both sailors were plagued by barnacle invasion and started bleeding miles on the fleet after the Trindade Island rounding. After deciding to retire from the GGR and turning towards Uruguay for several days to lift and clean Sagarmatha's hull, Guy Waites (GBR) altered course and finally lifted in Cape Town to scrape and antifoul the hull, moving into Chichester Class. Jeremy Bagshaw (ZAF) moored Olleanna in False Bay facing his hometown of Simon's Town, to dive and manually scrape the dreaded barnacles for several days before continuing on.



Michael Guggenberger (44) / Austria / Biscay 36 – "NURI" – Lanzarote Film Drop Gate
Credit: Aida Valceanu/ GGR2022

Chichester Class, not for the faint-hearted!

After leaving South Africa, both sailors faced their race-defining moment forcing both to stop in Hobart Tasmania. The shells came back on Olleanna's hull with a vengeance in the Indian Ocean and Jeremy, slow and low on water, was forced to stop

in Hobart, Tasmania on the 16th of January, therefore moving into Chichester class.

Sagarmatha had very heavy weather in the Indian Ocean, and posted some of the best daily speeds of the fleet, but lost the life raft overboard in a storm, eventually

Continued on Page 24



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Let's Go to the Boatyard!

By Sheila Dassatt

There's a lot more to lobstering than meets the eye! When we finish up the season in the fall, traditionally we start getting ready for the next season. A fishing village hunkers down for the long cold winter and starts working on traps, repairing what needs to be repaired and putting in the DMR tags for the new year. The DMR changes the color every year so there is no confusion about whether it is a new tag or an old one.

Most work shops have a form of heat in them. In our case, we have a cozy wood stove in the corner. Actually, we spend more time in the shop hunkered to the wood stove than we do in the house. That's where all of the work gets done and visitation with fellow fishermen that stop by. Once in a while, one will stop by and bring us fresh baked pumpkin bread with chocolate chips in it. Now that's a treat! It's a lot more than just work, it's a great camaraderie. I also have the coffee pot going most of the day.

In this world of shop work, a lot of the guys have CB radios hooked up and stay in touch with each other that way. It takes me back about twenty or thirty years to the ole CB days! (Mike and I drove trucks over the road during the CB heyday of Smokey and the Bandit). It was all a great time to be part of! So with this being said, we start our day

with a "good morning" check in. Through the course of the day, we'll see what we're having for lunch and then around 3:00, it's time for the afternoon coffee. My parents always carried this tradition and now I know why and where it comes from.

Once the traps are basically ready, it's time to sand the buoys and get them painted. Over the season, they get pretty messed up with growth and the paint wears off too. Now, every fisherman is pretty self-sufficient with making things go a little better and easier. We have a neighbor, Frank Jones, (I don't think he minds me telling this), that has created a pretty neat rig for sanding buoys! He uses it for his buoys first, then he brings it over to us to borrow. It is a neighborly thing that is a way of life around this island.

This rig that Frank created.....he's pretty resourceful with these gadgets, is a 55 gallon white barrel with a blower inside of it that went with a jump house! It has a length of drier vent hose attached to it for the sanding dust to go out through, so you're not breathing sanding dust. It's a lot better than wearing a dust mask all day. It sure has been a big help with getting the buoys ready, thanks to Frank! I do a lot of the painting on them, which I don't mind as long as there's a good station on the radio.

Now, it's time to focus on getting the

boat ready. If you've been scalloping for the winter season, it's time to bring the boat up and do the maintenance. If you've been in storage at "the yard," it's time to maintain, paint and shine. This is another form of camaraderie, which I really enjoy. After a long winter, such as I described, it's time to see everyone again. We are neighbored next to other boats that are being spruced up once again and have the opportunity to share stories, help each other out and even give a little helpful advice, (if asked for). This is a time when we have tailgate lunches made up of pizza or hamburgers from the local store. We seem to all be taking our lunch at the same time and comparing which store has the best take out food. It can be a lot of fun. It may not sound like it to some, but this is the way of life that we've have been trying to maintain and keep the tradition going.

Actually, I have learned a lot about how the fishermen feel about the issues that we are facing these days. We have had some very factual conversations, some of the facts are old school and knowledge that I am glad to know. We have covered everything from boat design, boat racing and whether lifting rails help or not and where they should

be placed on the hull. We have discussed where the actual decline (if there is any) is taking place or if it is just a seasonal thing for lobsters and bait fish. Did we over fish or not? Is there really global warming going on? Some of these subjects are really food for thought.

This year, our grandson, Kaden came along to help us get our boat ready. He and I did a lot of the spiff and shine, while Grampy worked on the engine and hydraulic maintenance. We renewed the boot top, filled in the hauling side and he really wanted to give her a good buffing. She was like new again when we were all finished! This is also a time when others would come over and tell us how good she looks and we would return the compliments. This is what the boat yard experience is all about, helping each other out and giving moral support in the end. Then it's time to hit the water and hope and pray for a safe and profitable season. Another memorable season at the boat yard!

We have all pretty much hit the water, one boat at a time, and it is time to have the courage to keep going. We will continue to win this battle that we've all been facing, together.

Maine Dept. of Marine Resources

Two Maine Lobstermen Have Licenses Suspended for Violating Marine Resource Laws

May 26, 2023

Two Maine lobstermen have had their licenses suspended by the Department of Marine Resources (DMR) for violating laws intended to protect harvesters' property and to sustain the lobster resource.

As a result of an investigation led by Maine Marine Patrol Officer Kaelyn Kuni, Calvin Pinkham, 55 of Steuben, was charged in 2022 for stealing a total of 59 lobster traps belonging to seven other fishermen, a violation known as trap molesting.

Pinkham's license has been suspended by DMR Commissioner Patrick Keliher for three-years. In a deal with the Washington County District Attorney, Pinkham has pled guilty to seven counts of trap molesting and ordered to pay \$8,732 in restitution to the victims.

Pinkham's license is scheduled to be reinstated in 2025.

Rodney Genthner, 38 of Friendship, has had his license suspended for six-years after an investigation led by Maine Marine Patrol

Officer Brandon Sperling in 2022 discovered that he was in possession of traps belonging to two other harvesters. The length of his suspension was informed by his violation history which has resulted in multiple summonses for lobster related offenses.

Genthner still awaits a court date on the trap molesting violations but faces up to 364 days in jail and a fine of up to \$2,000. His license will not be reinstated until 2029.

In 2022, Genthner was also charged twice with possession of V-notched lobsters. V-notching is a conservation measure intended to protect egg bearing female lobsters. He received a one-year license suspension to run concurrently with the six-year license suspension, which will conclude February 8, 2029.

While he still awaits a court date in Rockland District Court on those violations, he faces fines of up to \$8,400 in addition to his license suspension.

"Suspending someone's license isn't something I take lightly," said Commissioner Keliher. "It restricts their ability to earn a living, but so does stealing another harvester's gear. These are serious crimes. And possessing V-notched lobsters undermines the conservation success that law abiding harvesters have worked hard to achieve. I'm proud of the diligence of our Marine Patrol Officers whose thorough investigations have brought these two to justice."

Maine Department of Marine Resources to Restrict Fishing on the Saco River

June 9, 2023

In response to numerous reports of striped bass that died after being caught and released on the Saco River, the Maine Department of Marine Resources (DMR) will close a section of the river between Route 9 and the head of tide, commonly known as the Cataract Dam, to fishing.

The closure, done through emergency rulemaking, will take effect Saturday, June 10th.

The closed area is popular for recreational striped fishermen however that stretch of river is bordered by a cement wall that makes it difficult for harvesters to land and release stripers without injury or death to the fish.

"Recreational anglers have reported to Marine Patrol seeing large numbers of dead striped bass in this area," said DMR Commissioner Patrick Keliher. "It's clear that this

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Commercial Fishing News

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

From the Director -

This has definitely been a very busy time for all of us involved in the fishing industry.

A lot of fishermen have sold out, retired or downsized their operation. Please, before you take such action, we have had some good news about the whale rules. This is a victory for the Maine lobster industry! A federal appeals court has ordered the National Marine Fisheries Service (NMFS) to go back and rework the federal regulation to protect North American right whales.

There are many involved with this decision by the U. S. Court of Appeals for the District of Columbia Circuit. They agreed with the plaintiffs of the Maine Lobstermen's Association, the Maine Department of Marine Resources, the Maine Lobster Union, Massachusetts Lobstermen's Association, also the Governor of the State of Maine, Janet Mills. The list of folks, including all that have donated to this cause, are also responsible for the results and support of protecting our lobstering heritage. We, D.E.L.A. have also helped with this support and team effort to communicate with the folks that did not understand the plight of what we are all going through. Our legal fund donated to this cause and we also worked on fund raisers to promote support for one another. I'd like to mention all of the Associations, Maine Representatives, and Senators Susan Collins and Angus King. Representative Billy Bob Faulkingham has worked very hard to support our cause, along with all that have put their time in to promote that we have been wrongly blamed for a lot of false accusations. Actually, the list is so long that I can't begin to name them all, but you all know who you are and we thank each and every one!

This is a victory for all of the lobstermen on the Atlantic Coast and I hope that we all plan to stick together to see the rest of these

challenges that we're facing solved.

This is not the end of our challenges, for sure. We are facing the wind power issues that is much to close for comfort. There are two recent bills that have not been finalized yet. LD 1895 An Act Regarding the Procurement of Energy from Offshore Wind Resources, sponsored by Sen. Lawrence of York. This bill looks to procure 1,000 MW by 2030 and 2,800 MW by 2035. Doing what goes along with how we all feel about wind turbines, D.E.L.A. testified not in favor of this bill. Although some testified in favor, that was quite surprising. I wondered if they didn't understand the terminology of the wording of this bill. The next bill was LD 1884 An Act to Prohibit Offshore Wind Energy Development, sponsored by Rep. Strout of Harrington. This seeks to prohibit the construction of wind power in state owned submerged lands, territorial waters or federal waters. This also removed the Monhegan project from the state waters exemption. I have heard that this project may be scrapped, which is heading in the right direction.

I can't help but wonder if all of the whales, dolphins and other marine life that have been washing up on the shores of New Jersey has also led to easing up on the lobstermen. They can't keep blaming us for something that we are not guilty of and then say and do nothing about the whales that are dying do to seismic testing for wind power. We also have not heard much from the whale folks that are blaming us for everything. Kind've interesting...D.E.L.A. favored this bill.

Then, there's the 100% trip reporting. This is something else that has been put on all of us that just adds one more thing to have to think about. Most feel that if the dealers put reports in, then why should we do that also?

I do thank the DMR for having classes

along the coast to help explain how to do it. I went to the session in Stonington and found it very helpful. The girl that helped me downloaded the VESL App on my smart phone (which is smarter than I am)! I am proud to claim that I am a tried and true Baby Boomer and all of these things are a challenge. If you have any questions about what you learned or forgot after you learned it, please contact the Landings Program at (207) 633-9414. I know that I was helped, but I'm sure that I have forgotten something about entering the information. You can use VESL App on your Smartphone or Tablet or if you have just a computer, you want to use LEEDS.

To create an account or login to LEEDS: <https://maine-dmr-leeds-prod.pegcloud.com/prweb>. I know, this is a lot to digest on top of everything else that we are facing. It's not really that bad, but I find that it's one more thing to have to do.

We are in the process of another safety class for the young student license holders. This is definitely an important class for each student that is on a boat, either with their family or have a small boat of their own. The class is held at the Maine Center for Coastal Fisheries and the YMCA in Blue Hill. The class is taught by Tom Duym and John McMillan of McMillan's Offshore Survival Training. It is also sponsored by the Island Fishermen's Wives Association of Stonington. We are all involved with this program and pleased to share survival and first aid training in case of an unfortunate

accident.

We offer our sincere condolences to the Family of Tom Ciomei who was found fallen from his lobster boat and passed away at sea. Unfortunately, his brother, Wayne passed away from the same type of accident. The Island Fishermen's Wives are trying to help to solve these accidents from becoming a tragedy with safety devices to stop the boat if you should fall out and you're on the boat alone.

The Maine Lobsterboat Races are underway! If you want to have some fun and get away from the grind of working all of the time, they are a great family getaway. We wish everyone a safe and prosperous season this year and please don't forget, if you haven't joined yet, consider helping along the way. Your support means a lot to us and certainly helps us to keep all "afloat."

Take care, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

The Fish that Feeds All: Restoring Habitats for River Herring has Broad Social and Environmental Benefits

NOAA Fisheries has developed an Atlantic Coast habitat conservation plan for river herring. It addresses threats, data gaps, and recommendations to benefit these species at a coastwide level.

River Herring: Complex Life Cycles With Numerous Threats

River herring (alewife and blueback herring) reproduce and spend their first several months in lakes, rivers, and estuaries before migrating to the ocean where they grow and mature into adults. They support both marine and freshwater food webs from the Atlantic coast of Canada to the St. Johns River in Florida. However, their populations declined substantially in the latter half of the 20th century to current historic lows. While certain rivers, largely in northern New England, still support limited fisheries, they are only a small fraction of what was once a tremendously productive coastal fishery. A new habitat conservation plan will help address the threats they face and recommend techniques to restore their habitat and increase their populations.

River herring historically represented an economically and culturally significant source of predictable and abundant protein upon their return to coastal rivers each spring. Population declines have been driven by stressors including decreased connectivity between ocean and freshwater habitats, degraded freshwater and estuary habitats, and climate change. Barriers to fish passage created by dams, culverts, and other human infrastructure are among the most persistent and detrimental impacts. There are more than 35,000 dams and 200,000 road stream crossings on the East Coast, many of which are barriers to fish migrations.

A Path Forward: the River Herring Habitat Conservation Plan

In 2021, NOAA Fisheries, along with our partners, began working on a coastwide River Herring Habitat Conservation Plan to support restoration efforts and promote a better understanding of the species and issues they face. The plan takes a broad approach—exploring the history, current status, and future of river herring throughout their estuarine and freshwater life stages. It ends with a series of recommendations designed to address factors contributing to habitat loss and population decline.

Life History

This section includes a review of the biology, distribution, and related ecological

considerations for both species of river herring.

While predation is a natural process, constrictions such as fishways and culverts can make river herring particularly vulnerable to predators. Here, managers on the St. Stephen Lock and Dam on the Santee River in South Carolina have installed fencing to keep white pelicans out of the fishway. Credit: U.S. Army Corps of Engineers

Stock Status and Fisheries

This section documents the current status of river herring stock and contemporary directed fisheries. It includes a timeline of federal management actions and an overview of river herring management administered by the Atlantic States Marine Fisheries Commission.

Threats

River herring are subject to many threats due to their large geographic distribution and the variety of their habitats. Threats include: lost connectivity or poor access to spawning and nursery habitats, climate change, poor water quality, at-sea mortality (including bycatch in other fisheries), and predation. These threats have varying degrees of impact based on locality and life stage.

Data Gaps

Due to their complex life cycle, there are still many gaps in our collective understanding of river herring. They include: Climate change effects; Ocean and river fisheries (both current and historical harvest); Habitat condition; Trophic-level and species interactions; Population dynamics; and Life history strategies

Social-Ecological Considerations

The annual return of river herring to coastal waterways has significant social and economic influence on coastal communities, and has throughout human history. The commercial components have been greatly diminished. This section discusses the current and historical social and ecological benefits associated with robust river herring populations.

In the spring, river herring spawning runs can be highly visible, offering opportunities for public engagement. This event, convened by the Connecticut Department of Energy and Environmental Protection in Bride Brook, East Lyme, Connecticut, allowed attendees a chance to explore their local river herring run. Credit: NOAA Fisheries

Watershed Overview

Effective habitat conservation, enhancement, and restoration actions are

framed by historical and current conditions that may be specific to each watershed. Each watershed (or sub-watershed) can present a distinct combination of threats or obstacles to river herring. Unique challenges for restoration that should be considered during planning efforts. This section provides an overview of watersheds that support spawning and rearing habitats for river herring.

River Herring are Using Habitat Reopened by Bloede Dam Removal

In the years since NOAA and partners removed Bloede Dam, monitoring has found evidence of alewife and blueback herring using the reopened habitat on the Patapsco River

In 2018, NOAA and partners removed Bloede Dam from the Patapsco River, opening up miles of free-flowing habitat to migratory species. A recent study has shown river herring are using the habitat upstream of the former dam. This news highlights the importance of dam removals in NOAA's work to support migratory fish.

NOAA and partners have been monitoring the Bloede Dam site since before its removal to see how reopening the river would affect fish migration. Scientists at the Smithsonian Environmental Research Center and the University of Maryland Center for Environmental Science have been using environmental DNA, or eDNA, to monitor for the presence of river herring. Fish and wildlife constantly shed scales, tissue, and other bits of genetic material into the surrounding environment. Researchers can collect a water sample, analyze the eDNA found in it, and identify which species have recently visited a location.

A recent study published in *PLOS ONE* found eDNA evidence of alewife and blueback herring (collectively known as river herring) using the reopened habitat. In the 4 years prior to the dam removal, no river herring eDNA was detected upstream of the Bloede Dam site. After its removal, eDNA from both species was detected in the reopened habitat. The likelihood of detecting the eDNA of alewife upstream of the Bloede Dam site increased from 0 to 5 percent, and from 0 to 13 percent for blueback herring. In addition to eDNA evidence, biologists with the Maryland Department of Natural Resources recorded two adult river herring—one alewife and one blueback

herring—upstream of the Bloede Dam site in 2021.

Reopening the Patapsco River

For more than a century, Bloede Dam served as the first barrier that fish encountered on the Patapsco River when migrating up from the Chesapeake Bay. The derelict dam had also been a serious public safety hazard for decades.

Working alongside American Rivers and an array of other partners, NOAA invested more than \$9.3 million in the effort to remove the structure and conduct monitoring at the site. Additional funding came from partners including: Maryland Department of Natural Resources; National Fish and Wildlife Foundation; U.S. Fish and Wildlife Service; Coca Cola Foundation; and Keurig-Green Mountain

Previous NOAA-supported projects helped remove Union Dam and Simkins Dam from further upstream in 2010. Together, the removal of these three dams reopened more than 65 miles of habitat for blueback herring, alewife, American shad, and hickory shad, and more than 183 miles for American eel.

Fish Passage and NOAA

Every year, millions of fish migrate to their spawning and rearing habitats to reproduce. They are often blocked from completing their journey by barriers like dams and culverts. When fish can't reach their habitat, they can't reproduce and maintain or grow their populations. As a result, many fish populations have declined. NOAA works to reopen these migratory pathways, restoring access to healthy habitat for fish.

NOAA's Office of Habitat Conservation has a long history conducting fish passage and other habitat restoration efforts, with large-scale competitive funding opportunities and expert technical assistance. Through our Community-based Restoration Program, we have opened up more than 4,400 miles of streams and rivers to fish migration. In December 2022, we announced funding for 36 new fish passage projects across the country under the Bipartisan Infrastructure Law.



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MAINE DEPARTMENT OF MARINE RESOURCES NEWS

Continued from Page 10

is directly linked to some anglers who land stripers in this area with no way to properly release fish without causing a high discard mortality.”

“This closure is consistent with a recently enacted regulation to protect the striped bass population,” said Commissioner Keliher. “We recently implemented a change to the slot limit for striped bass based on an emergency action by the Atlantic States Marine Fisheries Commission that is intended to protect the stock.”

That action was in response to an unprecedented increase in the recreational harvest of striped bass in 2022 which nearly doubled that of 2021. “The recent action by ASMFC and DMR to reduce the slot limit, which defines the legally harvestable size, is an important step in supporting rebuilding efforts for this vital fishery,” said Commissioner Keliher. “We don’t want to undermine that by turning our back on fishing mortality in an area that sees a lot of striped bass and fishing action.”

“As part of our overall approach, we are also investing in angler education by partnering with the non-profit organization “Keep Fish Wet” to develop and distribute educational programming on best practices for safe handling of striped bass,” said Commissioner Keliher. “We also strongly encourage striped bass fishermen to view information we have posted on the [DMR website](#) that highlights catch and release tips and current regulations.”

Court Decision a Major Win for Maine’s Lobster Industry

June 16, 2023

In a major victory for Maine’s lobster industry, a federal appeals court today has ordered the National Marine Fisheries Service (NMFS) to go back to the drawing board and re-work the most recent federal regulation to protect endangered North Atlantic Right Whales.

In its decision, the U.S. Court of Appeals

for the District of Columbia Circuit agreed with the plaintiffs, Maine Lobstermen’s Association, and plaintiff-intervenors the Maine Department of Marine Resources, the Maine Lobstering Union, and the Massachusetts Lobstermen’s Association, ruling that NMFS distorted the science driving the regulation, relying improperly on assumptions and worst-case scenarios when determining the risk posed by industry to right whales.

The court’s decision allows the current regulation to remain in effect while NMFS develops a new rule and does not impact recent Congressional action to delay further rulemaking until 2028.

The court has also overturned the Biological Opinion in which NMFS analyzed the risk posed by the lobster and Jonah crab fisheries to right whales, requiring NMFS to develop a new one.

“Maine’s lobstermen and women have long demonstrated their commitment to maintaining and protecting a sustainable fishery in the Gulf of Maine,” said the Maine Delegation and Governor Mills. “Today’s decision vindicates what the Maine lobster fishery, and the countless communities that rely on it, knew all along—that their practices support the conservation of the gulf ecosystem for generations to come. We are pleased the court has acknowledged that the data set NOAA has been using to unfairly target Maine’s fishery is flawed.”

“I applaud the court for this decision and I’m tremendously proud of the collaboration by the legal teams for the Maine Lobstermen’s Association and the state,” said Maine Department of Marine Resources Commissioner Patrick Keliher. “Throughout the development of these regulations, NMFS has chosen a path not supported by law, lacking in guaranteed conservation benefits for right whales, and without regard for the tremendous economic harm their misguided approach could cause the people of Maine.”

“The decision of the Court of Appeals squarely affirms the State’s position that the best available data and prevailing scientific methods should guide agency decisions.”

Paul Weiland, Attorney for Maine DMR.

The appeals court stated that when NMFS claimed that it “needed to give the benefit of the doubt” to right whales over lobstermen, it was “egregiously wrong,” relying on a single sentence of legislative history instead of enacted law. “Here, the Service misconceived the law, wrongly claiming the legislative history of the ESA had ordained—if legislative history could ever ordain—a precautionary principle in favor of the species. The Service therefore gets no deference, and its action cannot stand,” wrote the court.

The court also ruled that despite NMFS’ own admission that nothing in law required it to use a worst-case scenario in the development of models that determine risk to right whales, its ultimate reliance on worst-case scenarios that are “very likely wrong” was

arbitrary and capricious, and therefore unlawful.

The Endangered Species Act (ESA) requires NMFS to use the best available science and to focus on “likely outcomes” not the worst-case scenarios, the ruling stated. A lack of data regarding the source of serious injury and mortality to right whales, the court ruled, does not compel NMFS to assign a high, rather than low risk to the Maine lobster industry. The ESA “requires the Service to use the best available scientific data, not the most pessimistic,” stated the ruling.

The court noted that the lack of data led NMFS to conclude the lobster and Jonah crab federal fisheries kill 46 whale deaths per decade, a “staggering departure from the two documented deaths known to have originated in all U.S. fisheries over nine years.”


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Boat And Ship Yard News



The Mitchell Cove 35 finished off as a sportfisherman by Gamage Shipyard in South Bristol.



The Hodgdon 24 hull, which has been rebuilt by Shop to Shore for a customer who lost his boat to a fire. She will go out as a centre console.

Gamage Shipyard South Bristol, Maine

Two years ago, the yard took delivery of a Mitchell Cove 35 hull. They had a customer that ordered a sportfish boat and two Christmases ago they began finishing her out. Down below she has a double berth forward, galley to port and enclosed head to starboard all trimmed in Sipo (*Entandrophragma utile*). The platform is stepped so they can get the engine, a Yanmar 38LV

370-hp diesel engine under it. In the shelter there are a helm seat and a double helm seat all looking forward. Out in the cockpit there is an aft bench seat and behind this there are rocket launchers. The shelter is about getting comfortable and the cockpit is more about fishing. This boat was launched in early May and sea trialed.

In the main shop they have a spoon-bow sailboat, which sank last summer due to an issue with a thru-hull fitting. They have



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Boat And Ship Yard News



The lobster boat PAMELA B. from Beverly, Massachusetts get some hull repair and her annual maintenance done at John's Bay Boat in South Bristol.

replaced the engine, a lot of wiring, electronics, refrigeration, and other electrical components. The engine was ready to go back in the end of May and that meant she was almost ready for the water, which they thought would be late June.

The Holland 32 the yard finished a couple of years ago, KYLE G., was in the paint bay. They have extended the hard top about two feet and put in a winter back so there is more room in the pilothouse. This was a big project.

Along with finishing up these projects they are hustling trying to get all the storage boats ready for the season, which is a challenge due to the lack of help.

**Hylan & Brown Boatbuilders
Brooklin**

During May the main shop was being used to get the storage boats ready for the

water. In was TOLLIE built in 1929 getting her annual makeover and a Castine Class having some centerboard work and maintenance.

Before this they had two projects in here during the winter. One was building a new Aubrey Runabout that was just launched, which the owners were thrilled with. The owners of this boat live right in Brooklin and this is the second boat they have built for them.

The other project was the pleasure launch VAGA, which was built on Great Cranberry Isle in the 1930s. Ellery Brown said, "She is in mostly pristine shape. She is galvanized clinched nail fastened but is not showing any rust and she has been properly stored out there for years. We converted her to an electric motor, put a solar array on an awning and did some new joinery. She is out in the harbor now. We have been sea trialing



The Alden schooner being rebuilt by Richard Stanley and Sawyer Theriault in Brunswick. They were caulking and putting in seam compound and next they would be fairing.

her getting everything dialed in with the new systems. That was a good winter project for us." She will be heading to her owners in Sorrento when they are done.

In the other shop they are building a Matthew Smith designed power boat for

Continued on Page 18



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Boat And Ship Yard News



The fishing vessel JENNIFER ANNE getting some work done at Portland Yacht Services in Portland. They were doing some welding work and her annual maintenance.



At Brooklin Boat Yard in Brooklin they are building the hull for a 55-foot Wheeler. They have one more of these to do.

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Continued from Page 15

another repeat customer. They had done a smaller powerboat for him a couple of years ago, which he uses to cross a Bay and feels he needs a bigger boat. The hull was nearing completion and they were hoping to roll her over the middle of June. Once the hull is rolled over, they will begin work on the interior. She has a walkaround configuration with a centre console pilothouse and is powered with twin outboards. In the pilothouse there is a single berth and head and back aft there is a horseshoe seat. The outboards are Yamaha 250s, with electric steering and joystick controls. These are scheduled to arrive at the end of summer.

Like a number of other builders, they work with Hewes & Co., who will cut out much of the pilothouse with a CNC machine. Ellery added, "It has been a while since

we've done it any other way. When we first started doing this, I did the math and found it was saving everybody money. It takes some of the skilled labor out of getting the boat started in the shop and puts it in the design office at the computer. It has become just a given for us. I am sure there's other good CNC shops out there, but our history is with them. They know what we expect in so many ways right down to the finer details. You just build an understanding that is so valuable."

This project might be completed late in the fall and they are hoping to do sea trials before the snow flies. Then bring her back in and finish her up for a spring launch in 2024.

Next, they will bring into the main shop the 1930 50-foot Elco Flat Top this fall. They have not worked on her in a couple of years. The last things that were done were



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Boat And Ship Yard News



This Castine Class was being readied for the upcoming season at Hylan & Brown in Brooklin. She needed her regular annual maintenance and centreboard repairs.

putting in all new deck frames and getting the deck on. They also did some interior work up forward. They need to do work in the engine room and hopefully begin work on the superstructure. "Getting her stored with the deck on made her real stiff and kept her shape," explained Ellery. "Hoping we get into her and she's just as we left her and get right to work."

Then they will build a hull for Brooklin Boat Yard, one of the Wheeler 55. Ellery added, "We are getting a whole kit from them. I mean not only the CNC work from Hewes, but they built two of everything... longitudinal stuff, stringers, engine beds, chines. It is just like the world's biggest do-it-yourself kit. There is a little more to it than that, but in some ways it really is. We are doing this because they don't have the space to get it started on the schedule they need. We have worked together before and it has always been good. We are happy to be involved with that project. We will start in on bulkheads and what not probably this fall and then deliver it sometime towards the end of 2024."

They have another Albury, a little electric lake boat to do and some folks are talking about a cruiser for the West Coast."

Some may remember the Rich boat they were rebuilding with a high-tech power system and then the owner had a health issue and they were forced to stop the project. She has been sold to someone in Freeport who is going to finish her out himself. Down below she is pretty much finished, but up in the shelter is empty. "We are actually looking to splash it," said Ellery, "because it is seaworthy. We had it in the water for a sea trial before she was put up. It was a good project and it is a shame to see it go without finishing it."

**John's Bay Boat Co.
South Bristol**

Currently under construction is a 44-footer. The hull is done and they are beginning to get the interior in. She has a forward cabin with v-bunks and some lockers, storage space. On the starboard side she has more storage lockers and then a head with

a shower in it. In the shelter is the galley, a settee and helm seat station. The engine was sitting waiting for the reverse gear, which was due in May. Once that arrived the engine would be bolted in place. However, they are not working much on this boat as the railway is extremely busy like every spring and early summer at the yard. Due to the issue of finding help this boat will probably not go over until next spring.

At the end of April PAMELA B. from Beverly, Massachusetts needed to have her bottom stripped and was hauled out at Bittersweet Boat Yard in South Bristol so the mess could be collected and disposed of properly. The bottom was stripped by Aqua Terra Vapor Blasting and then the John's Bay crew went over the bottom making sure the caulking, putty and bungs were all there. They also replaced a couple of planks and put the ice sheathing back on. When done she was relaunched and hauled up on the railway at John's Bay Boat for the rest of the work. Unfortunately, by the time she got on the railway it began raining, which it did for three weeks. She was next scheduled to have a new lobster tank installed and paint the hull before going back overboard.

In the other bay in the shop there is RPJJ, which Bruce Farrin had built for a local fisherman 44 years ago. Her original owner fished her until he retired a couple of years ago and she was bought by a neighbor to the yard. They were asked to fix a couple of things and that turned into reframing her from the bulkhead back, rebuilding the stern and putting in 15 planks. They still have to

put in the platform and patch the rails.

Next on the railway will be Mike Flanagan's SALLY ROCHELLE from Portsmouth, NH. She will be up just for general maintenance.

The Landing School

The Landing School is pleased to announce the launch of a new academic program which will have a significant impact on the marine industry. Starting this fall, The Landing School will offer Boatyard Management, a program focused on management in the marine industry.

This program extends The Landing

School's "learn by doing" philosophy for students who have completed one of the other four programs. Boatyard Management is a second-year program in which students will learn management principles by actually managing the work of a simulated boatyard.

"This new program is the first of its kind, making the Landing School uniquely qualified to provide the marine industry with managers in training, essentially graduating a workforce that is ready to mentor other employees," said school president Sean Fawcett.

Continued on Page 25

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Boothbay Harbor and Rockland Lobster Boat Races



This is a combined race of Diesel Classes C and D. On the left is Adam Kimball's MISS ATTITUDE [Holland 32; 265-hp John Deere], who placed second in Diesel Class C. The boat on the right is Mark Davis' WHISKEY GIRL II, which is on her way to the win in Class D.



To the far left is TUNA WISHING [West Bay 37; 450-hp Cummins], owned by Jason West of Steuben and in the middle is Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT]. To the right is Gary Genthner's LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT].

Continued from Page 1

in Diesel Class J. He was followed by Zach Donnell's REGENCY [Calvin Beal 38; 800-hp Scania], all the way from Perkins Cove in Ogunquit, who captured third in Diesel Class K. The boat to beat this day was going to be Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] from Jonesport. She was entered in Class L (901 hp and over, 28 feet to 39 feet 11 inches) and ran down the course by herself and was clocked at 48.3 mph. However, while getting his prize Jeremy said that he hit the throttle at the end of the course and was doing 61 mph on his GPS when he crossed the line. Classes M(A) (40 feet and over, up to 500 hp) and M(B) (40 feet and over, 501 to 750 hp) were combined. With the dropped of the flag on the start boat it looked like another tight race between Matt Shepard's ALEXSA

ROSE [Morgan Bay 43; 750-hp John Deere] of Stonington and Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] from Milbridge in Class M(B). The win went to KIMBERLY ANN followed by ALEXSA ROSE in second a boat length back. Several boat length behind them came the leaders in Class M(A). Justin Papkee's PULL 'N PRAY [Wayne Beal 40; 500-hp Hyundai] of Long Island did all she could to get by Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere], of South Thomaston, but just did not have enough and they finished one-two. Five boats were on the line for Class N (40 feet and over, 751 hp and over) and Ryan Lemeiux's new boat OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] from Cutler, could make this an interesting race. The winner of this class last year was Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT], but would he be able to

you could not see who had the lead. As they made their way up the course it was obvious that it was a race between NATALIE E. and OBSESSION and as they neared the finish NATALIE E. had the lead and got the win with OBSESSION second. Third went to Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] from Harpswell.

There was only one boat entered in the Wooden Boat races, Caleb Knapp's EVANGELINE [38' J. Ervin Jones; 375-hp Caterpillar] of Boothbay and he was in Class B (Any hp., 36 feet and over). He came down with the racers in Class N to win this class.

There was just one boat in the Gasoline Free-for-All, BROWN EYED GIRL so she was sent down with the eight boats in the Diesel Free-for-All. There was no surprise as MARIA'S NIGHTMARE II came streaking up the course, but there was when she slowed allowing the two behind to catch up

and get a boat length on her. Jeremy Beal then hit her throttle again and off he went coming up between the two and led them to the finish. Second went to BLUE EYED GIRL and third was LA BELLA VITA.

Now the rain was coming down harder, but we were onto the final race of the day, Fastest Lobster Boat. Announcer Clive Farin kept asking who was going to race, but only two boats were on the line. One was LA BELLA VITA and the other was FIRST TEAM who wanted to finish his race in Class H. With no other taker, the flag was dropped and LA BELLA VITA led the way to the finish and the end was at hand.

Those of us on the prize float sitting on the finish line were wet and glad to get ashore and dry out. As we made our way to shore many of the competitors headed out of the harbor to Rockland for the next day's races.

59th Annual Winter Harbor Lobster Boat Races AUGUST 12th, 2023

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See you all on August 12th!

Boothbay Harbor and Rockland Lobster Boat Races



Another tight race was between Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] and Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] in Class M(B). The win went to KIMBERLY ANN followed by ALEXSA ROSE in second.

ROCKLAND – The rain subsided as dawn broke Sunday. It was still overcast and blowing a nice stiff breeze out of the nor'west. A look across Penobscot Bay and it was nasty out there and the question was how many would brave getting thrashed around getting to the races?

Sixteen boats had signed up at Boothbay for the Rockland Races and another 17 signed up that morning for a total of 33 competitors. Again, there were classes with no entrants or just a boat or two so we did some combining. There were no entrants in Work Boat Class C; Gasoline Classes B, D and E; Diesel Classes A, B, J and O; and Wooden Boat A.

There are three Work Boat classes and in Class A Annabelle Kimball skippered NUGGET to an easy win as she was the only entrant. In Class B, two boats were on the line and SCREAMTIME showed NUGGET (Cameron Murphy at the helm) the way to

the finish line.

With just one boat in Gasoline Class A, CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet], skippered by Alonzo Alley and one in Class C Lindsay Durkee of Islesboro BLACK DIAMOND [Holland 32, 454 Chevrolet] they ran up together each winning their respective classes.

Next up was the Diesel Classes and with no one in A and B and two boats in C and one in D they were combined. MISS ATTITUDE was in a rematch with LAST DESIGN and tried to get by her this day, but just could not as they finished one-two. RICH ENDEAVOR from Bass Harbor got the win in Diesel Class D. The first real close race of the day came in Class E between AUDREY MAY from Islesboro and Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] from Stonington. As they neared the finish AUDREY MAY gained separation and took the win with DESTINY second



In Diesel Class M(A) was Justin Papkee's PULL 'N PRAY [Wayne Beal 40; 500-hp Hyundai] did all she could to get by Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere], but just did not have enough.

GUILTY PLEASURE from Yarmouth third. Classes F and G were combined and it was going to be a good battle between FAITH MELLE and David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo] from Vinalhaven, the only entrant in Class G. FAITH MELLE jumped right into the lead and kept it right the finish line. The three boats in Class H were combined with the one entrant in Class I. Again, it was a rematch of the day before between MELYNDA M. and LIL' LISA MARIE with the same results: LIL' LISA MARIE crossing first. However, they each won their respective classes. Second in Class H went to Broddie Eaton's FALLEN ANGEL [Calvin Beal 36; 530-hp FPT] followed by FIRST TEAM. Just before the start of the next race I got a late sign in as Nick Wiberg came by the committee boat on the finish line and entered Class K with WITCHING HOUR [Northern Bay 36, formerly UNCLE'S UFO]. He was going

to face off against LA BELLA VITA and as they came up the course it was close, but LA BELLA VITA inched her way into the lead and won by a boat length. Third went to Steven Osgood's SHOOTING STAR [Northern Bay 36; 750-hp John Deere] from Vinalhaven. There had been a lot of talk about a Libby 34, which someone had put a 1,000-hp Isotta in. Well, she made her first appearance at Rockland. She is owned by Cooper Nelson of Searsmont and was pitted against MARIA'S NIGHTMARE II, the top diesel boat. As they came up the course it looked close until Jeremy on MARIA'S NIGHTMARE II added more throttle and sped across the finish line with the win in Class L. In a rematch of the day before, ALEXSA ROSE and KIMBERLY ANN came up the course with the win going to KIMBERLY ANN and ALEXSA ROSE second Class M

Continued on Page 23

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These include: WPA Custom House records for Bath, Maine; Frenchman's Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee's notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 6' adding more vessels and updating the ones already listed. Hope to have ready the end of Summer.

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] and Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] battling it out in Diesel Class E.

BOOTHBAY HARBOR LOBSTER BOAT RACES

17 June 2023

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) ---, Will Clifford (24.7 mph) and 2) *Nugget*, Annabelle Kimball.

Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:

1) ---, Andry Correa; 2) *Scream Time*, Mason Vintinner; 3) *Zippin Too*, Jacob Noyes; 4) *Zippin'*, David Noyes; 5) *Miss Diane III*, Jason Farrin; and 6) *Nugget*, Cameron Murphy.

Race 3 –CLASS C Inboards, outboards or outdrive 91 hp and up: 1) *Casco Miss*, Dave Johnston (44 mph).

Race 4 –Fastest Working Lobster Boat – Boothbay: 1) *Blue Eyed Girl*, Andrew Taylor (49 mph); 2) *Beluga*, John Albaum; and 3) *Evangeline*, Caleb Knapp.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No entrants. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No entrants.** **Race 7 - Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling. **Race 8 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over. No entrants.** **Race 9 - Gas-**

oline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos. No entrants
DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 10 - Diesel Class A - Up to 235 hp, 24 to 31 feet: No entrants. **Race 11 - Diesel Class B - Up to 235 hp, 32 feet and over: No entrants.** **Race 12 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (26.9 mph) and 2) *Miss Attitude*, Adam Kimball. **Race 13 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Whiskey Girl II*, Mark Davis (24.7 mph); and 2) *Rich Endeavor*, Colyn Rich. **Race 14 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (34 mph); and 2) *Guilty Pleasure*, Jake Dugas. **Race 15 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley, Jr. (35.6 mph). **Race 16 - Diesel Class G - 436 to 550 hp, 28 to 35 feet: No entrants.** **Race 17 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs; 2) *Tuna Wishing*, Jason West; and 3) *First Team*, Travis Otis. **Race 18 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil' Lisa Marie*, Gary Genthner (39.3 mph); and 2) *Misty*, Chris Smith. **Race 19 - Diesel Class J - 551 to 700 hp, 36 feet and over:** 1) *Mean Kathleen*, Sean Clemons. **Race 20 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (45 mph); 2) *La Belle Vita*, Jeff Eaton; and 3) *Regency*, Zach Donnell. **Race 21 - Diesel Class L - 901 hp, 28 feet and over:** 1) *Maria's Nightmare*, Jeremy Beal (48.3 mph). **Race 22 - Diesel Class M(A) - 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Alan Knowlton; and 2) *Pull 'n Pray*, Justin Papkee. **Race 23 - Diesel Class M(B) - 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (32.9 mph); and 2) *Alexsa Rose*, Matt Shepard. **Race 24 - Diesel Class N - 40 feet and over; 751 hp and over:** 1) *Natalie E.*, Dana Beal (38.5 mph); 2) *Obsession*, Ryan Lemieux; 3) *Five Stars*, Chip Johnson; 4) *4 Ladies*, Tom Clemons; and 5) *Anxiety*, Heron Arey. **Race 25. Class O. Non-working boats, any length, any horsepower. No entrants.**

Race 26 - Wooden Boats (A) Any hp, up to 35 feet 11 inches. No entrants. **Race 27 - Wooden Boats (B) Any hp, 36 feet and over.** 1) *Evangeline*, Caleb Knapp.

Race 28 - Gasoline Free for All: 1) *Brown Eyed Girl*, Jim Koehling.

Race 29 - Diesel Free for All: 1) *Maria's Nightmare*, Jeremy Beal (57.5 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *La Belle Vita*, Jeff Eaton; 4) *Mean Kathleen*, Sean Clements; 5) *Five Stars*, Chip Johnson; 6) *Alexsa Rose*, Matt Shepard; 7) *4 Ladies*, Tom Clemons; and 8) *Regency*, Zach Donnell.

Race 30 - Fastest Working Lobster Boat: 1) *La Belle Vita*, Jeff Eaton (40.2 mph); and 2) *First Team*, Travis Otis.

ROCKLAND LOBSTER BOAT RACES

18 June 2023

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Nugget*, Annabelle Kimball (21.4 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Scream Time*, Mason Vintinner (43.1 mph); and 2) *Nugget*, Cameron Murphy (23 mph). **Race 3 –CLASS C Inboards, outboards or outdrives, 91 hp and up: No Entrants.**

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen (11.1 mph). **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No Entrants.** **Race 6 - Gasoline Class C - V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Lindsay Durkee (30.3 mph). **Race 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over: No Entrants.** **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos. No Entrants**

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: No Entrants. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over: No Entrants.** **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Ray Fagonde (30.7 mph); and 2) *Miss Attitude*, Adam Kimball. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Rich Endeavor*, Colyn Rich (20.8 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (39.4 mph); 2) *Destiny*, Danny Eaton; 3) *Guilty Pleasure*, Jake Dugas; and 4) *Kameron & Hope*, Shane Carlson. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley (38.8 mph); and 2) *Southern Comfort*, Avery Waterman (20 mph). **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *SPLT Second*, David Osgood (34 mph). **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs (30 mph); 2) *Fallen Angel*, Brodie Eaton (25 mph); and 3) *First Team*, Travis Otis. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil' Lisa Marie*, Gary Genthner (39.7 mph). **Race 18 - Diesel Class J - 551 to 700 hp, 36 feet and over: No Entrants.** **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton (43 mph); 2) *Witching Hour*, Nick Wiberg (38 mph); and 3) *Shooting Star*, Steven Osgood (33 mph). **Race 20 - Diesel Class L - 901 hp, 28 feet and**

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LOBSTER BOAT RACING RESULTS: BOOTHBAY & ROCKLAND



To the left is Nick Wiberg's WITCHING HOUR [Northern Bay 36], and on the right is Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] competing in Class K.



Cooper Nelson's LESS THAN KNOT [Libby 34; 1,000-hp Isotta] and Jeremy Beal's MARIA'S NIGHTMARE [Wayne Beal 32; 1,000-hp Isotta] as they came up the course.

over: 1) *Maria's Nightmare II*, Jeremy Beal (49.1 mph); and 2) *Less Than Knot*, Cooper Nelson (39 mph). **Race 21 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Alan Knowlton; and 2) *Pull 'n Pray*, Justin Papkee. **Race 22 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (37.5 mph); 2) *Alexsa Rose*, Matt Shepard; and 3) *Noah & Lilly*, Eric Harjala. **Race 23 – Diesel Class N – 40 feet and over; 750 hp and over:** 1) *Natalie E.*, Dana Beal (38 mph); 2) *Obsession*, Ryan Lemieux; and DNS) *Anxiety*, Heron Arey. **Race 24. Class O. Non-working boats, any length, any horsepower: No Entrants.**

Race 25 - Gasoline Free for All: 1) *Black Diamond*, Lindsay Durkee (26 mph).

Race 26 - Diesel Free for All: 1) *Maria's Nightmare II*, Jeremy Beal (49.9 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Less Than Knot*, Cooper Nelson; 4) *Witching Hour*, Nick Wiberg; and 5) *Alexsa Rose*, Matt Shepard.

Race 27 Wooden Boats A (up to 35 feet 11 inches). No Entrants.

Race 28 Wooden Boats B (36 feet and over). 1) *Sari Ann*, Vance Bunker (23 mph); and 2) *Sari Ann I*, Jon Johansen (20.7 mph).

Race 29 - Fastest Lobster Boat: 1) *Maria's Nightmare II*, Jeremy Beal (49 mph); 2) *La Bella Vita*, Jeff Eaton (41 mph); and 3) *Witching Hour*, Nick Wiberg.

Boothbay & Rockland Lobster Boat Races

Continued from Page 21

(B). M (A) was combined with M(B) and the win went to SEA URCHIN followed by PULL 'N PRAY. In Class N another rematch took place between NATALIE E. and OBSESSION. It seemed to be a closer race with less than a boat length between them and at the line NATALIE E. had won again, but OBSESSION was gaining.

There was just one boat on the line for the Gasoline Free-for-All, BLACK DIAMOND.

Five boats were on the line for the Diesel Free-for-All and the favourite was MARIA'S NIGHTMARE II and she did not disappoint. The real battle was again LA BELLA VITA, and LESS THAN KNOT and WITCHING HOUR, which finished in this order all within a boat length.

In Wooden Boat B, Vance Bunker of Owl's Head came out with his SARI ANN [42' Johns Bay Boat; 660-hp Volvo] and defeated his former boat SARI ANN I [40' Johns Bay Boat, 375-hp Caterpillar], now owned by Jon and Ann Johansen of Winterport, and skippered by Alonzo Alley.

For the final race of the day, Fastest Lobster Boat three boats were on the line and it was no surprise that the winner was MARIA'S NIGHTMARE II. LA BELLA VITA and WITCHING HOUR was in another real close race, stems just feet apart, but the judges agreed that second went to LA BELLA VITA with WITCHING HOUR

third.

The wind had subsided, but there was still a rather good sea running out on Penobscot Bay as the boats headed home. The next race will be at Bass Harbor on 25 June, another great venue to be race.



Vance Bunker came out with his SARI ANN [42' Johns Bay Boat; 660-hp Volvo] and competed in Wooden Boat Class B and won.

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Last Golden Globe Race 2023 Update

Continued from Page 9

stopping a second time in Hobart for Guy to pick-up a new raft, therefore out of the GGR but deciding to continue his circumnavigation.

Jeremy pushed through in the Pacific Ocean encountering numerous storms that made him the GGR fleet record holder for the most days in foul weather. He rounded Cape Horn on March 17th, 193 days after the start between two low pressure systems after days of bad weather, breaking his dodger and losing his inflatable danbuoy.

The barnacle-free Olleanna was doing good time in the Atlantic, and Jeremy's plan to hold the unofficial record between Hobart and Les Sables d'Olonne well under way until May 19th. Olleanna's stainless steel forestay fitting broke just as the wind turned East, straight into Jeremy's face for 24 days.

Slow progress under staysail only meant Jeremy soon ran out of food and water. He started using his emergency manual water maker, while eating his very last tin of food several days before his arrival. Never however did he run low on his signature, quirky and sometimes dry, sense of humour, making the best on what would have been a critical situation for many and getting out some of the best tweets of the GGR.

Jeremy, latest member of the South African solo circumnavigators club.

Jeremy is used to heavy weather and big seas, starting from the Optimist Class into offshore sailing, and winning the Governor's Cup from Cape Town to Saint Helena twice. Olleanna, the smallest yacht in the fleet impressed by her pace and steadiness, and Jeremy was quick, always in the game and first boat on the start line in Gijon for the SITraN Prologue and top three on the LSO start line!

It is during one expedition on Skip Novak's Pelagic, where fellow South African sailor Kirsten Neuschäfer worked that he

decided to take part in the GGR. After 277 days at sea, he now joins Kirsten, the winner of the 2022 GGR, and Sailors Hall of Fame Bertie Reed, who circumnavigated the world 3 times, placing first in the inaugural BOC Challenge 1981-82, in the small club of solo South African circumnavigators.

"Once again, the GGR has been a display of the human spirit under great pressure. It has captivated followers around the world. It is not about money, technology, speed or even athletes. It is about who we are as humans and why we exist. Each of the entrants are there to prove something to themselves. It is personal and it is hard. It is not for everyone, but all of us watching and living this day by day come away stronger for being part of it. We owe all of them, the sailors, a debt of gratitude for sharing their story... Thanks to them and you for following!!! We look forward to seeing all the skippers safely together again in les Sables d'Olonne gathering the GGR family in its home for some exciting celebrations!" Don McIntyre, GGR Founder & Chairman

GGR 2022 celebrations and prize giving ceremony under preparation.

The city of Les Sables d'Olonne, the world's Capital of solo sailing, and the GGR Race Office are gearing up for the upcoming Prize Giving Ceremony on Saturday 24th of June. That same week-end, Les Sables d'Olonne, home of the Golden Globe Race is hosting the Enjoy Ocean Festival dedicated to the promotion of water sports, a unique opportunity to get into discovery initiation and cultural activities linked to water sports for free at three sites across the city : the sea base, Port Olona and Lac de Tanchet on June 23 and 24. The GGR will have Stands at the Base de Mer and Port Olonna by the Vendée globe dock to meet the GGR family and members of the public on the 24 and 25 of June Saturday, June 24, is the official closing date for the Golden Globe Race 2022 with a full festive programme.

Prize Giving ceremony at 18:00, Place du Tribunal, along the famous beach of Les Sables, voted one of the most beautiful bays in the world, joining the Bay of Cartagena de Indias in Colombia or the Bay of San Francisco in California, and the mythical Bay of Along in Vietnam.

Greet the skippers as they receive their trophies in the presence of the Mayor Yannick Moreau, GGR founder Don McIntyre, GGR patron Sir Robin Knox-Johnston, 2018 Winner Jean-Luc Van Den Heede, and celebrate the victory of South Africa's Kirsten Neuschäfer as she receives both the GGR trophy and the Kay Cottee trophy.

The prize giving will be followed by a concert at 19:45 from "UK on the Rock" for two hours of rock and brit pop from the rolling Stones to Oasis, and DJ Set by the latest sensation of the French Touch of electro music from 22:30 onwards to celebrate way into the night.

On Sunday 25th enjoy the initiation to Water sports, Catamaran, Kayak, Stand Up Paddle, check the local Ollonnois on the great beach of Les Sables d'Olonne and get your GGR Merch at the GGR Stands. Check the Program below.

Dance floor therapy

All sailors had their own way of dealing with isolation and the lack of exercise on board, some read books, others played games or went swimming. Michael was dancing every time he could, taking the disco ball out and playing his favourite tunes on tape, which is probably the largest (if not the only) collection of Electro and techno music ever recorded on tapes!

Michael also managed the long pacific crossing and the 100 degrees of latitude up the Atlantic from Cape Horn to Les Sables d'Olonne through regular HF contact with the other sailors around him, including long-lasting friendships with Kirsten Neuschäfer, Abhilash Tomy, and Jeremy Bagshaw.

"The GGR has been an incredible voyage, I had already changed me in the preparation leading to the start, and changed me in more ways than I had imagined during the 249 days at sea." Michael Gugg, Skipper,

Nuri Sardines

3rd place for a never seen before ocean race podium.

By defying the odds and surviving the gruelling race with the biggest attrition rate in the world, Michael has made it to the 3rd and last ranked position in the GGR, completing a podium never seen before in a ocean race, let alone a solo, non-stop, race around the world. India and Austria may not be known for their importance in the sailing world but have found themselves true Ambassadors of the sport. South Africa is a well-known sailing nation but never reached the winning stage of round the world racing.

"While we had a big attrition rate again, the finish proved exciting. We have the first woman to win a solo round the world race, a competitor coming back after nearly losing his life 4 years ago and a sailor from a land-locked country who started sailing 10 years ago. All of it for a never seen before podium of South Africa, India, and Austria." Don McIntyre, GGR Founder and Chairman

Still at sea...

With Michael Guggenberger on land, there is still One Chichester sailor at sea. Jeremy Bagshaw who is around 1300 miles from the finish. The second South African in the race lost ground when plagued by barnacles in the Atlantic and decided to manually scrape his hull in South Africa. Alas, the dreaded shells came back with a vengeance in the Indian Ocean, and he was obliged to lift Olleanna and provision on water in Hobart.

Guy Waites (GBR) who stopped in Cape Town to lift Sagarmatha and a second time in Hobart to get a new life raft, has just entered the Northern hemisphere. No longer in the GGR he courageously decided to continue his round the world adventure and is heading to Les Sables d'Olonne. He sent a message via his sat phone congratulating Michael for his finish as he did for Kirsten, Abhilash and Simon.

"Welcome Northern Hemisphere, Cape Horn to Equator in 36 days, soon in LSO. My congratulations to Michael when he arrives!" Guy Waites, Sagarmatha.

Friendship Sloop 62nd Homecoming



Friendship Sloop Society 62nd Homecoming Rendezvous and Races

The Friendship Sloop Society will be celebrating Maine's maritime history with three days of sloop races in Rockland Harbor. Sloops begin arriving at Rockland Public Landing, 1 Harbor Park on Wednesday July 19. The public can view the sloops on the dock any time during the three-day event when not racing and may board with permission. Races begin at 1:00 P.M. on Thursday July 20th and Friday July 21st. Saturday begins with a parade of sloops at 11:00 A.M. with races beginning at 12:00 P.M. Spectators may watch the races and Saturday's parade from Rockland Breakwater. This event is family friendly and free to the public.

Originally designed and built in Friendship, these sailing vessels served as one of the state's first lobster and fishing boats and are now a classic Maine pleasure-craft. There are 285 sloops registered with the Friendship Sloop Society including the oldest wooden original built in 1899 that is still sailing today.

Race length is weather and wind dependent, lasts several hours, and utilizes a five-mark triangular course including a handicap alley to accommodate sloops of all sizes. Friendship Sloop Society-related chandlery items will be available for sale under the tent near the Rockland Harbormaster building.

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Boat And Ship Yard News

Continued from Page 19

To prepare for the new program, the Landing School has expanded its boatyard capabilities with the purchase of a Hostar hydraulic trailer, a one-ton pickup truck, and a forklift. The generosity of significant donors has made these purchases possible.

“As our Marine Systems program has evolved to provide students with practical, hands-on experience through meaningful project boat work, the school is looking more and more like a functioning boatyard,” said Sean Fawcett. “We will leverage this environment to teach business and project management principles by having students manage the work of a boatyard.”

The Boatyard Management program is open to students who have completed one of the other programs, including Wooden Boat Building, Composite Boat Building, Marine Systems, or Yacht Design. The objective is to teach the skills and knowledge necessary to be an effective manager in the marine industry. Through course work and hands-on management of projects taking place on campus, Boatyard Management students will gain first-hand experience managing all aspects of a project, from start to finish. This includes planning, estimating, executing, ordering parts, invoicing, and personnel management.

Jeff Stack of Maine Yacht Center said, “...the new Boatyard Management program will work to instill confidence in technicians as they rise through their boatyard careers, as well as bring structure to the many complexities unique to marine management.”

During the first semester of the Boatyard Management program, students will take courses in safety and compliance, planning and estimating, ABYC standards, and service management. These courses will provide foundational tools and knowledge that students will need to become effective managers. In the late winter, students will participate in a full-time, three-week externship where they will shadow an established leader or manager in the marine industry. This will enable students to see the management principles they have learned put into practice and expose them to a career as a leader in the industry.

During the second semester, project management takes a front seat. The majority of the Boatyard Management students’ time will be spent managing small teams of Marine Systems students who are working on “project boats.” In addition to this direct experience managing real projects and teams, the Boatyard Management students will be introduced to financial management, marina management, and organizational behavior.

The Boatyard Management curriculum prepares graduates to find employment as entry level department leads, project managers, service managers, or yard managers in the marine industry. Equally important, it prepares students to enter the workforce as trusted mentors for junior employees.

Lyman-Morse Fabrication Rockland

Lyman-Morse Fabrication announces the launch of our newest workboat project, the LMF 33 Landing Craft. The LMF 33 Landing Craft fills the niche for a high-quality and durable work vessel built to withstand the rigors of extreme marine environments. The aluminum hull allows operators to land the boat on rocky beaches without damaging the hull, while the wide-open bow functions as a stable and uncluttered work, cargo, or passenger space. Hull 1 of this series was commissioned by the University of New Hampshire’s School of Marine Science and Ocean Engineering for work in their

aquaculture research programs. This model features a deck-mounted 3300-pound crane for easy hauling of nets and traps.

The LMF 33 Landing Craft was designed by Response Marine, with whom we’ve worked to launch other commercial and utility vessels.

Whether you are looking to haul nets for aquaculture research or simply beaching your boat on a remote shoreline, the LMF 33 Landing Craft will deliver. Fitting a multitude of uses, the vessel is perfectly suited for: Transport/Remote Accessibility; Research Institutions; Heavy Industry; Fire Rescue; Patrol; Spill Response; Multi-Purpose/Utility and More...

The LMF 33 is offered as series-built model. With the heritage and expertise of a custom boatbuilding company behind it, the vessel can be customized to fit an owner or organization’s specific needs. Whether you are looking for a rugged commercial-use boat or something practical to get your equipment out to an island, the LMF 33 is the boat that can do it all.

The drop-down bow door makes transporting equipment to an area without a dock seamless. The vessel is offered with multiple propulsion options. Hull 1 features twin 250HP outboards with joystick control.

Lyman-Morse Fabrication has established itself as the source for custom-made metal fabrication projects throughout New England and beyond. We combine broad-ranging capabilities, state-of-the-art facilities and fine craftsmen and engineers to create projects of exceptional quality. With a foundation in constructing ocean going yachts and marine components, we understand durability, beauty, functionality, and practicality. Today, our fabrication shop has evolved to offer our services to meet the needs of a wide range of markets, from small prototypes to large-volume orders.

We pride ourselves on precision, innovation, commitment to quality, and cost-effectiveness. Our dedicated and skilled craftsmen have expertise in working with stainless, aluminum, bronze, steel, titanium, and plastics.

Shop to Shore South Bristol

In the shop they have a Hodgdon 24, which is being rebuilt. They have replaced a few frames and planks, recaulked, replaced everything on the inside, installed a new engine, painted the hull and next they will

be building and installing a centre console.

Outside in a temporary shed there is a 1950 Chris Craft, which is being rebuilt by and for the owner of the yard. This year he has redone the transom, painted the hull, installed new tanks, stripped all the varnish, stained it, and varnished it. He has also done a lot of painting inside trying to get that back up to where it should be.

Out by the road sat Glamour Girl, which they installed a new three-cylinder Yanmar in. They then discovered that they needed

a bigger prop because it did just four knots wide open. They are just waiting for the prop now so they can take it back out for sea trials again.

They are still working on the Able 32 for a local customer. They removed the wheelhouse and put on a new teak windshield/pilothouse, redid the non-skid, built bench seats, made new cherry trim for the hatches, and redid the console area. They were hoping to get her over for Memorial Day.

NEW SPOOL WINDLASS



New spool windlass, made by Nat Bradshaw Machinery, suitable for a 35-46-foot boat, complete package with electric controls and all fittings, includes 150-foot 5/8-inch anchor rode, ready for installation. \$1,750. Can be seen at Brooklin, Maine. Duplicate can be seen on an existing boat in Brooklin. Call (207)266-1243.

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

22 March
Page 4.

To Shipowners and Builders.

David R. Procter,

**Ship and Ornamental Carver and Gilder, No. 2 Phenix Row
Belfast, Maine.**

D. R. P. would respectfully inform the public and those who have, heretofore extended to him their patronage, that he has recently made larger and better arrangements for persecuting his business on a more extensive scale. He has a variety of new patterns, of the latest styles. He has on hand and for sale constantly, a large assortment of Carved Work of all kinds which will be sold cheaper than can be purchases elsewhere.

Orders from abroad will be faithfully executed, and the work forwarded.

Belfast, February 4, 1850.

29 March
Page 3.

Steamer BROWNSVILLE recently went up to Trinity river to a point fifteen miles above Pine Bluff a distance of six hundred and seventy-five miles from the mouth of the river. Her appearance in that region "astonished the natives."

The statement the Gustavus A. Hemmenway was lost from the brig PERFECT, from what we have recently learned, we think is a fabrication of some malicious person on board the PERFECT.

Steamer GOVERNOR. - This popular boat came on the route in connection with the Boston and Maine railroad, on Saturday last. The GOVERNOR has been improved in her machinery, refitted, and newly painted since her last appearance before the public.

Later from Europe. - The steamship NIAGARA arrived at Halifax morning of the 22d. inst.

Married.

In Dexter, 20th, Capt. John R. Kingsbury, of Bradford, to Miss Hannah Whitney, daughter of Elder John Whitney of Dexter.

Died.

In Searsport, 25th, at the residence of

Capt. Chas. Gorden, Mr. John Jones, of Monmouth, Maine, aged 76. [Western papers please copy.]

Ship News.

Brig RADIUS, Magrath, from Santa Cruz, Cuba reports that on night of 13th, off Cape Fear, came in contact with a fore and aft schooner carried away cutwater, flying jibboom, bowsprit head, and started a leak of 1400 strokes per hour.

Schooner TYRONE, of Hampden, at New York from Darien, on the 14th inst., while lying to in a gale from NE, had decks swept by a sea, lost boat, water casks, &c., and had sails much damaged.

Extract of a letter from J. C. Burnham & Co. dated Havana March 12 - "We have to advise you that the bark AMOS PATTEN, McNear, had been wrecked on her voyage from this place to Matanzas. No particulars."

The rapid loss of brig JOSEPHINE, of Boston, formerly of Belfast, is confirmed by a passenger from California. When the brig was ready to leave the Columbia River, Capt. Milton was under the necessity of employing a drunken pilot, intending to make sail as soon as he became sober before that time, a violent gale came on, and together with the crew, he went on shore, taking with them their clothing, and about \$5,000 in specie; shortly after, she drifted to sea, beating over a ledge of rocks, with two anchors ahead. There was a brig of 200 tons, about 2 years old, and was insured in Boston for \$9500. Probably no insurance on freight money or cargo.

Brig BENJ. CARVER, from New York from Wilmington, North Carolina is reported bellowed New York, having put back with loss of mainmast, foretopmast, jibboom, cutwater, &c., and having jury masts rigged.

Schooner SARAH MATILDA, from Bucksport, (before reported) remained at the Breakwater, below Philadelphia, 19th, having a rudder made; she would proceed to Philadelphia before making further repairs though leaking considerably.

Railroad and Steamboat Line:

For Portland, Boston and Lowell!

The elegant and fast sailing steamer GOVERNOR, Capt. Thomas Rogers, Having undergone extensive repairs the

past winter, and having all new boilers. Carpets and furniture with ton ten additional State Rooms, is now upon her route running as follows.

Leaves Belfast for Portland every Monday, Wednesday and Friday mornings, at 3 o'clock a.m., and connecting with the cars for Boston on the Upper and Lower Routes for 5 o'clock, by express train on the Upper route.

Passengers by this Line arrive at Lowell (and other places upon the roads) same evening.

Returning - Leaves Portland same evening, or the arrival of the cars from Boston.

Fare - From Belfast to Boston \$2.50

From Belfast to Lowell \$2.75

From Belfast to Portland \$1.50

Fare from Searsport, as above.

Way Fares as usual rates - Meals Extra - Freight taken at fair prices. Chas. Giles, Agent. Belfast, March 27, 1860.

Notice!

Steamer Admiral!

The steamer ADMIRAL, Capt. Hutchings, will make her last trip from this place East on the 3d of April, and her last trip from Boston on the 5th of April. Time of leaving as heretofore. For freight or passage apply to C. Giles, Agent. Belfast, March 28, 1850.

Notice!

Subscribers to the stock of the contemplated new steamboat, to run from Belfast Eastward, are requested to meet at the office over Beaman & Perry's Store, on the evening of the 30th inst., at 7 o'clock. Business of importance will come before them. A punctual attendance is requested. Belfast, March 28, 1850.

Page 4.

A Voyage Round the World

By Fitch W. Taylor, of the U. S. Squadron.

Those who have read Anson's and Cook's Voyages, must call to mind the all-absorbing interest with which they accompanied these navigators in their perilous adventures, in order to form a just conception of the gratification they will enjoy in the perusal of this book. Indeed, they will hardly make a just estimate then, for this voyage was performed by Americans, in American ships of war; and withal so recently as to portray the present condition of the many nations and countries they visited. The writer has a very felicitous way of describing what he sees, and preserves the attention of his reader as much by this vivacity of manner, as by the nature of the adventures he describes.

It contains several cute and a handsomely executed likeness of the Emperor of China, from an original Chinese painting obtained by the late and lamented Dr. Morrison. We know no recent publication better calculated to beguile a long winter evening, while it imparts as much useful information as it gives pleasure to the reader.

5 April

Page 1.

Marine Railway. - The marine railway, recently constructed by a company in this town, and to which we have before alluded, was put in successful operation last week. It worked most admirably in every particular. It is capable of taking up vessels of the largest class, in a very short time, and with great ease. This will be found a most valuable acquisition to the commercial community of the vicinity.

Steamship GEORGIA. - This steamer, which left New York on the 13th inst., with 650 passengers, left the port of Havana with the enormous number of eleven hundred

persons on board, all bound for Chagres. This is the largest number ever taken on an ocean steamers.

Died.

In Liverpool, England, February 24th, Capt. Uriah R. Couillard, of Bucksport, late master of ship GEO. EVANS. While on his way to New Orleans from Genoa, he left his ship at Gibraltar, in a feeble state of health, in October last, and took passage in a steamer for England, intending to embark thence for his native town, but was so much enfeebled that he was unable to do so.

Ship News.

Schooner BAY STATE, of and from St. George, arrived at Eastport 26th ult. arrived reports on 25th, 15 miles ESE of Isle au Haut, fell in with the burning wreck of schooner FREDRICK, of and from Boothbay, with hay, took from her boat four persons, Joshua Reed maters, Capt. Pinkham, passenger and owner of cargo; Gustavus Reed, and Joseph Reed, seamen. They were in a distressed condition when picked up, and the vessel sunk immediately after. No insurance on vessel and cargo.

Schooner TENNESSEE, of Searsport, Black, beat in over the reef Key West on the 5th ult. and anchored. Was piloted out one of the wreckers for \$300.

Schooner J. HOLT, of Blue Hill, Chase, from Cardenas for Boston with molasses, went ashore 28th, in Scituate Harbor, during snow storm. At high water the sea drove her up, where she remained. Will have to be lightened to get off. No much damage.

Brig GEN. TAYLOR, of Belfast, from Jacksonville, 21st ult, for Boston, with ship timber, was towed up to New York 28th, ult, having put in for provisions.

12 April

Page 2.

One Month Later from California.

The steamers CHEROKEE and EMPIRE CITY arrived at New York on Friday. The CHEROKEE had on board one million fifty-three thousand seven hundred and eighty-three dollars in gold dust, and the EMPIRE CITY 262 passengers and one million three hundred thousand dollars on freight and one million in the hands of passengers.

The CHEROKEE brings the mails from San Francisco to March 1st. The letter mail contains 30,000 letters.

The steamer GEORGIA had not arrived when the CHEROKEE left Chagres, and fears were entertained of her safety, as she was several days overdue.

A large fire occurred at Chagres on the evening of March 23d, by which most of the old town of Chagres was consumed. Much property was lost by the natives.

Many of the CHEROKEE's passengers from New York reached San Francisco in 66 days.

The U. S. ship FALMOUTH was at Mazatlan on the 9th of March and was to sail on a cruise in a few days.

The OREGON will leave Panama for San Francisco, California the 1st of May.

Jeremiah Moulton, Jr., of Bangor, died on board the brig HELLOS, December 21 st.

Page 3.

Sir John Franklin Reported Safe. - The following letter was received by John Randall, fur merchant in Water Street, in this city, today:

St. Paul, Minnesota, March 12th.

"A dog train arrived her yesterday, from some distance above Lake Superior, bringing news that an American vessel had



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

been seen by some of the Indians, and had sent letters saying that Sir John Franklin was found. The particulars I cannot learn. However, they say he is safe."

The writer of the letter is the brother of Mr. Randall, and we have seen the letter containing the intelligence. Both are gentlemen of high respectability. He writes by every mail, so that we have through his letter the most recent news. Our former advices from St. Paul were to the 6th of March. The dog-train mentioned some ten days ago as having arrived at St. Paul, was from Selkirk settlements which lies quite in another direction from Lake Superior. It will be perceived that the information is given as a report, which reached the writer at the moment of closing his letter, and he had no feeling at liberty to withhold anything communicated in good faith on so interesting a subject. - N. Y. Commercial.

Benton on Flogging in the Navy. - Meetings have been recently held in New York and other places, for the purpose of helping forward the abolition of flogging in the navy. At the meeting in New York a few weeks since, a report was made of the number of lashes inflicted on board the vessels of the U. S. Navy during their latest cruises. The amount is almost incredible, numbering in one ship over four thousand, and in several others, from one to three thousand. It is a disgrace to the American people that such a barbarous custom is tolerated, and it is high time to put forth vigorous measures for its abolishment.

During the last session of congress, the subject was before the senate and elicited considerable debate. It was tacked on the bill of appropriations for the navy, which was an imprudent step. Attention was, however, directed to the subject in congress, and the barbarism received some hard thrusts. Senator Benton eloquently expresses his opinion upon the subject in the following patriotic language:

"I am not in favor of scourging American citizens. A Roman citizen could not be scourged, and I believe an American citizen is of as high an order of men as were Roman citizens. Roman citizens were employed both by sea and land, in the navy and in the navy, and there was no scourging; that was reserved for slaves, for barbarians, for those below the dignity of a Roman. It may be that some persons are bad enough to be whipped, but I question if whipping will effect a reform. I also question if it is worth while to make the officers of the navy the instruments or agents to correct the incorrigible part of mankind. It is better, sir, to get them out of the navy, and have nothing to do with them. I feel a deep mortification, sir, in seeing a man - one who is brave, one who will die in defense of his country, either in the army or the navy - tied up and flogged. I feel humiliated, sir, by such a spectacle." - Eastern Times.

The New Steamer BOSTON. - This new and splendid steamer left New York on Thursday for Boston. The N. Y. Herald thinks she will show the Athenians what New York thinks she will show the Athenians what New York enterprise and ingenuity can accomplish in the way of boat building. The Herald says: -

"The BOSTON is beautifully fitted up from stern to stern. The cabins are the neplus ultra of elegance, and all the arrangements are of the most commodious and convenient character. In one word, it is a model boat, suited for sea purposes, and precisely adapted to run between Boston and Bangor, where she is to be stationed. The BOSTON was built by Wm. H. Brown, of this city. She is 250 feet long, with 28 feet beam, 9 1/2 feet hold, and of about 600 tons register. It is to the enterprise of that veteran navigator, Captain M. Sanford, that the down eastern public are indebted for such an agreeable and splendid result; and though it is the eighteenth boat that his valuable business habits

have furnished, yet he has superintended the work from the laying of the keel to the trial trip, which was of the most satisfactory character. One of the most important parts of the work is the machinery and engines. They were built at a cost of \$25,000, by those skilled and scientific engine builders, Messrs. T. F. Secor & Co., and are finished in the very best manner, with all the modern improvements. The whole cost of the BOSTON was about \$90,000, and she is to be commanded by Captain Thomas Sanford, son of the worthy owner, who may take a just pride in navigating so magnificent a specimen of naval architecture."

The BOSTON made her appearance here Wednesday. She comes fully up to the description of the Herald. See advertisement in another column.

Steamer GEORGIA. - The steamer GEORGIA about which there was some alarm on account of her non-arrival at Chagres when due, has arrived back to New York safe. Her passengers out to Chagres complain of the annoyance they were subjected to from their great numbers.

Arctic Voyagers. - The Hull (English) Advertiser says, "An affect scene occurred on Tuesday last at this port, when 22 seamen, accustomed to the northern regions, and who had been engaged by Captain Austin, R. N., C. B., to accompany him in search of Sir John Franklin, took leave of their wives and children upon the pier of the Lumber dock, and immediately departed in the steamship VIVID, for London, there to join their com-

mander and his crew, who are to sail on the 1st of May."

Died.

At San Francisco, February 24th, of consumption, Mary A., wife of Harrington Osgood, aged 26. Also, at sea, January 13, on board, brig EMILY FARNHAM, on passage from Boston to San Francisco, Edwin Farnham, infant child of Mary A. and Harrington Osgood, aged 8 weeks.

In Bangor, 28th ult. James K., son of Capt. Samuel L. Fish, 16 years, 5 months; Wm. Carey, 26.

Ship News.

Brig WM H. SPEAR, of Bucksport, Black, at New York from Cardenas, has severe weather on passage, has been blown off the coast.

Brig SHERER, Moody, of Searsport, from Boston for Franklin, in the gale of Thursday, was off Portsmouth harbor. There was a person on board acquainted with the position of Little Harbor; the vessel, which draws 8 feet, was plumped into the mud, and the lives of all saved. She would otherwise have been in great danger of being wrecked on Rye Beach. She will be got off without much damage.

Brig HARRIET NEWELL, of Belfast, lost stern boat &c., in a severe N. E. gale 31st ult.

Schooner TRIBUNE, Nickerson, from Philadelphia at Lynn, got ashore off Cape May 24th ult, and threw overboard 15 or 20 tons coal; she then thumped off, which made her leak so badly that she will need repairs.

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30' Hunter with Yanmar diesel	\$3,995
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18' EDGEWATER CC, 1996. Purchased new in 1998; 115 Suzuki 4 stroke, purchased new Fall 2017, 69 hours; 1998 5 STAR roller trailer, replaced winch 2021, 2 speed with new strap, 2022 replaced axle; includes VHF radio, compass, etc., many extras included. \$19,000. Call Tom for more information and pictures. (603) 781-1408.

POWER



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.



19' SCOUT 195 SPORT DORADO, 2023. With Yamaha F115XB & '23 Venture trailer. Midnight blue hull, bimini top, powder coated ski tow, stern seat and backrest. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



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21' BOSTONWHALER 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.



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, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



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

POWER

and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



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 240 XSF, 2023. With Yamaha F300XSB DES Outboard. Shark gray hull, Garmin 8610 upgrade, Garmin VHF 315, JL audio speaker, Grigio cushion package, leaning post, rocket launchers, diaphragm overboard discharge, fresh water washdown, self-contained porcelain head, removable teak bow table, Seadeck helm footrest and helm pad. Call for pricing and more details. Casco Bay Yacht Sales, Freeport (207) 865-4103; www.cascobayyacht.com.



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.



25' LARSON CABRIO 254, 2002. With MerCruiser 250 hp I/O - 503 hours and 2002 Venture tandem trailer. Asking price \$23,500. Call for

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90 hp '03 Mercury. With all controls.	\$2,700
115 hp '18 Evinrude E-tec. 1722 hours.	\$6,500
115 hp '98 Johnson	\$2,500
150 hp '01 Johnson. With all controls.	\$3,500
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27' SCOUT 277 DORADO, 2023. Twin Mercury 225VL V6 DTS factory pearl fusion white outboards, Midnight blue hull, Garmin 8612XSV upgrade, Garmin 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Grigio cushion package, hardtop full canvas enclosure with aft curtain, rocket launchers, Lumitec light bar, 12v drawer fridge, inverter system, diaphragm overboard discharge and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport (207) 865-4103.



30' SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Miscela cushion package, bow filler cushion, Baitwell Leaning post upgrade, rocket launchers, Lumitec light car, windshield wiper and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.

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