

Maine Coastal News

Volume 36 Issue 8

August 2023

FREE

Seven More to go in Lobster Boat Racing Season!



All three entrants in Diesel Class M(A), John Williams' KHRISTY MICHELLE [44' Johns Bay; 500-hp Cummins], Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere] and Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] came up bow to bow, but about halfway OLD SCHOOL pushed the throttle down and began to gain separation for the win. Second went to SEA URCHIN.

BASS HARBOR – At 0500 on the morning of the race I stood on the Town Dock in Bernard and was surrounded by dense fog. It looked ominous, but a couple of fishermen said that it would lift about the time we were to start. As I was doing the sign-ins people, who came in by car, said that it was lifting all around us. There is no rain day for this race, Colyn Rich, who heads the race committee, said it was going to happen no matter what. We joked about shortening the course until you could see both ends of the course or just drawing the prizes and going home. Fortunately, mother nature allowed us to get them in.

The Bass Harbor races are one the venues racers like to go to. In the past they have come from all around Penobscot Bay and down as far as Jonesport and today was no different. Despite the dense fog racers came from Deer Isle, Islesboro, Jonesport, Milbridge, Stonington and Vinalhaven. As I was finishing the sign ups we could see across the harbor and out to the finish line. There was hope! As we made our way out to the finish line I finished adding in the late arrivals and we had 40 entrants, which was really good. Once on the barge at the finish line the middle of the course had pretty dense fog. We could see across the course, but we could not see the starting line. Fortunately, it slowly lifted, but it looked like it could come back in at any moment.

There were just two boats in the Work

Boat Classes, one in Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger) and one in Class C (Inboards, outboards or outdrives 91hp and over), so they were run down together each getting the win in their respective classes. The winner of Class A was Hunter Oakes in his 13-foot Boston Whaler with a 25-hp Yamaha from North Haven. The winner of Class C was Nathaniel Robertson's DADDY DIDN'T BUY IT [Passamaquoddy 24; 250-hp Yamaha].

Next up was the Gasoline Classes. There has not been very good participation so far this year mostly due to boats not being ready. We have not seen any of the big, loud racers yet and by the rumours floating around the racing scene we may not. Of the five gas classes there was just one boat entered, Roy Hadlock's EMPTY POCKETS [Crowley 28; 350 Chevrolet] and that was in Class B (V8, Up to 375 cid, 24 feet and over).

The Diesel Classes were next and there was no entrants in just Class O (Non-working boats, any length, any horsepower). Howev-

er, there were several with just one or two entrants and where possible we combined races. The only entrant in Class A (up to 235 hp, 24-31 feet) was Jacob Kirby's BARE BOTTOM [BHM 25, 220-hp John Deere] so he ran down with Class B (up to 235 hp, 32 feet and over). There were three boats on the line for Class B and it was a battle of the 210s. Wayne Rich's RICH RETURN [38' Robert Rich; 210-hp Cummins] led the competition up the course with Daniel Closson's NEVER ENOUGH [Newman 36; 210-hp Cummins] right on his stern, for second. Placing third was Brian Gordius' SUN DANCER [Stanley 36, 210-hp Caterpillar]. Three boats were on the line for Class C (236 to 335 hp, 24 to 33 feet) and all the way from Jonesport Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] took the top spot. He was followed over by Pat Hanley's MICHAEL ALLAN [Mitchell Cove 32; 300-hp Cummins] in second and Ryan Mitchell's HANNAH PEARL [BHM 28; 265-hp John Deere] third. Class D (236-335 hp, 34 feet and over) had two boats entered and they ran down with

Class C. The winner of Class D was Shawn Stanley's MISS MARGO [Mitchell Cove 35; 300-hp John Deere] and second went to Colyn Rich's RICH ENDEAVOR [Osmond 37; 430-hp Cummins]. Class E (336 to 435 hp, 24-33 feet) had three boats entered and it was going to be a close one between Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] and Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] and it did not disappoint. As they came up the course DESTINY had the advantage, but as they neared the line AUDREY MAY kept gaining, but fell just short. Colyn Rich, who was starting the races, said he did think it was a fair start and called for a rerun. On their second run it was another close one right to the line and the judges all agreed it was too close to call so they both got first. Third went to Jim Gordius' HOLEMJEN [Mitchell Cove 32; 375-hp John Deere]. There was just one entrant in Class F (336-435 hp, 34 feet and over), Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins] so he ran down with the two boats in Class G (436 to 550 hp, 28-35 feet). David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo] came over from Vinalhaven and was the boat to beat in Class G and it was a good race between she and FAITH MELLE, but at the line it was FAITH MELLE by two boat lengths. SPLIT SECOND took first in Class

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Lobster Boat Racing Newsletters

The above article is a summary of our lobster boat racing newsletter published after each race. It has more in-depth coverage and lots of photographs. You can find these newsletters on-line at "mainescoast.com" or to sign up to receive them send an email to: igmatats@aol.com

Also follow us on Facebook: friend Jon Johansen, which will have photographs from the races, boat yards and other waterfront interest.

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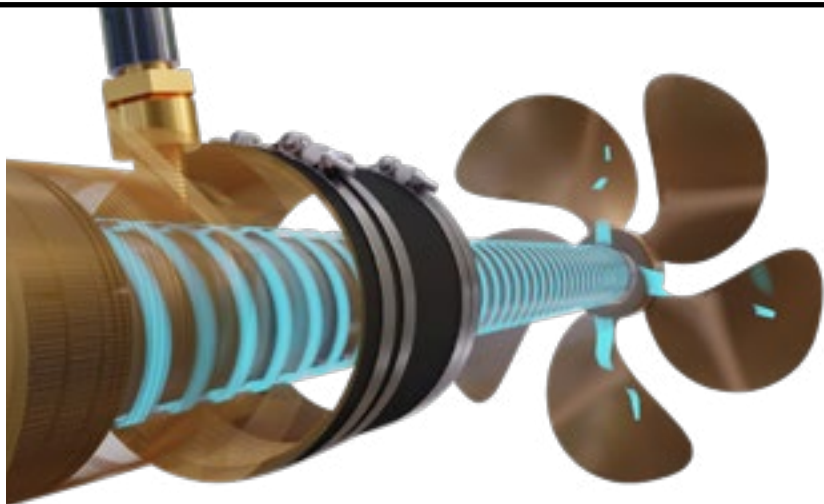
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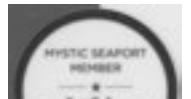
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Advertising Deadlines: The deadline for the September issue is August 11.
The deadline for the October issue is September 8.

Publisher's Note

The summer is in full swing and by the time you probably read this it will be half over with the days getting shorter and shorter and a bit cooler. To date there has been more rainy weather than usual, but that certainly has not stopped those from away from invading the state. Some may remember several years ago when it rained right through July and hopefully that is not what we will see this year.

Four of the eleven lobster boat races are in the book, with the Moosabec races cancelled due to thick fog, now scheduled for 5 August. We nearly drowned at Boothbay standing on a float in the middle of the harbor while it rained; the rain stopped before the Rockland races, but there was plenty of wind; and Bass Harbor had plenty of fog early, but that cleared for the first sunny day of racing. As for the Moosabec races, there was a light rain with heavy fog in the Reach. It was thought that the fog would clear, but that was not the case. They ran the first two races (recreational and Work Boat Class A), but when they tried running Work Boat Class B it got scary as we could not see across the finish line. We waited, hoping that the fog would lift, but that did not happen so the race committee called them. They also announced that they would try to run them the following day. Well, I did not get to Milbridge before I received a call saying that they had already cancelled the race and it was decided to try again on 5 August. Next up was Stonington, under new leadership, Jeff Eaton and crew, and fog began the day, but cleared out just after the races started. It was a great day racing, with more boats and lots of prizes. They were still talking about how good it was days later. I am sure next year will be even bigger.

Remember in the last issue's Publisher's Note, thinking that the tankage was not 300 gallons in SARI ANN I. After running out of fuel I thought that the tanks were actually smaller, not true. I was going by the marks on the dip stick thinking that the top mark was the top of the tank, not true again. When they filled her up she had double the depth so I actually tried to go from Rockland to Searsport on about 20 gallons and it almost worked. Those little quarks you learn the hard way.

The weekend (last one in June) was at hand and Sunday was the Bass Harbor races. I decided to leave CINDY JEN on the hook in Searsport and go down the night before following Travis Otis in FIRST TEAM with SARI ANN I. It was a great ride across Penobscot Bay and down through Eggemoggin Reach, but when we headed for Casco Passage the fog closed in. I, with no radar, was following FIRST TEAM's aft lights. Once, they went on and off and we slowed and I saw a boat fifty yards away hauling on our starboard side. We picked up speed again and cruised right into Bass Harbor to the Town Dock. SARI ANN I handles a little different than CINDY JEN, but still pretty easy. It was said to me the bigger the boat the easier it is.

This was going to be Ann's and my first overnight on board. Once docked, we all headed for supper at Thurston's Wharf, which was great. When back at the boat it was not long before Ann was fast asleep. I figured out a way to get some inputting done and read awhile. Bottomline is that we both had a great time and are looking forward to spending more nights on board. Our goal

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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

20-22 Friendship Sloop Society Homecoming
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 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607

5 Eggemoggin Reach Regatta
Brooklin

12 The Third Annual SailMaine Festival
SailMaine
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

19 RYC/Sail Power & Steam Scholarship Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

19 Bluewater Regatta
Centreboard Yacht Club
South Portland
Info: regattaman.com

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

27 Max Warburg Trophy
Northeast Harbor Fleet
Northeast Harbor
Info: nehfleet.org

27 Camden Solo Challenge
Camden Yacht Club
Camden
Info: camdenyachtclub.org

Tuna, Before it was Wicked: Carl Beal

NEWBURY, MA – Tuna fishing has been thrust into the limelight by the hit TV show “Wicked Tuna,” which portrays several fishermen from Gloucester, Massachusetts in their quest to hook up to these massive fish. However, there was another era that is slipping away from the memories of those on the North Shore of Massachusetts aptly named “Tuna, When it Wasn’t Wicked.” This refers to those fishermen who went handlining for these monster fish, that could weigh more than a 1,000 pounds. One of these fishermen was Carlton “Carly” Beal, Jr. of Newbury.

Before I met Carl, I wondered if he had ties to Beals Island, well that was answered when I walked through the door and he asked me “Who did I know on Beals Island.” Carl, Sr. was born on Beals Island on 22 August 1910 and his father was Oscar and his mother Abbie. Carl, Jr. added, “My father’s brother (Clifford) joined the Coast Guard first. Two years later my father did. Ironically, one was stationed on Plum Island and one in Salisbury. They both got out of the Coast Guard and teamed up first with a guy from Black Rocks but that was a terrible place to get a boat in and out of. So, they came to Plum Island and Al Kezer had bought three small plots of land and had all of these skiffs he was renting. Al and Mary needed people for their party boats, so, Cliff and my dad were there 4 or 5 years. Al was never around. Mary was trying to do the job. There was a stucco house right next to the Kezer land. It was owned by a doctor named Mosely. He was there enjoying his summers all of the sudden it became a mecca for fishing. He wanted to get out. Clifford said we would like to buy his home, gave him a price. They didn’t have a big batch of money, they had to go to a bank and that was during the Depression, and the banks weren’t loaning money to small businesses. They couldn’t get a loan anywhere. Down on the beach was about six families and one of them was Malcolm Hudson and his father. They had a skiff with the same gear and were doing sand eels for the fishermen. They had the money to buy that place and that became Hudson’s. My father and his brother were fortunate enough that there was another building built down beyond the clam flat that a guy built as an ice cream stand. At one end there was some room so my father and Clifford they rented it for their business. They were taking out parties for a few years and they had a pretty good amount of people come because they knew they could get on a good boat. However, the guy that owned the ice cream decided he wanted to go with a restaurant. Cliff and his family moved to Rhode Island and left my Dad alone so he had to start going down to the parking lot

selling ticket, or once Hudson and Kezer loaded their boats, he get the overflow. He always had a party so I was there for some of that. I loved being on the boats.”

When asked about the boats his father owned, it was thought one of the early ones could have been a Frost. However, the only one he really remembered was DORIS E., which he thought was built by Alvin Beal.

Carl Jr., who was born in 1934 and lived on Plum Island until he was 7. However in the winter he was going to Beals Island to live with his grandparents for the winter until he was about 4. The family moved into Newburyport nearer Carl’s school. He worked with his father and went to school at the local high school. When he graduated from high school he joined the Army so he could get the GI Bill and at the same time married his wife Ginny. He then went to Springfield College for physical education. He got his Masters at the University of Massachusetts at Amherst and he taught there for 9 years and then he taught at Northern Essex Community College for 25. However, most of his career was doing administration work. He retired in 1996. He moved away from the area in 1957, but returned in 1971. When he returned he bought a boat before he bought a house. The boat was a 24-foot Marblehead, which was built in Biddeford. He stated she was a solid boat not fast and that he caught more tuna on that boat than any other. He added that he mostly fished right in Ipswich Bay, but he did go to Jefferies or Provincetown once in awhile.

In describing life back in the 1950s, outhouses were mentioned. Carl added, “I have the distinction of burning down my outhouse. I didn’t mean it. My aunt was taking care of me and they were playing cribbage. There was a book of matches that was amazing for a boy and I just wanted to light it. I went in the outhouse and you know how there is paper everywhere. I tried to light it, but it didn’t light and then that paper blew up. I could not put it out. I ran out and before you know it, the whole thing was burned down.”

Another story was when he and his father took four young men out fishing. Carl, Jr. said, “We got down to the dock and it was foggy and usually in the summer the fog clears up so we decided were going tuna fishing. When we started down towards the dock these four young guys come up and asked if we were going out for tuna? We told them we were and they asked if they could go to. My father says, “Well, I will have to think about it.” On his way to get the boat he says, “What do you think about taking those Greenhorns out?” I said, “They got their heart set on going tuna fishing, I will make sure they know what to do and I will

give them jobs cutting bait or something.” They were dressed in short sleeve shirts and it was a foggy and as soon as we got outside it was cold. They were in the cabin, but going down river they said, “How does your dad know how to get out of here?” I said, “He’s just a good skipper. He can smell his way out of the river.” Well, we had a card with all the buoys so we followed the compass out. When we were outside they were cold and in the cabin and I told them, “Boys if you feel sick go vomit over the side. I don’t want to clean up any messes.” All of a sudden my father stops the boat and he said “I smell diesel fuel.” We followed the smell and found it was Arthur Woodward from Rings Island. He says, “You won’t believe it, there is tuna all along my net eating the small fish that come out. I am going to leave, get right in this spot and he threw a bucket of bait. Well, we get there and we were really wondering how many fish are still here? All of a sudden a big fish took a line. Those guys were flabbergasted. I said, “Just watch what we do and help us out. I am sure we will get another one and you four can help us out. They were so tired when we were done. They didn’t look like they were Greenhorns any more. They were all disheveled and smelly, but happy as a clam. We had 9 fish caught and 6 lost. When those guys got ready to leave, they couldn’t thank us enough. One guy said, “I had the best day of my life.”

Carl, Jr. has numerous stories from his years fishing and fortunately he has been writing them down.

* * * * *

Summer of 1949 My Ted Williams Story By Carl Beal, Jr.

It was an interesting summer, 1949. My father still had a small fishing business in



Carl Beal with the tuna he caught that beat out Ted Williams.

which I was an integral part. I had just turned 15 years old and was heading into my freshman year of high school at Newburyport.

Fishing was very much a part of my life and I enjoyed every minute aboard the boat and on the water. My Dad depended on me with our fishing parties that we took out from both Newburyport and Plum Island. We took half-day mackerel charters out from the Island and full-day charters from Newburyport. Business was brisk on the weekends but was slow during the week. It was during the slow times that we went fishing for giant Bluefin tuna off Plum Island and Ipswich Bay. These fishing trips were the most exciting and I always looked forward to them with great anticipation. It

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Tuna, Before it was Wicked: Carl Beal

Continued from Page 5

was during one of these tuna fishing days in August that something special happened. The famous Red Sox slugger, Ted Williams, was going to be coming to Newburyport to try his luck at catching a giant tuna on a local sport fishing boat with rod and reel. This wasn't the first time that the great Ted Williams came to the area for a fishing trip during an off day from the ballpark. He had made the trip a year ago to Plum Island but I was not aware and didn't get to see him.

This time, however, he was leaving from the same dock where we moored our boat in Newburyport and my chances of seeing him, and hopefully getting his autograph, was, I thought a real possibility.

I was an avid fan of the Red Sox and especially Ted Williams. But my only connection to him and the Red Sox came via radio, as we didn't have a television until my junior year in high school.

However, I did get to Fenway Park once to see him play. An uncle, Paul Gerry, took me to a Red Sox game when I was fourteen and I witnessed Ted Williams hit a homer over the right field bullpen.

I loved to play baseball and did every chance I had. But my summers were taken up on the fishing boat.

Consequently, my supply of baseballs, were in bad shape. The best I could find was a partially taped ball with a ripped cover. But it had to be signed by Ted Williams.

That morning I wanted my Dad to get to the dock early so that I could get my baseball signed by Ted. However, his boat crew also wanted an early start. No doubt to avoid distracters such as myself and to arrive early at the tuna grounds. So I had missed my first opportunity at seeing my baseball hero.

It wasn't long before we were also on our way to the area where the giant Bluefin tuna came to feed when they were around.

My great hope was that my Dad would be able to set up close to the boat that Ted was fishing from and I could witness him land a giant tuna.

As we entered the fleet of about 40 boats I was looking eagerly for the sport fishing boat, the Flora D IV, belonging to the DuGrenier family who owned a vending company in Merrimac, MA. They had somehow earned the honor to have the celebrity charter their boat that day.

As we came in through the fleet we observed that there were a few fish tied up to some of the boats, so we knew there were tuna around.

My Dad found an opening among the moored boats and anchored up as close as he could to the DuGrenier boat. Common courtesy dictates how close one should be in the event of a hook up.

It was a beautiful day, calm seas and a light breeze from the southwest as we set out several hand lines at different depths and began chumming cut bait to hopefully attract tuna to our lines.

Each line had six hundred feet of 9 thread manila rope coiled in a bushel basket. The terminal end of the line is made up of 20 feet of parachute line dyed green with a ten foot wire cable leader and a No. 10 or 12 sized hook. For hook bait whole mackerel, herring or whiting is preferred by giant tuna and live bait is even better.

Now we wait and cut bait. My Dad and his friend Orin Janvrin and myself are the crew this day. My focus, of course, has been on the boat with Ted Williams on board. They have two rods in rod holders on the stern connected to out riggers to keep the lines away from the boat with two other rods at mid-ship fishing straight down. Their crew is also dropping chum into the water to form a chum line.

The most exciting and thrilling part of tuna fishing is the hook up. When the fish

strikes he usually takes off with the bait and is moving his giant body of several hundred pounds through the water at speeds of up to 45 miles per hour. There is no way you can stop a fish of this size and speed, you must let him run until he tires himself.

Except for the usual chatter over the CB radios there is quietness over the fleet. The fishermen are talking to each other about the lack of activity and that perhaps the fish have moved on.

Then it happened, a loud yell of, "Strike!! Strike!!" from the Flora D IV, the DuGrenier boat. Ted Williams had a hook up. The initial activity was a mad scramble to get the other lines in, let go of the mooring, start the engine, get Ted harnessed into the chair all the while the line is screaming off the rod and reel at a rapid pace. Although there are several hundred feet of nylon twine on the reel you must get the boat moving in the direction of the fish as soon as possible before the reel is stripped of line.

The crew on Ted's boat was well trained and seemed to have everything under control as all eyes watched the boat leave the fleet with Ted in the chair. You could see him bending forward and then back, one hand on the middle of the rod pulling up and then letting the rod dip down while reeling in frantically trying to gain some of the line back that was taken on the initial run.

This would be a battle that could last hours depending on the size of the fish and the skill of the crew and of course the strength and endurance of the fisherman himself. Now the question remained would they bring that fish in or would it get away. Many more rod and reel fish are lost compared to those hooked on handlines. There was a finesse involved with rod and reel fishing, mainly because of the shy gear being used and the brute strength of a Bluefin tuna.

This was the first fish hooked up for quite some time. Now there was some hope that perhaps there would be a surge of activity within the fleet and CB radios confirmed that one or two more boats were working on fish. However, my attention was still on my hero and his battle with a Bluefin, which was taking place about a quarter of a mile away.

I watch as his boat made large circles trying to keep up with the fish as he changed direction and occasionally came to the surface with a great splash. Then I could tell that the tuna went deep and kept the boat backing down on the fish that was taking out

more line. It was a classic seesaw struggle between man and fish.

It was a little over an hour that a lot of yelling and celebrating on the DuGrenier boat indicated that Ted had landed his tuna. As they tied up their fish and headed back to the fleet and to their mooring a small flag was raised on an outrigger to show they had landed a tuna.

As they picked up their mooring ball and began getting ready to reset the lines someone in a nearby boat started to clap for Ted. As the clapping caught on in the surrounding boats, CBs blared out congratulatory comments as well. Ted, in a rare gesture, took off his cap and waved to his fishing fans.

Now, my day had been complete. I wanted more than anything to witness Ted Williams catch the ultimate sport fish, a giant Bluefin tuna. But what happened next was like the 'frosting on the cake.' My Dad woke me from my daydream of wishing that I had been on the same boat as Ted, as he yelled out, 'There it goes!' One of our hand lines had snapped its tie line in front of me and was peeling out of boat. We had a fish on and a surge of adrenaline began racing through my veins as I grabbed the line. What a day this was turning out to be.

Earlier in the summer, my father has promised me that for my birthday I could have my wish to pull a tuna in all by myself. Even though my birthday was a few weeks back on July 17, I hadn't had the opportunity to get my wish. This was the day I wanted it.

Normally when handling giant tuna the job of pulling on the fish is a shared even with others on board. It is a demanding feat taking strength, energy and endurance to the limit. Only a naïve fifteen year old could think he was up to the task.

As the line was running out through my gloves I had to be aware of how much line was left in the basket. If, by chance, the tuna would empty the basket of line we would want to hook another line on to it. It was the preferred method, rather than letting the fish go out on a keg and then chasing after it.

Even at the young age of fifteen, I did have plenty of experience with tuna fishing. I knew that when a tuna took off fast and ran for four or five hundred feet he would run his oxygen level down and have to stop or slow down to get his endurance back. The same as a sprinter would need to do in a race.

It is at the time that there is a good chance to turn the fish around and get him coming back toward the boat. It is not as easy as it might seem as a six or seven hundred pound tuna in his own environment can overpower a one hundred and fifty pound boy at will.

His initial run took almost the whole basket of line before I could feel his momentum change so that I could get his head turned. Now it is very important that when the line is being retrieved and pulled into the boat that someone coil the line back into the basket. The line must not be allowed to accumulate on the deck. This could be dangerous as a misstep into a coil of rope could mean a person being hauled overboard and drowned.

As I worked the tuna, letting him run and tire, then pulling him back toward the boat I noticed that Ted Williams was fixated on our boat. He watched with great interest, as this method of tuna fishing was unfamiliar to him and he seemed intrigued and somewhat fascinated by what he was seeing. This was more like Ernest Hemingway's 'The Old Man and The Sea' the epic battle of man versus big fish with a hand line.

The fact that I knew Ted was watching

Continued on Page 7

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Publisher's Note

Continued from Page 4

now is to figure out what we need or want on board. I have already been told a head and shower and my request was for better pillows!

If you run the coast, there does not seem to be many cruisers running here and there. Cruising was a major thing to do in the mid-1900s, but it seems to have dropped off considerably. There are plenty of owners with boats that are capable, but many of these do not seem to leave the confines of their berth. The question might be, does the owner not have the time or just uses the boat as a floating cottage. For some the issue is that their children do not want to go. No matter what the reason, I think they are missing a lot by not cruising. I should have done it a lot sooner, but the stars were not in alignment. In my job it would have been very advantageous, which I regret. However, I will now try to make up for the lost time.

YOUR DINNER PLANS: CHIPMAN'S WHARF, MILBRIDGE

MILBRIDGE – For those that pass through Milbridge you have had to see the signs for Chipman's Wharf. If you love seafood and have not yet stopped, you should. We all want fresh seafood, whether we eat in or take out, and they have a great selection on hand. This all started as a piece of property they could put a wharf on for easy access to the shore for lobstering. This has continued to grow over the years to be a great compliment to their fishing.

Jason Chipman explained, "We brought the property, my brother (Chris) and I, in 2002. We built the wharf first because we wanted to have our own piece of waterfront and do our own thing, in 2003. In 2007, we built a building, which is now the kitchen, for a small tank. We wanted our own tank, it only held 60 crates. We worked with that for a while and I said, "For the hell of it, let's see if we can sell any lobsters retail." We put a retail sign up and people kept coming and that is kind of what happened."

A Mrs. Tibbetts sold fish and clams on the Pigeon Hill Road in Steuben, but did not sell lobsters. When she retired, some of her customers came looking for another outlet for their seafood. "All the people that was coming to get lobsters wanted fish," said Jason. "Can I get clams? So, it kind of multiplied. In 2020, we started construction on the next building. We were into it a ways, probably about a month, when Covid came.

So, what do we do? We kept going. We got the building up that summer, got it running, I think in September of '20. That following winter and spring we took out the tank and put in a kitchen, walk-in cooler, walk-in freezer, bathrooms and we connected the two buildings with what is now the retail shop. We also did an upstairs, where we can seat about 25 people. We finished that the following year, the spring of '22. Then this year we are doing the deck. That is almost done, that is pretty much ready to go."

They also put in a new tank, which holds 225 crates. They need that capacity as they have 20 other fishermen selling to them.

Business has been steady through the Covid years, with a lot of online shipping. Jason thought that was due to the fact people were trapped in their homes. He added, "It is funny, last year when Covid kind of got over, we saw more foot traffic and the shipping dropped off. That drop off is partly because fuel prices got so high and shipping is so expensive and a lot of people won't pay for the shipping. We are definitely steady. The year before (2021) we had the kitchen done, but it was late, it was like August by the time we got licenses and stuff we didn't do much food but then last year we pretty much had it online the whole year. We did the lobster rolls and dinners from May until October and that was steady."

Jason's wife, Amity, and his sister-in-



A view of Chipman's Wharf showing the kitchen, store, upper dining area, both inside and outside and the wharf to the left.

law Monica run the restaurant and store. They are now just waiting for some sunshine as that will bring many out to eat on the deck overlooking the entrance to Milbridge's harbor.

Chris and Jason are the sixth generation of lobstermen in their family. Jason said, "My grandfather (Harold) always fished, he just had an old wooden boat he used, it was like a 32-foot wooden boat. He later had a 25' T. Jason. My father finished it off for him and he used that about the last 10 or 15 years of his life. My father (John) currently has a 39 BHM (CATHERINE E.) that we lengthened out to a 43 about 15 years ago. That is what he is using, still today. He built that in 1985. He is still fishing full-time at 72. He just got all of his traps off last week and he goes scalloping in the winter. He will fish from now until Thanksgiving and take them up and go scalloping for a few months."

Jason said that he has been fishing since he was 5 or 6. He explained, "I went with my father some and then by the time I was 10 I went with my grandfather a lot. He actually went with me when I had my first boat in 1998. I had a 28-foot T. Jason that my father and I finished out with a diesel.

My grandfather sold his T. Jason because that had a gas motor and he went with me the last 5 years he went fishing."

In 2007, Jason built his first MISS AMITY, an Osmond 40, lengthened to 43, powered with a 500-hp Volvo. Twelve years later he finished off his next MISS AMITY, a Mussel Ridge 46 powered with a 900-hp Scania.

Chris started fishing with his father in the early 1980s. He started in a skiff with an outboard. His senior year he finished off an Osmond 35 with his father.

Both Chris and Jason also scallop and this year they both purchased a MGOM license, which had them in Gloucester all of April scalloping. Jason added, "I also have a state license that I have never really used much, but probably will be next winter. It seems like the last few winters the offshore lobstering in the winter hasn't been as good."

If you are running through Milbridge looking for some seafood and whether you want to eat in or take home and cook, make the turn onto Wyman Road. It is one of those places I try to stop at every time I am Downeast.

Tuna, Before it was Wicked: Carl Beal

Continued from Page 6

me gave me the motivation to spur me on even when I could feel exhaustion beginning to consume and drain me of strength. I had held the line across my body tight enough that the tuna had been pulling the boat around in a circle and that had been the trick that did him in.

The fish came up alongside the boat with little fight left and right away my Dad put a gaff in his mouth and got his head out of water. I reached down and put a tie line through his gills. We tied him to a stern cleat and I collapsed across the stern completely spent. But for a blast from a boat horn, I could have gone to sleep right then and there.

The horn blast came from the Flora D IV, and was a tribute to my catch. Then Ted, pointing toward me, started clapping which triggered a response from other nearby boats. At that moment I was on cloud nine.

The trip back to the dock in Newburyport seemed to take forever. Ted's boat had left the fleet before ours and I wanted to get back as soon as possible to get that autograph that I had missed earlier that morning. When we pulled up to the dock there were a crowd of people waiting for Ted Williams to sign autographs and to take his picture.

My tuna was hoisted up from our boat and put on the dock scales and weighed then

laid next to Ted's fish. Soon after the hoist was used to lift Ted's fish up by the tail and have him pose with his catch for photos.

Next, Ted began signing his autograph on balls, bats, gloves and anything else fans had available. When it was my turn I handed Ted my taped up baseball for his signature. He looked at my ball, and then at me, smiled and as he sighed it said, "Say, you did a great job on that tuna today young man. How much did it weigh?" I told him it weighed 749 lbs. He smiled a big grin and said, "Well kid, you beat me."

After he finished signing autographs, I watched him walk over to the Daily News photographer, Bill Coltin, who had taken his picture. I couldn't tell what he was saying but he gestured toward my fish and then to me. The next thing I knew Mr. Coltin came over to me and told me that Ted Williams thought that I should also have my picture taken with my fish. As I was standing there next to my tuna, waiting for Mr. Coltin to take my picture, Ted gave me a wink and a nod of his head.

Now, I don't recall what ever happened to that autographed ball signed by Ted. However, I still have that photo of the first tuna I caught all by myself at age 15 during the summer of '49. Thanks to Ted Williams for an unforgettable memory.

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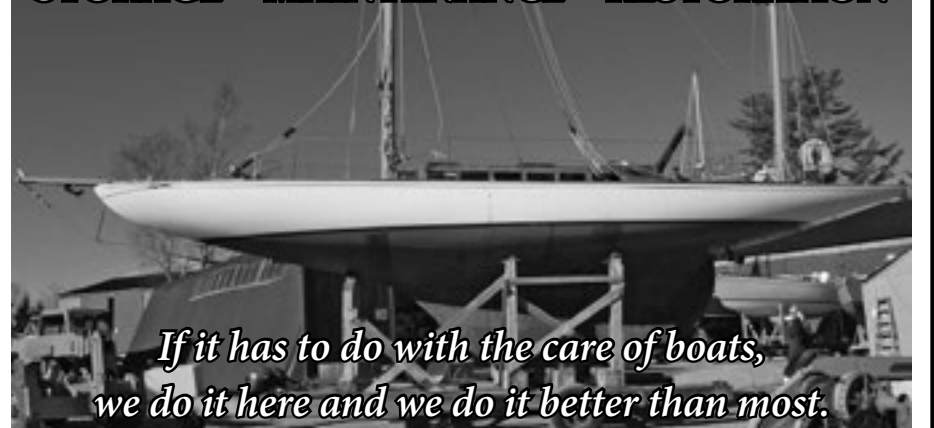
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Last Golden Globe Race 2023 Update - Really!



Kirsten takes the crown! HUGE Les Sables D'Olonne celebration. GGR 2022 Done!

25 June, 2023

DAY 293: Prize giving of the Golden Globe Race 2022 in Les Sables d'Olonne, a fitting tribute to an extraordinary third edition. High emotions and gripping stories, as the skippers meet again in Les Sables d'Olonne for the first time since the start. Thousands met the skippers on the dock and in Les Sables d'Olonne with some GGR Yachts changing hands, and other entrants keen for a comeback in 2026! Emotional prize giving night around Golden Globe Race legends, Sir Robin Knox Johnson, Jean-Luc VDH and Kirsten Neuschäfer. Strong coverage into French and international media with impressive initial online media stats. The GGR stands on its own and captivates the interest of millions, sailors and non-sailors

alike.

In the history of sailing one event changed everything. The Golden Globe Race sits high in the mind of all sailors and one man, Sir Robin Knox Johnston, winner of the first edition in 1968 has inspired tens of millions ever since. He was the first ever to complete a solo, non stop, unassisted circumnavigation in the first ever around the world yacht race. The second 2018 GGR presented another sailing hero to the world, French sailing hero Jean-Luc Van Den Heede, taking the crown at 73 years of age!

Today, South African sailor Kirsten Neuschäfer climbs into the record books and takes the crown as the latest winner of the GGR, in what is now firmly recognised the world over, as the most demanding exploit and human challenge for any individual, in any sporting event on the planet. Kirsten is also the first woman to ever win

an around the world yacht race of any type, crewed or solo, with stops or without! With over 250,000 miles of ocean sailing experience, an adventurous background and able to speak many languages, she is inspiring millions around the globe through her GGR adventure.

The city and community of Les Sables d'Olonne put on a celebration befitting the achievements of all 16 sailors who set out 293 days before. Only three finished, Kirsten Neuschäfer (ZAF), Abhilash Tomy (IND)-Bayanat and Micheal Guggenberger (BE) NURI, but all who entered are heroes in their own way. With the celebration stage set facing the ocean looking out across one of the top 100 beaches of the world, thousands of Les Sables and international fans packed the forecourt to follow the presentations. When done, a concert party kept the fun alive well into the night ! It truly was an exciting time and an exceptional party for all!

"This third edition of the GGR was another true adventure with an unknown outcome and a display of real human spirit and courage. Every day was a new story that kept millions around the world captivated. I thought we would see half the fleet finish, but it was not to be! The GGR family of followers, sailors and non-sailors around the world has grown dramatically in this edition and the support from Les Sables d'Olonne has been a major factor in this." Don McIntyre Founder and Race Chairman.

GGR sailors back to Les Sables d'Olonne!

Emotions and camaraderie ran high as the skippers started gathering from all corners of the globe earlier this week, welcomed by Yannick Moreau, Mayor of Les Sables d'Olonne and President of LSO Agglomération. It was the first time they were all in the same place, nearly a year since the start of the Golden Globe Race on September 4th 2022.

They developed strong camaraderie and friendships at the Les Sables GGR village before setting out into the unknown. The depths of that friendship increased during hundreds of days on the high seas with their SSB HF radio conversations and even rescue in the Southern Oceans! They are all friends for life!

GGR skippers meet the public, boats on display and some for sale for 2026!

With the Enjoy Ocean Festival happening at the same time as the GGR Prize giving, the "Ponton du Vendée Globe" was quite a sight for sailor and non-sailors alike, as the small, long-keel, pre-1988 GGR yachts were surrounded by voluminous Class 40's and beast looking IMOCA 60's of the Vendée Globe. While the Enjoy Festival enabled the public to go for a sail, sometimes for the first time and experience the same exhilarating feeling as the skippers of the racing machines.

"It's a fantastic celebration of the sea and ocean racing. The beautiful yachts on display this weekend on the dock show how far naval architecture has gone in the last 35 years, and how those little yachts, and skippers like Robin Knox Johnston, Jean-Luc Van den Heede and Kirsten Neuschäfer who are paving the way for others across oceans and around the world." Sébastien Delasnerie, GGR Race Director

Thousands walked the dock and met the skippers at their boats and after the prize giving, a busy and sunny Saturday afternoon, similar to the one in September as they prepared to set off to follow a dream and prove something to themselves during the solitude, psychological pressure and all the oceans during the longest sporting event in the world.

Some boats changed hands, ready to

go around again for the 2026 edition, some are still for sale, including circumnavigating yachts from Guy Waites' Sagarmatha, Simon Curwen's Clara and the GGR winner, Kirsten Neuschäfer's Minnehaha.

Interest is strong in the 2026 edition and places are filling fast. The GGR is now closed for Rustler 36 yachts where all seven available entries have been filled. Interestingly two leading 2022 yachts are not on the market, Damien Guillou's Rustler 36 PRB in the shed and Pat Lawless' Saga 36 Green Rebel, with both skippers keen to come back, should the stars align for a 2026 entry!

All skippers at the start of the GGR received a Golden Globe, and all skippers having completed a circumnavigation within the event including Simon Curwen (GBR) and Jeremy Bagshaw (ZAF) sailing an exemplary circumnavigation in the one-stop Chichester Class received an historic piece of Bernard Moitessier's Joshua's hull cut out from her recent refit.

Elliott Smith (USA) received the GGR Communicator Award from the hands of Christian Maréchal, President of the Musée Maritime de La Rochelle for embodying the spirit of Bernard Moitessier during this edition. A fitting tribute to the 27 y/o American adventurer whose philosophical vision of the event earned the nickname of the "American Moitessier".

Retired Naval commander and 2018 entrant Abhilash Tomy (IND) received the McIntyre Adventure Spirit of the GGR Award from General Zubin Bhatnagar, Defence Attaché to the Paris Embassy, for embodying the necessary perseverance and fortitude to be at the start, let alone finish, of the hardest and longest sporting event in the world, following a harrowing 2018 dismasting and rescue.

The GGR winner Kirsten Neuschäfer (ZAF) received the Kay Cottee "First Lady" Trophy named after the first woman to perform a solo, non-stop, unassisted circumnavigation, and the Golden Globe from Jane Zhou, co-founder of the GGR and the GGR Perpetual Trophy from previous 1968 winners Sir Robin Knox-Johnson and France's own 2018 winner Jean-Luc Van Den Heede!

"It was an incredible race. I love this race, because it has an incredible human density, the humility of the sailors in the face of an event, a nature that goes beyond them and transcends them. I love the simplicity of the relationships, the atmosphere on the pontoons, the family spirit that reigns in this race. It's unique, it's a praise of slowness and a hymn to freedom, it's a free act, by free sailors for whom I have the greatest respect and admiration." Yannick Moreau, Mayor of Les Sables d'Olonne.

2022, the year of maturity for the Golden Globe Race.

The 1968 edition with only one entrant completing the circumnavigation back to Falmouth of the Golden Globe Race was coined "A Voyage for Mad Men". Fifty years later, the 2018 edition, several dismasting and rescues in the Southern Oceans and only five finishers, was a dramatic re-edition of the original race.

The 2022 edition albeit with three finishers only and two Chichester circumnavigators marked the emergence of the Golden Globe Race as a stand-alone event, receiving recognition from the IMOCA and other oceanic classes as a special event, who has its own particular place in the calendar of round-the-world racing along the high-tech carbon machines of the Vendée Globe and Ocean Race.

The numbers of followers, visitors on the website and tracker have been stagger-

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MMA to Get New Training Vessel

National Security Multi-Mission Vessel Program Achieves Construction Milestone with Third Keel Laying

PHILADELPHIA – TOTE Services, LLC (“TOTE Services”), an affiliate of TOTE, LLC (“TOTE Group”), and Philly Shipyard, Inc. (“Philly Shipyard”), the sole operating subsidiary of Philly Shipyard ASA (Oslo: PHLI), marked a significant construction milestone at a keel laying ceremony for the third of five new purpose built, state-of-the-art training vessels for America’s state maritime academies on 1 May. The U.S. Department of Transportation’s Maritime Administration (MARAD) new vessel program – known as National Security Multi-Mission Vessels (NSMVs) – was designed to provide world-class training for America’s future mariners and to support humanitarian assistance and disaster relief missions in times of need.

The keel laying is a ceremonial recognition in which the first grand block of the vessel is loaded into the building dock. Keel laying traditions are said to bring good luck to the ship during construction and to the captain and crew that will sail on the vessel throughout her operating life. The third NSMV is scheduled to be delivered to Maine Maritime Academy in 2024.

“Today, we reached another great shipbuilding milestone for our shipyard and the NSMV program as a whole,” said Steinar Nerbovik, President & CEO of Philly Shipyard. “At the moment, we have three vessels taking shape in our docks and a fourth being fabricated in our production shops. We wish the Maine Maritime students good luck with final exam week and look forward to welcoming the cadets in a few weeks to see the progress on their new ship and to tour our yard. I want to thank everyone involved in

this project as we continue on this exciting new build process.”

The NSMV program is an important investment in America’s shipbuilding industry, which supports nearly 400,000 U.S. jobs. Each NSMV will feature numerous instructional spaces, a full training bridge, and accommodations for up to 600 cadets to train in a first-rate maritime academic environment at sea. State maritime academies graduate more than half of all new officers each year—the merchant mariners who help keep cargoes and our economy moving. Many also support U.S. national security by crewing military sealift vessels.

“Today we celebrate the third keel laying of an NSMV vessel in 18 months, demonstrating the efficiency and success of this unique construction management program that is helping recapitalize our nation’s maritime training fleet at academies from coast to coast,” said TOTE Services President Jeff Dixon. “This exciting moment shows we are one giant step closer to providing the Maine Maritime Academy (MMA) a first-in-class vessel to produce the next generation of maritime officers, engineers, supply chain managers, and logisticians that will help lead our nation in the years ahead.”

MARAD selected TOTE Services to be the vessel construction manager (VCM) for the NSMV program in May 2019 to ensure the utilization of best practices in commercial ship construction. As an industry leader in vessel services, ship management and marine operations, TOTE Services is overseeing development of these new vessels, which will provide a strong U.S. maritime fleet, crewed by the world’s best trained merchant mariners. In April 2020, TOTE Services awarded Philly Shipyard a contract to construct up to five NSMVs. These ships

will be owned and operated by MARAD.

“Today as we celebrate the *Training Ship State of Maine V’s* keel laying, we also recognize her future purpose for both the Academy and our Nation. I thank all who have worked and will work to bring her to completion, especially the team at TOTE and Philly Shipyard. Thank you in advance to those future cadets and crew who will stand watch over her. Today, would not be possible without the incredible support of our Congressional Delegation, especially Senator Susan Collins and Senator Angus King, who have championed this national asset for our Academy and the State,” said Jerry S. Paul, Maine Maritime Academy President.

Congress has appropriated funding to replace aging training vessels with NSMVs at SUNY Maritime College, Massachusetts Maritime Academy, Maine Maritime Academy, Texas A&M Maritime Academy and California State University Maritime, respectively.

TOTE Services, LLC (“TOTE Services”) is a leading U.S.-based ship management company that skillfully and expertly provides crewing and technical services to meet the needs of commercial, privately owned and U.S. Government vessels. Since 2015, TOTE Services has overseen construction and management of the world’s first LNG powered container ships, activat-

ed U.S. training ships to support disaster relief and managed many MARAD vessels. TOTE Services, along with TOTE Maritime Alaska, LLC and TOTE Maritime Puerto Rico, LLC, comprise the TOTE group of companies. The TOTE group is part of the Saltchuk family of companies. www.tote-services.com

Philly Shipyard, Inc. (PSI) is a leading U.S. shipbuilder that is presently pursuing a mix of commercial and government work. It possesses a state-of-the-art shipbuilding facility and has earned a reputation as a preferred provider of oceangoing merchant vessels with a track record of delivering quality ships, having delivered around 50% of all large ocean-going Jones Act commercial ships since 2000. PSI is the sole operating subsidiary of Philly Shipyard ASA. Philly Shipyard ASA is listed on the Euronext Expand Oslo (Oslo: PHLI) and is majority-owned by Aker Capital AS, which in turn is wholly-owned by Aker ASA (Aker). Aker is an industrial investment company that exercises active ownership to create value. Aker has ownership interests in oil and gas, renewable energy and green technologies, maritime assets, marine biotechnology and industrial software, and its portfolio includes companies like Aker BP, Aker Horizons, Aker BioMarine, Cognite, and Aker Solutions.



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PASSED OVER THE BAR: TORREY



Dale F. Torrey Sr.
1936-2023

WINTER HARBOR - Dale F. Torrey Sr., 87, died June 15, 2023, at his home in Winter Harbor. He was born in Winter Harbor, April 16, 1936, the son of Philip E. and Elona Mae

(Bunker).

Dale grew up in Winter Harbor, and was a member of one of the oldest fishing families in the state. He lobster fished until he joined the U.S. Army when he was 17. He served at Fort Hood in Texas for 3 years where he was promoted to Sergeant and trained troops during the Korean War for war service. He EAGERLY returned home and fished until he was 78. Dale gained notoriety in 1985 filming the Alka Seltzer commercial, “it cleared my head right up beautiful.”

He served as Winter Harbor Fire Chief for many years, was Harbor Master for 42 years, and was one of the co-founders of the Co-op and president for many years. He was

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The Rest of the Story

By Sheila Dassatt

Just recently, the Stonington Lobster Boat Races were held in Stonington, Maine. Up to that point, it seemed that every previous race was postponed due to foggy weather, resulting in very few boats showing up to participate. Well, we were all counting on at least a break in this fog so we could try to get the races in. A lot of preparation and work goes into planning one of these events, so the hosts for Stonington, Jeff and Karen Eaton were hoping for the best.

We had family coming whether it was cancelled or not. You might say that we planned on a "wing and a prayer." I wasn't sure quite what to think because a lot of folks asked if we would enter our F/V Saving Grace in the gas class, as there are so few gasoline entrants nowadays. So luckily, the fog lifted and the race was on!

Back in the "Heyday" when our Dad (Corliss Holland) raced his Red Baron, there was a lot of competition and the hype was definitely anticipation to see who was going to "trim" who. This was during the days of loud roaring engines and close finishes. This was all taken quite seriously, as a lot of these contenders were also boat builders, so it was good advertisement for all involved. The "Baron" had not raced since she was retired in the year 2000. A lot has changed over all

of those years.

Well, part of this story is just a little background on the two Holland 32's that raced on July 9th at Stonington. The contestants were actually listed in two different categories, having to do with horsepower. So, with just one in each race and the fog starting to roll in again, it was decided to put all of the gasoline boats in the same run, even though they already had first place in their designated categories. This included Jon Johansen's Cindy Jen, F/V Black Diamond and F/V Saving Grace.

I have a gentle sentiment for both Holland 32's. It seems that each one of us has a certain attachment to our boats, which become part of the family or develop a mind of their own or it seems. Back in the eighties, I was working at the family boat shop due to needing a job during the change of industrial Belfast. The particular boat that I was working on with Willy Larrabee was Black Diamond, but at that time, she was the Scotsman. This was at the same time that I lost my son in a tragic accident. It took me a while to get myself back together after the accident, but with family and friend support, I went back to the shop and we finished this black boat. As a result of this, when the boat was launched, there is a special touch that went with it. This boat is a true survivor, as it

was hit and lost the stem right off of the boat when it was in Massachusetts. She did not sink! There is a lot more story to the boat, but somehow, I looked down the Harbor one day and saw her coming to Young's Lobster Pound. I couldn't believe that the boat made its way home. Randy Durkee did a great job refurbishing her and she has been one of the favorites ever since.

Now I'll move on to Saving Grace. She was also built at the boat shop, with family involvement. What a lot of folks don't know is that the deck on Saving Grace was refurbished from the Red Baron. Brother, Glenn was planning on putting a different deck on the Red Baron and didn't really want to "scrap it," so we fixed it up and set it on the hull for Saving Grace. It was a lot of fairing and new paint instead of gelcoat, but with a lot of TLC, we accomplished it. This was Mike, myself and grandson, Kaden. We planned her out and got the work done. Saving Grace also has one of the engine blocks from the Baron. We planned to keep her in the gas engine to keep her fuel consumption efficient due to the price of diesel fuel, which it has proved to be. It is also easier to work on the engine.

Lord knows, we've had our trials and tribulations with getting Saving Grace "on track" but we refused to give up! Just the thought of racing her gave us some anxiety from the past, but we had to have faith in the gal. Again, another piece of my heart!

So, when race day came along, we were offered a challenge to race, which we felt was friendly competition, so we took the challenge. The race started in the fog, so everyone that came to see it could not see it, but could hear it loud and clear! Saving Grace won that challenge and also took the next challenge, as the Free for All was in Dad's memory. Fate had it that my family, Glenn, Cathy and Andrea were also on her for that race. Yes, she blew a head gasket at the end, but I guess all was well that ended well. The next day, Mike and grandson Kaden were right there to put her back together after getting the gaskets from Big Brother, Glenn. It was all a Team effort, just like it was done during the "Heyday."

I'd like to think that that particular race put a spark back into the spectators that remember those days and were glad to hear that roar one more time. It has been twenty three years for the Holland Family!

Saving Grace is back hauling traps this week and I'm sure that Black Diamond is also. So when I see the most publicized pictures of the two Holland 32's racing side by side, it really has more meaning than meets the eye. These are two very special boats to me.

This is just one of my stories about the boats, I have more at another time that I can share. Take care and let's hope that this fog clears sometime soon.

Maine Dept. of Marine Resources

Maine Department of Marine Resources to Restrict Fishing on the Saco River
June 9, 2023

Saco - 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 striper 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 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

Continued on Page 12

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Commercial Fishing News

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

From the Director -

Are we all still fishing in the fog? So far, including the month of June, we have only seen about three days of entire clear skies and no rain or fog. Now I know that this is a situation that we have absolutely no control over! Although, it seems that we, as a fishery, have gone through and had many challenges one right after another.

Fishing in the thick fog can be done, but it is very disorienting and can be dangerous. There have been some days that we didn't see land all day long. It still seems to be a happening thing. I hope that each and every one is having a safe and more profitable season than last year. So far, it seems to be going in a traditional manner, with the new shells showing up not long after the 4th of July. They are not in full swing yet, but seem to be starting to come on stronger with each haul.

How is everyone doing with their trip reporting? Please remember that we have until the 10th of each month as a deadline to get the reports in for the prior month. It seems to be working better than in the beginning. I gave them a call about the problems and was told that they were working out the glitches. When we checked our finished reports again, they appeared corrected. Again, if you need help with any of the reporting, please call the Landings Program at 207 633-9414. I did and find them very helpful.

Have you received your letter from the

Department of Marine Resources stating whether you qualify for the Lobster Gear Compensation Program? The appeal period ended on July 14. This has been a long process in the making, and for most, they have already purchased the necessary gear to make their ropes whale safe. The process for this came across my desk back in December, 2022. One of the facts that I stated upon working with this project, was to please do it in a timely manner, so the wait wouldn't be too long. Well, here we are, still waiting, but keep the faith. The funds will show up sooner or later. There has been a lot of funds allocated for the fishery, but very little funds have come back to the fishermen.

So where are all of these funds going? Research, takes in scientists, legal matters takes in lawyers, for some, it creates new positions for job opportunities. This is all fine and dandy, but what about the fishermen and their families? This wait for the fishermen's funding is way overdue.

I have an example of what I am referring to. Over 35 million was approved Thursday by the Senate Appropriations Committee and is awaiting consideration by the full Senate and House. Much of this funding is to go to the right whale research and monitoring. According to Senator Susan Collins, vice chair of the Appropriations Committee, said "This funding would support Maine's iconic lobster industry by improving the incomplete and imprecise science upon which

the federal government relies."

Now don't take me wrong, we are forever grateful for all of the "help." But every bit of this funding is going to one form or another for research. Seems to be making a lot of job security...

\$30 million - \$4 million increase to the Atlantic Marine States Fisheries.

\$3 million for the National Oceanic and Atmospheric Administrations's Northeast Science Center Right Whale monitoring efforts in the Gulf of Maine.

Language directing NOAA to work with Canada to develop risk reduction measures.

\$300,000 to continue a plankton recorder survey, to help inform conservation of North Atlantic Right Whale.

\$2 million for Gulf of Maine and Georges Bank American lobster research for implementing modifications to the Atlantic Large Whale Take Reduction Plan.

\$440,000 for the University of Maine to develop a North Atlantic Right Whale Habitat Characterization Plan.

This is all just for your information so you will have an understanding of where all of this funding is going. You are always welcome to email me or give me a call if you'd like to discuss any of the information that we are sharing with you. At this point in time, we should know where all of the funds are being allocated.

We have had a lot of participation with newspaper articles, talking with reporters

about the state of our fishery and how it is all going for our harvesters and their families. D.E.L.A. has been working on the safety for our next generation and also the safety for all involved. We have been asked to work with Bates College, who are interested in the well being of the harvesters and would like to talk to Downeast fishermen for better information. They feel that the Downeast sector is much different than the Southern Maine area, geographically.

We encourage membership for all involved, with openings for harvester, business memberships and Friend memberships. With each membership, we include the Maine Coastal News as a subscription in the mail as well as open representation. Please stay involved, our future depends on this.

With the season going full swing, please stay safe and have a successful season!

Take care, Sheila



The view most fishermen have been seeing so far this year.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA and the University of Rhode Island Sign Agreement to Explore Effects of Offshore Wind Energy Development Partnership to help offshore wind energy operations occur in a healthy, functioning ocean ecosystem.

June 15, 2023

NOAA's Northeast Fisheries Science Center and the University of Rhode Island (URI) have signed a 5-year formal partnership agreement to research how offshore wind energy development will affect marine ecosystems and the people who live near, or work on, the ocean.

"Our science center and URI bring a deep bench of scientific expertise and experience in oceanography, marine life, fisheries, and coastal communities," said Jon Hare, who leads the center. "I am delighted about this opportunity to leverage our capabilities to better understand the interactions

between offshore wind development and marine ecosystems."

Under the agreement, the multidisciplinary approach will focus on understanding these complicated relationships on an ecosystem level. For example, an early project under the agreement is to create an integrated ecosystem assessment for the Gulf of Maine, linking fishing, the environment, and offshore wind energy development.

"Integrating offshore wind energy responsibly and resourcefully into our already complex and increasingly crowded marine ecosystems and environments is a priority issue for URI leadership," said Bethany Jenkins, URI's interim Vice President for Research and Academic Development.

Partnership Makes Collaboration a Priority

Specifically, the partnership will streamline NOAA's ability to efficiently and

effectively tap into URI science, outreach, and education expertise and resources. It will allow NOAA to respond to pressing and shared marine resources issues tied to offshore wind energy development. NOAA and URI are considering efforts to ensure that vessel-based data captured on commercial fish species can be adapted to accommodate navigation in wind farms.

The partnership was made through a cooperative research and development agreement, which allows federal and non-federal partners to do collaborative research. Through these agreements, NOAA and non-federal partners share ideas, technical expertise, facilities, and other research materials.

The center's wind energy team is primarily located in Narragansett, Rhode Island, steps away from the URI Graduate School of Oceanography. The center works to promote sustainability of marine life in the region, support seafood harvests, sustain coastal communities, and generate economic opportunities and benefits from the use of these resources.

The URI Coastal Resources Center at the Graduate School of Oceanography, Rhode Island Sea Grant, and the Coastal Institute are providing key support for the university in the partnership. They will draw on expertise and collaboration from other URI entities, including the College of the Environment and Life Sciences and the Ocean Engineering Department/College of Engineering.

The university has been a leader in research, outreach, education, and workforce development issues for more than a decade. It was instrumental in assisting the state with the science and policy work necessary to create the Rhode Island Special Area Management Plan (Ocean SAMP), which provided the siting and management of the Block Island Wind Farm, the country's first, when it became operational in 2016.

Offshore wind energy development is a key component for ensuring the nation's energy security in the years to come. This collaboration will help ensure that offshore wind energy operations occur in a healthy, functioning ocean ecosystem that continues to support marine life, ocean livelihoods, and the coastal communities in our region.

Contingency planning is underway for future surveys.

June 26, 2023

The 2023 Northeast Fisheries Science Center sea scallop survey has been canceled owing to mechanical difficulties with the survey vessel, the R/V Hugh R. Sharp. The Sharp is owned and operated by the University of Delaware, and has been chartered by NOAA Fisheries annually since 2008 for the sea scallop survey. The Sharp is part of the University-National Oceanographic Laboratory System federal research fleet.

The cruise was to occur May 13 to June 13. The Sharp encountered licensed engineering shortages and mechanical difficulties at the dock in its homeport of Lewes, Delaware before the cruise could leave. Repairs and sea trials were completed June 12. The cruise was rescheduled for 8 days, June 14 through 21, and the Sharp sailed on June 14 from Woods Hole, Massachusetts with the scientific crew. However, the ship encountered further mechanical failures at sea and returned to port on June 16, ending the NOAA cruise.

Data collected on sea scallop surveys are used to understand the distribution and abundance of this species. These data are key in developing quotas and area openings under the sea scallop fishery management plan.

Our sea scallop survey typically covers the Mid-Atlantic Bight and Georges Bank. It deploys a dredge to collect sea scallops and tows the HabCam. This instrument continuously photographs the ocean bottom habitat capturing images of sea scallops and other sealife.

To address data shortfalls, we are in contact with other groups who survey in the region through the Atlantic Sea Scallop Research Set-Aside Program. These groups have already conducted photographic and dredge surveys on parts of Georges Bank and in the Mid-Atlantic. They may be able to expand their survey plans to include additional dredge stations on Georges Bank and optical survey stations in the Mid-Atlantic.

We are working on contingencies for alternative survey platforms including use of the NOAA Ship Bigelow for sea scallop work. In July, we will be testing a new HabCam from the Bigelow, one that is an uncrewed underwater system, rather than one that is towed. We are also planning to test deploying the towed HamCam from

Maine Dept. of Marine Resources

Continued from Page 10

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-intervenor 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.

Continued on Page 24

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2023 Northeast Atlantic Sea Scallop Survey Canceled



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MAINE DEPARTMENT OF MARINE RESOURCES NEWS

the Bigelow on future cruises.

Protecting Species While Planning for Offshore Wind Development in the U.S. Gulf of Mexico

New study proposes a scoring method for evaluating risk to protected species with offshore wind development projects.
July 03, 2023

A new peer-reviewed study, "Protected species considerations for ocean planning: A case study for offshore wind energy development in the U.S. Gulf of Mexico" was published in Marine and Coastal Fisheries. It is part of a special theme issue of the online journal entitled "Offshore Wind Interactions with Fish and Fisheries." The issue will feature several more NOAA Fisheries-authored papers on offshore wind energy topics as they are published.

This paper details NOAA Fisheries' development of scoring methods to assess potential protected species conflicts with offshore wind. NOAA National Centers for Coastal Ocean Science and the Bureau of Ocean Energy Management developed spatial models used in the study. The generalized scoring approach considers species conservation status and demographic information.

In the spatial models, a score of one reflects an area with low siting conflicts. A score of zero reflects an area with high siting conflicts. The paper evaluated the spatial distributions for 23 species listed under the U.S. Endangered Species Act and Marine Mammal Protection Act, identifying high-use and low-use areas for each species and scoring these areas from 0.1 to 0.9. A score of 0.1 reflected a high-use area for an endangered species with a small and declining population; a score of 0.9 reflected a low-use area for a non-strategic MMPA stock. The researchers combined these layers spatially and integrated them into the siting model. The NOAA Fisheries combined layer informed relative risk for siting wind energy

activities in a given area while accounting for the overlap of different protected species.

This integration resulted in a 70 percent reduction in potential siting conflicts with protected species within the final selected wind energy area. These estimates are based on current and expected species occurrence and distribution patterns. This work represented a successful collaboration between NOAA Fisheries, NOAA National Centers for Coastal Ocean Science and the Bureau of Ocean Energy Management. The goal was to proactively minimize potential interactions between renewable energy development and protected species. The approach is straightforward, repeatable, and transferable to other regions, to other sensitive or protected species, and to other marine spatial planning applications. However, these are static models. NOAA Fisheries needs continuous monitoring data to ensure models can be adapted to shifting species distributions due to climate change or ecosystem perturbations.

This collaborative work provides a foundation for early engagement and strategic marine spatial planning for offshore wind energy to reduce potential adverse effects to protected species. It also provides a reference for work conducted to inform this process and a template for other regions as these efforts expand.

Atlantic Sharks: 30 Years of Successes and Lessons

NOAA Fisheries has successfully managed Atlantic highly migratory sharks for 30 years. Learn about some of the challenges of assessing shark stocks and combatting misinformation about sharks.

July 13, 2023

Sharks inspire strong reactions in people. They're beloved, respected, and sometimes feared. They hold a distinct place in our imaginations and culture. In fact, the 1975 film *Jaws* actually contributed to conditions that led the federal government

to create an Atlantic shark management plan in 1993. However, when strong emotions are involved, the conversation about how sharks are handled and managed can become muddled and confusing.

In this episode, we'll learn about sharks—specifically Atlantic highly migratory sharks—managed by NOAA Fisheries, and discuss the challenges to assessing shark stocks and combatting shark myths that lead to lasting misconceptions and strong public feelings. We'll hear from Karyl Brewster-Geisz, the branch chief for regulations of the Atlantic HMS Management Division, and Dr. Enric Cortés, a senior scientist at the Southeast Fisheries Science Center.

Sharks have been caught recreationally in the United States since at least the 19th

century but were not commercially caught in any significance until the 1920s. In the late 1980s, the five fishery management councils along the Atlantic coast were concerned about the status of sharks and how much fishing pressure was going on in those species. They asked the Secretary of Commerce to manage sharks. In 1992, NOAA's Southeast Fisheries Science Center produced a stock assessment final report that showed that a number of shark species were overfished. That triggered a 1993 fishery management plan, which was the first federal fishery management plan for sharks. This year, we're celebrating the 30th anniversary of NOAA Fisheries' successful management of Atlantic highly migratory sharks!

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Boat And Ship Yard News



At Downeast Custom Boats in Yarmouth ROYAL has her new keel and a number of her frames. They are still adding frames and floors and will replace the stem. When this is completed, they will do some replanking.



This is a 21-foot ocean cruiser being finished out at Artisan Boat Works in Rockport.

Artisan Boat Works Rockport

In the corner of the main shop next to the office where the Bugatti yacht tender sat undergoing a total restoration for nearly two years; well, she was gone, having been moved out, first to the loft where some minor work was done and then to the storage shed. There she was being made ready to ship to Newport, Rhode Island. There she would have her engine installed and some other minor details done.

In her place most of the winter was a 21-foot singlehanded ocean cruiser designed by Tom McNaughton of Eastport. They started building her last October and she should be completed this fall. The hull is strip composite with a real, nice interior, which is what they are currently working on. Since she does not have an engine, this creates a lot more living and storage space.

Next, they will begin construction in August on a 39-foot luxury daysailer for a customer from Connecticut, designed by



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Boat And Ship Yard News



This is a Northern Bay 41 being finished out at Boricua Custom Boats in Steuben as a sport cruiser with a full interior. The engine is in and the interior has been roughed in.



Boricua Custom Boats in Steuben is working on the structure below the platform on this Wesmac 50. Unfortunately, this is as far as they are going as she is up for sale.

Bob Stephens of Belfast. She will have a full interior: galley, head and a couple of small settees with full-standing headroom under the house. Forward there is a double berth. Alec Brainerd, owner of the yard, said, "This will be a big job for us. The biggest new boat we have ever built. We are looking to hire a couple more carpenters."

Over the winter they restored an Alerion in the paint bay and she has been launched.

A Dark Harbor 20 was rebuilt this spring and she has gone back out to Islesboro.

Two winters ago, they rebuilt the hull on an Idem scow from the Adirondacks. She came back this year to have her coamings and covering boards replaced. They are now building a mast for her and by the end of July she will be heading home.

The Concordia 31 they were putting a new bottom in is finished and gone with a

very happy owner.

One interesting project is 40-foot Sparkman & Stephens designed sloop, which was built by Trumpy. They dropped her ballast keel and replaced the bolts running into the deadwood. They have also replaced the house, cockpit and installed a new Beta diesel engine. Now, they are doing the brightwork and installing the winches.

It is interesting to note that several of these boats have new owners, who are bringing their boats back to Bristol condition. Unfortunately, there are more boats on the market than there are customers, but those customers have a very good selection to pick from. These owners must have a good understanding of yachting's history as it is a must when picking a classic that will hold its value.

Walking through the storage buildings at Artisan is like walking around a museum.

There are so many classics, all in pristine condition. One boat is Buzzards Bay 15, which they built back in 2014, for a customer who sailed her around Cape Cod. She has returned and is for sale as her owners have decided to go to a power boat.

Boricua Custom Boats Steuben, ME

In the first bay they have a Wesmac 50. They have begun putting in the structure under the platform and the engine is in. Unfortunately, this boat is in limbo as the owner has stopped construction and put her up for sale. Moises Ortiz, owner of the shop, added, "We are finishing the foundation as the owner has decided not to finish the project. She might go back to Wesmac."

Just off the bow of the Wesmac is 46-year-old Repco 22. They have removed all the wood and will build her back all

composite. She is a day cruiser and by the end of July they should have her cabin done and ready to launch.

In the next bay they have a Northern Bay 41, which is being finished off as a cruiser. Under the platform is a sea chest that houses all the seacocks, gray water tank, battery box all with easy access. Soundown was added and then the platform put down. Everything in the cabin has been built. This includes three berths, head with shower and hanging locker. Up in the shelter they used pre-made cabinets, which saved a lot of time and expense. She is powered with an 800 or 900-hp Scania, which should push her a long quite well.

Also, outside is a Wayne Beal 36, which needs some repairs made. She was purchased by a fisherman for dragging and had

Continued on Page 18

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Boat And Ship Yard News



At Buxton Boats in Stonington, they have started building a 32+ foot wooden boat. You can see the lofting on the floor and the mould stations laying up against the wall.



The Cayman Island catboat all finished and ready to be shipped at Buxton Boats in Stonington.

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Kennedy's Marine Engineering installed a new engine. As this was being done they discovered some of the structure was soft and needed to be replaced, which Moises and crew have been doing. They have much of the structure under the platform done and hopefully they can finish putting in the platform by mid-August.

For several years they have been finishing of a Mussel Ridge 46 for a customer from Texas. They completed their part and her owner had her shipped to New Hampshire to get her wiring and systems done. Some of what they had done was not in as they had to remove the generator again, as it was not powerful enough for what was needed. They started with a Northern Lights 15kW. That was removed and an 18kW generator was installed and now that one has been removed and replaced with a 22kW generator.

The next new build is a Flower 43 for a

customer from New York City.

Buxton Boats Sunset, ME

In the shop, the hull of a 32-foot plus wooden boat has been lofted out for a customer from Port Clyde. She is based on one of John's Bay Boat models and when asked they could not do the construction and the customer heard that Peter Buxton might be interested. Peter said, "Somebody told him that I might be free, and so he checked in with me and I agreed to do it."

The boat has been lofted and the keel and stern pieces as well as the station moulds are all made. Presently, Peter was waiting on wood for the keel. As soon as the wood for the keel arrives he will cut and shape, put in the rabbet line and put together. He then will set up with the station moulds. Construction will be cedar over oak, carvel planked. The

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Boat And Ship Yard News



Richard Stanley and Sawyer Theriault working on an Alden schooner in Brunswick. They have finished the hull repairs and was now repairing the bulwarks.



A Herreshoff 12 1/2 getting her annual maintenance at Eric Dow, Boatbuilder in Brooklin.



At Brooklin Boat Yard the cold moulded hull off the Wheeler 55 has been layered up and they are now long boarding to get her perfectly smooth.

keel will be 5-inches wide with 2 1/4 x 1 1/4 or 2 1/8 x 1 1/4 frames. Peter said that he made her a little deeper so she could swing a larger wheel. The plans call for a 22-inch propeller, but by deepening the keel she could swing a 24-inch prop.

The interior is going to be very simple with just a bench in the stern and a locker down below. She will be powered with a 355-hp Cummins. The appointments will be traditional such as brass half-round guards, no varnish, all paint. Peter hopes to have this

project done and over next spring.

Peter also hopes to cruise south again this year on his Northern Bay 36 cruiser he built in the early 2000s. He is hoping to go back to Florida and then maybe skip out to the Bahamas.

Now, outside was the Cayman catboat, which is done and sitting on a trailer. Peter had given the shipping company the weight and was now waiting for a cost for shipping.

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Seven More to go in Lobster Boat Racing Season!



Three boats on the line for Diesel Class B, Wayne Rich's RICH RETURN [38' Robert Rich; 210-hp Cummins] leading the competition up the course with Daniel Closson's NEVER ENOUGH [Newman 36; 210-hp Cummins] right on his stern, who got second.



This is a race inside a race for fourth and fifth in Diesel Class M(B) between Mike Bernier's HALF DOZEN [OEM 42; 700-hp Volvo] and Nick Hadlock's MISTER E. [Calvin Beal 44; 750-hp John Deere] with fourth going to MISTER E.

Continued from Page 1

G and second went to George Lawson, Jr.'s MISS BETH III [Mitchell Cove 35; 550-hp John Deere]. There were four boats on the line for Class H (436 to 550 hp, 36 feet and over) and when the flag dropped Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT] from Prospect Harbor jumped into the lead and never looked back. Right on his stern was Josef Guptil's INDIAN OUTLAW [Northern Bay 38; 500-hp Cummins] from Jonesport followed by Broddie Eaton's FALLEN ANGEL [Calvin Beal 36; 530-hp FPT] from Stonington. There were two boats in Class I (551 to 700 hp, 28-35 feet) and one in Class J (551 to 700 hp, 36 feet and over) so they were run together. Colby Oakes' TRIPLE X [Mitchell Cove 35, 650-hp Scania] from North Haven led all others to the finish line for the win in Class I with Travis Lunt's

STEPPIN UP [Mitchell Cove 35; 580-hp FPT] from Bass Harbor just behind him for second. Carroll Staples' GOOSE [Mitchell Cove 37; 650-hp Volvo] was just behind the other two for the win in Class J. Again, there were two entrants in Class K (701 to 900 hp, 28 feet and over) and one in Class L (901 hp and over, 28 feet and over) so they were run together. In Class L was Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] and no one was going to get by him unless he developed an engine issue. Now, the two entrants in Class K was Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] and Nick Wiberg's WITCHING HOUR [Northern Bay 36, 815-hp] and this was going to be good race. When the flag dropped MARIA'S NIGHTMARE II jumped right into the lead on the left side of the course. LA BELLA VITA was on the right side and slowed then turned and

headed back to the starting line. WITCHING HOUR after crossing the finish line headed back and the race was run again. This time LA BELLA VITA looked like he had the advantage about halfway up the course over WITCHING HOUR, but just barely. At the line it was LA BELLA VITA by a boat length for the win. First place in Diesel Class M(A) (40 feet and over, up to 500 hp) was Allan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere] from South Thomaston followed by Boomer Carroll's SHADY LADY [Calvin Beal 42; 450-hp Cummins] from Southwest Harbor. Six boats were on the line for Class M(B) (40 feet and over, 501 to 750 hp) and no one was surprised when Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] from Milbridge got the win followed by Matt Shepard's ALEXSAROSE [Morgan Bay 43; 750-hp John Deere] from Stonington. Third went to Patrick Hanley's

SOPHIE MACK [Young Brothers 40; 610-hp Volvo] of Bass Harbor. In Class N (40 feet and over, 751hp and over) three boats were on the line and it was all Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] of Beals Island slipping over the line in first. He was followed by Bill Haass' 44 OVER [Mussel Ridge 42; 1,000-hp MAN] and then Jason Gordius' MISS BEHAVIN' AGAIN [Duffy 42, 800-hp Caterpillar].

There were no entrants in Wooden Boat A, under 36-feet, but there were two boats on the line for Wooden Boat B, which was won by Jon Johansen's SARI ANN I [40' Johns Bay Boat, 375-hp 3208 Caterpillar] from Winterport with second going to RICH RETURNS.

No one came out for the Gasoline Free-for-All, but there were seven boats on the line for the Diesel Free-for-All. There was no surprise to see MARIA'S NIGHTMARE

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More information and details to follow.

See you all on August 12th!

Seven More to go in Lobster Boat Racing Season!



The winner in the Diesel Free-for-All and Fastest Lobster Boat was Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] with second going to Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] of Stonington.

II streaking up the left side of the course in first. The real battle was for second between LA BELLA VITA and WITCHING HOUR with LABELLA VITA sliding over in second with WITCHING HOUR back just by a boat length in third.

The top three boats in the Diesel Free-for-All headed back down for the Fastest Lobster Boat Race with the same results.

The final race of the day was Bass Harbor's Fastest Lobster Boat with seven boats entered. The winner was GOOSE, followed by STEPPIN' UP and SOPHIE MACK.

The racers gathered on the Bernard Town Dock for lunch and prizes. While there I got in a great conversation with Nick Wiberg over the races. We talked about how to get more racers to compete, maybe a large year end prize; changing the classes due to the new engines now on the market; and making a change to the Fastest Lobster Boat Race, by splitting the race and adding a Fastest

Working and Fastest Recreational Lobster Boat Race and then a Fastest Lobster Boat.

It is now onto Moosabec Reach this Saturday and we are all hoping the fog stays away.

STONINGTON – 0430 came early on the morning of the Stonington Lobster Boat Races (Sunday 9 July). I made the Searsport dock at 0530 and Travis Otis' FIRST TEAM, Ed Upham's BLACK MAGIC and my CINDY JEN headed down the bay for the races. Fog was not too bad all the way to Stonington, but I am sure it kept some at home. We arrived at the Town Dock just after 0800 and that worried the race committee a little. Most venues do not think that they could run the races without me, but that is not true. I will say that it does make their life easier and one less thing to worry about when running these races is good. Once the computer and printer were set up sign ups were in full swing.



One of the best battles this year has been between Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] and Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins]. As they neared halfway it was close, but DESTINY had the edge and would get the win this day.

Jeff Eaton and crew had agreed to take over the races after last year. He had run the races more than 15 years ago and made some significant changes. He brought back the dance on Saturday night, which was packed, moved sign-ups back to the Town Dock, brought in a number of vendors for food and collected a vast amount of prizes.

Sign-ups were steady and when done we had 71 entrants. I am sure that more would have been there had there been no fog.

There first three races were for Work Boats under 24 feet in length. Seven boats were on the line for Work Boat Class A (16-foot and under with outboards up to 30 hp, Operator 16 years and younger) and jumping instantly into the lead at the drop of the flag, Haven Ciomei's ESSIE GRACE [Holland 14; 25-hp Yamaha] from Deer Isle lead the others to the finish line with a speed of 26.3 mph. She was followed over the line by Landin Douglass' GRAY GHOST [Corson

14; 25-hp Yamaha] from Brooksville, followed by Allan Morgan's SHIT HAPPENS [Holland 14; 25-hp Yamaha] from Stonington. All the way from Freeport Mason Vintinner's SCREAM TIME [Corson 16; 90-hp Mercury] showed the way to the finish line in Work Boat Class B (Inboards, outboards or outdrives, 31 to 90 hp) with a speed of 42.7 mph. Joe Grego's JOE WHO [MFG 16½'; 60-hp Yamaha] came across in second and third went to Jeff Douglass at the helm of GRAY GHOST [Corson 14; 25-hp Yamaha]. It was another win for Nathaniel Robertson's DADDY DIDN'T BUY IT [Passamaquoddy 24; 250-hp Yamaha] of Jonesport in Work Boat Class C (Inboards, outboards or outdrives, 90-hp and over) with a speed of 39 mph. Noah Williams' RED RIDER [Wayne Beal 23; 150-hp Yamaha] of Deer Isle took second and Blake Zlotkowski's HARD 2

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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LOBSTER BOAT RACING RESULTS: BASS HARBOR & STONINGTON



Another great battle this year has been between Nick Wiberg's WITCHING HOUR [Northern Bay 36; 815-hp] and Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT].



Ryan Lemieux's OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] were bow to bow at the midway point, but NATALIE E. slipped over the finish line first for the win.

BASS HARBOR LOBSTER BOAT RACES

25 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) ---, Hunter Oakes. **RACE 2 - Class B:** Inboards, outboards, or outdrives 31-90hp: *No Entrants*. **RACE 3 - Class C:** Inboards, outboards or outdrives 91hp and over: 1) *Daddy Didn't Buy It*, Nathaniel Robertson.

GAS POWERED WORK BOATS 24 FEET AND UNDER

RACE 4 - Gasoline Class A: 4 & 6 cylinder 24 feet and over: *No entrants*. **RACE 5 - Gasoline Class B:** V8, Up to 375 cid, 24 feet and over: 1) *Empty Pockets*, Roy Hadlock. **RACE 6 - Gasoline Class C:** V8, 376 to 525 cid, 24 feet and over: *No entrants*. **RACE 7 - Gasoline Class D:** V-8, 376 to 540 cid, 28 feet and over: *No Entrants*. **RACE 8 - Gasoline Class E:** Over 525 cid, 28 feet and over, Turbos/superchargers: *No entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND UP

RACE 9 - Diesel Class A - up to 235 hp, 24-31 feet: 1) *Bare Bottom*, Jacob Kirby. **RACE 10 - Diesel Class B - up to 235 hp, 32 feet and over:** 1) *Rich Returns*, Wayne Rich; 2) *Never Enough*, Daniel Closson and 3) *Sun Dancer*, Brian Gordius. **RACE 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde; 2) *Michael Alan*, Pat

Hanley and 3) *Hannah Pearl*, Ryan Mitchell. **RACE 12 - Diesel Class D - 236-335 hp, 34 feet and over:** 1) *Miss Margo*, Shawn Stanley; and 2) *Rich Endeavour*, Coyln Rich. **RACE 13 - Diesel Class E - 336 to 435 hp, 24-33 feet:** 1) *Audrey May*, Randy Durkee; 1) *Destiny*, Danny Eaton and 3) *Holemjen*, Jim Gordius. **RACE 14 - Diesel Class F - 336-435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley. **RACE 15 - Diesel Class G - 436 to 550 hp, 28-35 feet:** 1) *Split Second*, David Osgood; and 2) *Miss Beth III*, George Lawson, Jr. **RACE 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs; 2) *Indian Outlaw*, Josef Guptill; 3) *Fallen Angel*, Broddie Eaton; and 4) *First Team*, Travis Otis. **RACE 17 - Diesel Class I - 551 to 700 hp, 28-35 feet:** 1) *Triple X*, Colby Oakes; and 2) *Steppin' Up*, Travis Lunt. **RACE 18 - Diesel Class J - 551 to 700 hp, 36 feet and over:** 1) *Goose*, Carroll Staples. **RACE 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton; and 2) *Witching Hour*, Nick Wiberg. **RACE 20 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Maria's Nightmare II*, Jeremy Beal. **RACE 21 - Diesel Class M(A) - 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Allan Knowlton; and 2) *Shady Lady*, Boomer Carroll. **RACE 22 - Diesel Class M(B) - 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal; 2) *Alexsa Rose*, Matt Shepard; 3) *Sophie Mack*, Patrick W. Hanley; 4) *Mister E.*, Nick Hadlock; 5) *Half Dozen*, Mike Bernier; and 6) *Defiance*, Jeremy Gilley. **RACE 23 - Diesel Class N - 40 feet and over, 751hp and over:** 1) *Natalie E.*, Dana Beal; 2) *44 Over*, Bill Haass; and 3) *Miss Behavin' Again*, Jason Gordius. **RACE 24. Class O. Non-working boats, any length, any horsepower: No entrants.**

RACE 25 - Wooden boat, up to 35 feet 11 inches: No entrants. **RACE 26 - Wooden boat, 36 feet and over:** 1) *Sari Ann I*, Jon Johansen; and 2) *Rich Returns*, Wayne Rich.

RACE 27 - Gasoline Free for All: No entrants.

RACE 28 - Diesel Free for All: 1) *Maria's Nightmare II*, Jeremy Beal; 2) *La Bella Vita*, Jeff Eaton; 3) *Witching Hour*, Nick Wiberg; 4) *Kimberly Ann*, Eric Beal; 5) *Triple X*, Colby Oakes; 6) *Goose*, Carroll Staples; and 7) *Fallen Angel*, Broddie Eaton.

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

RACE 31 - Bass Harbor's Fastest Lobster boat: 1) *Goose*, Carroll Staples; 2) *Steppin' Up*, Travis Lunt; 3) *Sophie Mack*, Patrick W. Hanley; 4) *Miss Beth III*, George Lawson; 5) *Rich Endeavour*, Coyln Rich; 6) *Holemjen*, Jim Gordius; and 7) *Rich Returns*, Wayne Rich.

STONINGTON LOBSTER BOAT RACES

9 July 2023

WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 16 years and younger: 1) *Essie Grace*, Haven Ciomei (26.3 mph); 2) *Gray Ghost*, Landin Douglass; 3) *Shit Happens*, Allan Morgan; *No position given:* ---, Carson Parker; ---, Mako Woolsey; *Jaws*, Julie Anna Jones; and *White Lightening*, C. J. Gray. **Race 2 - CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Scream Time*, Mason Vintinner (42.7 mph); 2) *Joe Who*, Joe Grego; 3) *Gray Ghost*, Jeff Douglass; and 4) *Trouble*, Reagan Anderson. **Race 3 - CLASS C Inboards, outboards or outdrives, 90-hp and over:** 1) *Daddy Didn't Buy It*, Nathaniel Robertson (39 mph); 2) *Red Rider*, Noah Williams; and 3) *Hard 2 Get*, Blake Zlotkowski.

Race 4 - Johns Bay Boat Co. Race: 1) *Sari Ann*, Vance Bunker (23.2 mph); 2) *Emma & Andrew*, Ben Weed; and 3) *Khristy Michelle*, John R. Williams.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 - Gasoline Class A - 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: No entrants.** **Race 7 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** 1) *Black Diamond*, Lindsay Durkee. **Race 8 - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Saving Grace*, Mike Dasset (33 mph). **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos: No entrants.**

Race 10 - Wooden Boat Race (Any hp, up to 35'11"): 1) *Cindy Jen*, Jon Johansen. **Race 11 - Wooden Boat Race (Any hp, 36' and over):** 1) *Emma & Andrew*, Ben Weed.

Race 12 - Novi Class: 1) *Priorities*, Richard Quinn.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 13 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Black Magic*, Ed Upham; and 2) *Priorities*, Richard Quinn. **Race 14 - Diesel Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** 1) *Sea Trials*, Brantley Ciomei (19.5 mph). **Race 15 - Diesel Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (34.9 mph). **Race 16 - Diesel Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Outnumber*, Dan Carter; and 2) *Samantha Erin*, Robin Dunham. **Race 17 - Diesel Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Destiny*, Danny Eaton (40.4 mph); 2) *Audrey May*, Randy Durkee; and 3) *Glory Bound*, Ron Eaton. **Race 18 - Diesel Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *Faith Melle*, Winfield Alley (40.1 mph). 2) *Calypso*, Royce Fifield; 3) *Baba Buoy*, Bennett Gray; *No position*

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LOBSTER BOAT RACING RESULTS: BASS HARBOR & STONINGTON



For the first time, Mike Dassatt brought out SAVING GRACE [Holland 32; 450-hp, 460 Ford] and in a close race just beat Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet] to the finish line. Both were in different classes and won their respective classes. **given:** Addie & Alden, Brian Tripp; Holly Lynn II, Nick Haskell; Islander II, Jason Barter; Southern Comfort, Avery Waterman; and Wicked, Justin Boyce. **Race 19 - Diesel Class G, 436 to 550 hp, 28 to 35 feet:** 1) Split Second, David Osgood (26.2 mph). **Race 20 - Diesel Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) All In, Jeremy Tyler; 2) Melynda M., Willie Coombs; 3) Margaret Ann, Jeremiah MacDonald; 6) First Team, Travis Otis; **No position given:** Aliyah & Ivy, Tyler Torrey; Daddy's Gem, Jason Clough; and Fallen Angel, Broddie Eaton. **Race 21 - Diesel Class I, 551 to 700 hp, 28 to 35 feet:** 1) Lil' Lisa Marie, Gary Genthner (41.1 mph); 2) Misty, Chris Smith; and 3) Triple X, Colby Oakes. **Race 22 - Diesel Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) Dear Abbie, Scott Keenan (34.8 mph); 2) Hard Goin's, Jason McDonald; 3) Sleepless Nights, Eric Robbins; and 4) Quickstep, Kevin Glover. **Race 23 - Diesel Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) La Bella Vita, Jeff Eaton (44.4 mph); 2) Witching Hour, Nick Wiberg; and 3) Calixto. **Race 24 - Diesel Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** 1) Maria's Nightmare II, Jeremy Beal (45.7 mph); and 2) Less than Knot, James Nelson. **Race 25 - Diesel Class M(A), 40 feet and over, up to 500 hp:** 1) Old School, Chris Pope (27.4 mph); 2) Sea Urchin, Allan Knowlton; and 3) Khristy Michelle, John R. Williams. **Race 26 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** 1) Kimberly Ann, Eric Beal (40.6 mph); 2) Alexsa Rose, Matt Sheppard; 3) Lisa Marie, Bob Dutra; **No position given:** Bella Grace, Fred Hersom; Catch 22, Johnson Boyce; Emma & Andrew, Ben Weed; and Mainely Texas, Darrell Williams. **Race 27 - Diesel Class N, 40 feet and over, 750 hp and over:** 1) Natalie E., Dana Beal (40.1 mph); 2) Obsession, Ryan Lemieux; 3) Terrie J., Todd Pinkham; **No position given:** Bounty Hunter IV, Robert Jones, Jr. Faye Renea, Ben Hardy; and Miss Brooks, Josiah Rhys. **Race 28. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 29 - Gasoline Free for All: 1) Saving Grace, Mike Dassatt; 2) Black Diamond, Lindsay Durkee; and 3) Cindy Jen, Jon Johansen.

Race 30 - Diesel Free for All: 1) Maria's Nightmare II, Jeremy Beal; 2) Less than Knot, James Nelson; 3) Witching Hour, Nick Wiberg; DNF) La Bella Vita, Jeff Eaton; **No position given:** Alexsa Rose, Matt Shepard; All In, Jeremy Tyler; Dear Abbie, Scott Keenan; Faith Melle, Winfield Alley; Triple X, Colby Oakes.

Race 31 - Andrew Gove Memorial Cup - Fastest Working Lobster Boat: 1) Witching Hour, Nick Wiberg; 2) La Bella Vita, Jeff Eaton; 3) Faith Melle, Winfield Alley; **No position given:** Bounty Hunter IV, Robert Jones, Jr.; Fallen Angel, Broddie Eaton; and Triple X, Colby Oakes.

Race 32 - Fastest Boat Afloat: 1) Maria's Nightmare II, Jeremy Beal (54.3 mph); 2) La Bella Vita, Jeff Eaton (45 mph); 3) Witching Hour, Nick Wiberg; and 4) Bounty Hunter IV, Robert Jones, Jr.

Class C (236 to 335 hp, 24 to 33 feet), Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar], and he raced down against the two boats in Diesel Class D (236 to 335 hp, 34 feet to 39 feet 11 inches), which was won by Dan Carter's OUTNUMBERED [Duffy 35; 300-hp John Deere] with Robin Dunham's SAMANTHA ERIN [Duffy 35; 315-hp Cummins] second. Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] has been given Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] a run for her money in Diesel Class E (336 to 435 hp, 24 to 33 feet), but to date just has not been able to get by her. Most knew that this was going to be one of the races to watch and it did not disappoint. When they hit the midway point DESTINY had a half a boat length lead over AUDREY MAY and held it all the way to the finish line getting her first win of the year. Third went to Ron Eaton's GLORY BOUND [Wayne Beal 28, 420-hp FPT]. Eight boats were on the line for Diesel Class F (336 to 435 hp, 34 feet to 39 feet 11 inches) and no one was surprised when they saw Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins] leading all eight contenders to the finish with a speed of 40.1 mph. Second went to Royce Fifield's CALYPSO [Crowley Beal 33; 420-hp Cummins] followed by Bennett Gray's BABA BUOY [South Shore 34; 300-hp Caterpillar]. The only entry in Diesel Class G (436 to 550 hp, 28 to 35 feet) was David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo] from Vinalhaven so she ran up with Diesel Class H. split second lead the field to the finish, but who was going to get the win in Diesel Class H (436 to 550 hp, 36 feet to 39 feet 11 inches)? Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT] has been the dominate boat in Diesel Class H, but today she was bested by Jeremy Tyler's ALL IN [Northern Bay 38, 510 hp Volvo] as they finished one-two. Third went to Jeremiah McDonald's MARGARET ANN [Calvin Beal 36; 550-hp Nanni]. For the last couple of years there has been a battle between Gary Genthner's LIL' LISA MARIE [Mussel Ridge 28; 600-hp FPT] and Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] with LIL' LISA MARIE being the dominate boat in Diesel Class I (551 to 700 hp, 28 to 35 feet). With the drop of the flag LIL' LISA MARIE was off with MISTY right on her transom, but just could not catch her. Third went to Colby Oakes' TRIPLE X [Mitchell Cove 35, 650-hp Scania]. Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] was the boat to beat in Diesel Class J (551 to 700 hp, 36 feet to 39 feet 11 inches), but she has only signed up once so far this year, which was at Moosabec. There were four boats at the starting line and Scott Keenan's DEAR ABBIE [Northern Bay 38, 700 hp Volvo] got the win with a speed of 34.8 mph. Second went to Jason McDonald's HARD GOINS [Holland 38, 670-hp Cummins] and third was Eric Robbins' SLEEPLESS NIGHTS [Calvin Beal 36; 675-hp Scania]. It has been good to see the return of Nick Wiberg and WITCHING HOUR [Northern Bay 36; 815-hp], the former UNCLE'S UFO/MISS KATIE, and the racing between Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] in Diesel Class K (701 to 900 hp, 28 feet to 39 feet 11 inches). There is not much difference between the two and the result is real close racing from start to finish. At halfway LA BELLA VITA had the edge by a boat length and held on for the win. There was no question that the fastest boat at Stonington was Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] from Jonesport entered in Diesel Class L (901 hp and over, 28 feet to 39 feet 11 inches). She would face off against James Nelson's LESS THAN KNOT [Libby 34; 1,000-hp Isotta], which is fast, but does not

seem to be dailed in and thus did not have enough to get by MARIA'S NIGHTMARE II. There were three entrants in Diesel Class M(A) (40 feet and over, up to 500 hp) John Williams' KHRISTY MICHELLE [44' Johns Bay; 500-hp Cummins], Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere] and Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] and when the flag dropped they came up the course bow to bow. However, just before midway you could hear one add more throttle and OLD SCHOOL slowly worked her way out in front followed by SEA URCHIN and then KHRISTY MICHELLE. One of the best looking boats has got to be Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] from Milbridge, the dominate in Diesel Class M(B) (40 feet and over, 501 to 750 hp). He jumped right into the lead with Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] right on his stern. Third went to Fred Herson's BELLA GRACE [Sargent 42; 750-hp John Deere]. Another great battle this year has been in Diesel Class N (40 feet and over, 750 hp and over) between Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] and Ryan Lemieux's OBSESSION [Young Brothers 40; 1,000-hp Caterpillar]. Today was no different and as they neared midway they were bow to bow with a slight advantage going to NATALIE E., which is how they finished.

The next race was the Gasoline Free-for-All and the three gas boats were on the line. This was going to be another great race between BLACK DIAMOND and SAVING GRACE and it did not disappoint. You could tell when the flag fell as the throttles got pushed the engine on SAVING GRACE screamed out her stacks. Up the course they came, side by side and it was so close we had to wait for the announcement, which stated the winner SAVING GRACE with BLACK DIAMOND second. However, SAVING GRACE was smoking out the port exhaust pipe, meaning she had lost a head gasket. Fortunately it was not more serious than that and she was repaired a couple of days later and back out fishing.

There were nine boats on the line for the Diesel Free-for-All. No one was going to bet against MARIA'S NIGHTMARE II and it was a good thing as she jumped right into the lead and never looked back. The big question was who would get second and that went to LESS THAN KNOT followed by WITCHING HOUR. What happened to LA BELLA VITA? Just after the flag was dropped she powered up, but then the engine threw a code and slowed to almost a stop. Instead of heading for the finish she did a U-turn and headed back to the starting line for the next race.

Winning the Andrew Gove Memorial Cup - Fastest Working Lobster Boat is a big deal. Six boats were on the line for this race and the betters would favour LA BELLA VITA. As the leaders hit the halfway point LA BELLA VITA was bow to bow with WITCHING HOUR and by the time they slid over the finish line it was WITCHING HOUR getting the win, with LA BELLA VITA second and FAITH MELLE third.

There was just one race left, Fastest Boat Afloat, and again no one was surprised to see MARIA'S NIGHTMARE II leading the rest up the course. She was followed by LA BELLA VITA and then WITCHING HOUR.

After lunch and the prize ceremony on the town dock, the day of racing came to an end. Jeff Eaton and his crew, did an incredible job. Mid-week people were still talking about just how good the races were this year and that will likely translate into more racers coming next year. Jeff is already planning for a bigger event with a huge prize and I am sure he is going to get it.

Seven More Races to go...

Continued from Page 21

GET [Mitchell Cove 22; 115-hp] got third.

Next up was the John's Bay Boat Co. Race, which had three boats on the line. When they reached halfway the advantage went to Ben Weed's EMMA & ANDREW [John's Bay 44; 700-hp Caterpillar] over Vance Bunker's SARI ANN [42' Johns Bay Boat; 660-hp Volvo]. SARI ANN continued to gain and slipped across the finish line in first. Third went to John Williams' KHRISTY MICHELLE.

There were only three boats in the five Gasoline classes, each in a separate class so they were run together each getting the win in their respective classes. For the first time, Mike Dassatt brought out SAVING GRACE [Holland 32; 450-hp, 460 Ford] and it was wondered how she would fair against Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet], identical boats and about the same horsepower. As they neared the midway mark it was close with SAVING GRACE in front by a boat length and getting the win with a real close finish. BLACK DIAMOND won Gasoline Class C (V-8, 376 to

525cid, 24 to 29 feet); SAVING GRACE won Gasoline Class D (V-8, 376 and over, 28 feet and over) and a distant third came the winner of Gasoline Class A (4 & 6 cylinder 24 feet and over) CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet] skippered by Alonzo Alley.

Next up was the Wooden Boat Races. CINDY JEN was the only one in Class A (Any hp, up to 35' 11") and EMMA & ANDREW [John's Bay 44; 700-hp Caterpillar] was the only entrant in Class B (Any hp, 36' and over). They were sent down together with each getting the win in their class.

Richard Quinn's PRIORITIES [Novi 28'; 210-hp Cummins] was signed up for the next two races, Novi Class and Diesel Class A (Up to 235 hp, 24 to 31 feet). Since he was the only one in the Novi Class he would run down for that win, but Ed Upham's BLACK MAGIC [Nauset 27; 135-hp Perkins] from Searsport got the win in Diesel Class A. Also running down with them was the only entrant in Diesel Class B (Up to 235 hp, 32 feet to 39 feet 11 inches), which was Brantley Ciomei's SEA TRIALS [Osmond 32; 220-hp John Deere]. There was one entrant in Diesel

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

19 April
Page 2.

Coasting Trade and the Tariff. – The Kennebec Journal copies an article which appeared in this paper some time since, and which has recently been republished in The Age, in which we discountenanced, the opening of our coasting trade with the Pacific coast to British vessels, in return for some restrictions which have been taken off from our commerce with some distant British colonies. The proposition to do this, was made by the British minister to our government. We are ready to see restrictions taken off from commerce by our government in all cases where we get a fair equivalent, but not in this case. The Journal attempts to show an inconsistency between this opinion in relation to the coasting trade, and our opinion of a protective tariff. The editor says: -

“But if the doctrine be true that we should buy wherever we can buy cheapest, without regard to protection of the industry and interests of our own people, then, to be

consistent, we ought to employ the shipping of Great Britain and the Hanse Towns carrying lumber and other supplies to California.”

We look upon the matter in a very different light. The conclusion is not warranted by the premise. When this matter of opening the coasting trade of each country to the vessels of both, was first agitated, some of the leading protective tariff journals advocated the measure. It, then, our position is inconsistent, certainly theirs was. But there is no connection between the two propositions. We hold that the natural advantages of a country, for commercial, or any other pursuits, should be held in trust for the benefit of the country; but it does not follow from this that we are bound to support a law restricting an interchange of commodities with any other country which would ensure to the benefit of both. Much less does it follow that to be consistent, we should advocate a high tax upon goods which we can produce at less cost than another nation, thereby paying an immense annual sum to a chosen few who are the last deserving to be government

beneficiaries, and driving to other markets a trade, which the most careful statistics will show, does no injury to our agricultural and commercial interests.

* * * * *

Flogging in the Navy. – The matter of abolishing the practice of flogging in the navy is occupying considerable attention in various places. On Monday evening of last week there was an immense meeting of the friends of this measure, at Brooklyn, New York. There are facts developed at these meetings, which must make one shudder to read. In one cruise of the frigate UNITED STATES, there were inflicted on the crew 6,084 lashes! On board every vessel there is more or less. The present regulations of the service prescribe it as a punishment which must be inflicted for certain offences, particularly drunkenness. It will be seen that if flogging be abolished the grog ration must be abolished with it. Remove the cause with the effect. We consider the matter of the highest importance to the welfare of the naval service. It is well known that the present character of the service is such that one must be pretty well reduced to degradation before he will enlist in a national vessel. If these two great drawbacks upon the character of our service were removed, we should expect to see a great improvement in the character of our naval service, better and more efficient crews, made up of men who would do their duty as those in the merchant marine do, and not at the impulse of the lash alone.

* * * * *

For California. – We learn that the brig J. W. HAVENER, 200 tons, sailed from Searsport for California on the 7th. She is commanded by Capt. P. Staples.

* * * * *

The California Steamers. – The GEORGIA and CHEROKEE steamers left New York for Chagres on Saturday p.m. The GEORGIA has over 500 passengers, and the CHEROKEE more than 300. The EMPIRE CITY, with nearly 500 passengers, and the PHILADELPHIA, with a large number of

passengers, are to leave this afternoon at two o'clock. Thus we have an emigration of some fifteen hundred or more persons, chiefly for California, in one week, from New York alone. – Boston Journal, 15th.

* * * * *

The ice went out of the Penobscot on Friday, April 12th.

Page 3.

Married.

In Eastport, Capt. William A. Mathews, Jr., to Miss Helen M. Lincoln.

Ship News.

Schooner TIONESTA, of Ellsworth, from Calais for Philadelphia, put into N. Bedford, 12th inst., for repairs. On night of 9th inst, in a heavy gale from NW, while running down Cape Cod, struck on Nausett Bar, but got off without damage, after throwing over part of deck load laths. Night of 10th inst., on Nantucket Shoals, runs afoul of a schooner, carrying away bowsprit, flying jibboom, foretopmast, and doing other damage.

26 April
Page 2.

Later from Europe.

Arrival of the AMERICA.

The AMERICA arrived at Halifax at 12 o'clock on Thursday evening of last week. England.

The steamship CANADA arrived at Liverpool, on the 2d of April. Her news caused in advance in cotton, from ¼ to 3/8 days on middling qualities of American.

* * * * *

The English coast was visited by a severe hurricane on the 30th March; causing much destruction of property, and a frightful loss of life. Amongst other vessels lost, was the JOHN R. SKIDDY, which was driven on shore on the coast of Wexford, where she was a total loss. Capt. Shipley, passengers, and crew, saved.

* * * * *

Since the sailing of the previous steam-

PASSED OVER THE BAR: TORREY

Continued from Page 9

an avid hunter and fisherman his entire life.

He was married to Janet L. (Jordan) Torrey in 1953 and they began their lives together. They had four children before her tragic death in a motor vehicle accident when Dale was 32. Years later he married Latona Kelly and they had 2 more children.

Dale is survived by 6 children, Debra Sue Curtis and husband, Linden, of North Port, FL, Darlene E. Wallace of Winter Harbor, Doreen J. Eschete and husband, Lonny, of Houma, LA, Dale F. “Bub” Torrey Jr. and wife, Barbara, of Columbia, Katrina M. Torrey of Clifton, and Phillip L. Torrey of Winter Harbor; 13 grandchildren; 22 great-grandchildren; sister, Weltha Sargent

of Winter Harbor; many nieces and nephews; long time companion, Mary Lou Weaver; special friends, Alan and Vicki Goldstein, Neil Heidinger, Diana Young, Jerry Potter, Mike Faulkingham and Kaz Ott. He was predeceased by 3 siblings, Douglas, Deo, and Constance.

A graveside service will be held July 22, 2023, at 3:30 p.m. at Greenwood Cemetery, Winter Harbor.

Contributions in Dale’s memory may be made to MLA Maine Lobsterman Legal Defense at MLA, Maine Lobsterman Association, 2 Storer St., Suite 203, Kennebunk, ME 04043.

Arrangements by Jordan-Fernald, 113 Franklin St., Ellsworth. Condolences may be expressed at jordanferald.com.



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Maine Dept. of Marine Resources

Continued from Page 12

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 a period of nine years.”

Shark Safety Message from ME DMR July 14, 2023

Summer is in full swing and more people are enjoying time on our coastal waters. The Maine Department of Marine Resources wants to remind swimmers, paddlers, and surfers to be safe while in or on the water.

While relative risk of a shark attack is very small, risks should always be minimized whenever possible in any activity on the water. The chances of having an interaction with a shark can be reduced if you follow this advice: If you choose to swim, surf, or paddle, be aware of your surroundings; Stay close to shore; Swim, paddle, and surf in groups; Avoid areas where there are seals or schooling fish; Avoid murky, or low visibility water; Avoid shiny jewelry when in or on the water; Limit splashing; Avoid swimming at dawn/dusk when lighting is low; Adhere to all signage at beaches and follow lifeguard instructions; and Additional advice is available at <https://www.floridamuseum.ufl.edu/shark-attacks/reduce-risk/swimmers/>

If you see what you think is a white shark and would like species confirmation, a form is available on the DMR website, that provides a convenient way to submit photos and a description of what you see to the Maine DMR science bureau. Once information has been received, a DMR scientist will review the information and any images you upload and will respond via email.

Data gathered through this form will also be shared with the Atlantic White Shark Conservancy to be uploaded to their Shark-tivity app. The app provides users with a recap of shark activity detected by acoustic receivers, in addition to shark sightings. Information and app downloads can be found at <https://www.atlanticwhiteshark.org/shark-tivity-app>

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

er, Parliament has done little more than vote the supplies, and transact other business of a local uninteresting character. During the Easter recess, Lord John Russell passed some time at Manchester. In addition to the abolition of the Lord Lieutenancy of Ireland, it is stated that government have it in contemplation to abolish the Irish Courts of Law, and transfer the whole machinery for governing Ireland, to London. Both measures are violently opposed by the Irish press. The new Catholic Primate of Ireland, Dr. Cullen has issued his first pastoral, which emanates from Rome, and is free from all allusion to politics.

Page 3.

Married.

In Camden 6th instant, by William Merriam, Esq., Mr. Elijah Harden of Camden to Miss Julia P. Ames, of Belmont.

In Norway, Mr. Wm. H. Maynard to Miss Ann Dudley, both of Worcester, Massachusetts.

In South Thomaston, Mr. Cyrus P. Johnson, of Lowell, to Miss Emily Small, of South Thomaston.

In Boston, Mr. George T. Carter to Miss Julia A. Clark, of Newcastle, Maine.

Died.

In this town 22d, William White, a native of Ireland, aged about 50.

In Key West, Florida, Capt. Silas Clark, of Camden, Maine, master of brig SUWAUNEE, of Camden, aged 44 years. His remains were brought to Camden, and on the 19th inst, were deposited in their last

“resting place,” with the usual ceremonies of the Masonic Fraternity and the Sons of Temperance, of which orders he was a worthy and esteemed member. If the love of his family, and the respect and attachment of his friends towards him, and the possession of a character and disposition eminently deserving all this could have preserved his life, then we would not have died. He had not an enemy.

In Union, on the 6th inst., William Hasty, Esq., aged 50. Portland Argus please copy.

In Lincoln, 14th inst., Mrs. Charlotte S., wife of Mr. Eleazer Crowell, and daughter of Mr. Allen Crane, formerly of Eddington, aged 25 years 27 days.

In Washington, 30th ult., Ellen Augusta, daughter of Benjamin F. and Martha Whittier, aged 6 years 7 months. Western papers please copy.

In Bangor 16th inst., of consumption, Mr. Samuel Coombs, formerly of Waldo, aged 55.

In Trenton 17th inst., Capt. Amasa Anderson, aged 42 Frederic W., youngest son of Mr. Joseph Hopkins, aged 1 years.

Ship News.

Port of Belfast.

Arrived – 20th, schooner PALESTINE, Wells, Calais; 21st, PEYTONA, Gilman, Boston.; ELIZABETH, Smalley, Salem; 22d, schooners S. A. SMITH, Havener, New York; H. MCLEOD, Stanley, Boston; ARGUS, Crockett, Baltimore; D. BREED, Linnekin, Lynn; CITY POINT, Hart, Salem; LAURA JANE, Holbrook, do; KEOKUK, Crockett, Hingham; HY CLAY, Greely, do;

DOLPHIN, Young, N. London; HANNAH, Islesboro; steamer S. B. WHEELER, Michenor, Eastport; 23d, brig MONTAGUE, Stephenson, Boston; 24th, brig CHARLES EDWARD, Wording, Havana; 25th, HARRIET, Toothaker, Boston.

Sailed – 18th, GEN. JACKSON, Brown, Bangor; 21st, SAVANNAH, Smalley, Bangor; 22d, TIPPECANOE, Brier, do; 24th, A. GALE, Brier, Salem; J. FREDERICK, Wheeler, do.

Searsport – sailed 19th, MAJESTIC,

Smart, Bangor; MAINE, Webber, do; LEVANT, Pace, do; RIALTO, Colson, do; 20th, BALOON, Wormell, do; arrived 21st, BANGOR, Towle, Boston; sailed 22d, CORAL, Gilkey, Bangor.

Launched – At Bucksport, 10th, from the yard of Messrs. Genn, a schooner of 146 to be commanded by Capt. Rufus Harriman, in the coasting trade.

At Richmond, from the yard of T. J.

Continued on Page 26

Maine Marine Storage Has Heated Storage Available

Maine Marine Storage is proud to announce that it is now taking reservations for the upcoming winter season at the brand-new state of the art facility located at 98 Heritage Parkway Rd, in Bucksport. The 12,000 square foot building was designed and built specifically for owners who realize the benefits of controlled heated winter storage for their boats in a secured indoor environment. ‘Whereas previously boat owners desiring indoor heated storage in the Penobscot Bay region area had to have their boats hauled beyond a 20-mile radius, they can now have their boats delivered directly to our central Bucksport location,’ reports Dave Milan, a lifetime area resident and former career law enforcement officer who personally manages the operation. ‘And,



with Maine Marine Storage, a customer has the added benefit of dealing directly with one person rather than a large yard where storage often is a byproduct of services offered.’ Our only business is storing and keeping your boat warm and safe from September through May,’ Milan adds.

With rates that are super competitive with market published rates, Dave encourages inquiries and is happy to offer boat owners a tour of the new facility. He can be reached at 207 944 6285 or mainemarinestorage@gmail.com

Last Golden Globe Race 2023 Update - Really!

Continued from Page 8

ing, bringing sailors and non-sailors alike around a group of like-minded adventurers. The GGR website had 4,481,365 Visits from followers who opened 17,301,243 Pages for a look! The GGR LIVE tracker had nearly 30 million hits during the race, while GGR Facebook had a total reach of 3,153,096. Instagram reached 1,121,611, GGR Youtube received 3,200,000 views amounting to over 300,000 hours! Then 41,813 people opened a sound cloud satellite phone recording and GGR Twitter with tweets from entrants had 5,236,000 impressions.

While the GGR Team thought achieving the same coverage as the 2018 edition would be difficult after losing contenders with a strong following such as Damien, Tapio or Pat in Cape town in reality it never changed. 2022 looks like achieving better, stronger and more qualitative coverage of the event in the Atlantic, through the dramatic Atlantic climb with the Kirsten and Abhilash duel, and Simon’s incredible journey back to Les Sables d’Olonne.

“It was clear to me when sailors were crossing the Southern Ocean that the feeling of the GGR with followers was changing as they understood what was happening. Losing entrants was accepted as part of the game and an expression of just how challenging and demanding the GGR is, no matter how good the sailor or the boat! This extreme effort to go the distance seems to attract special sailors and interest is very strong for the 2026 edition 3 years out from the start!” Don McIntyre, Founder and President of the GGR.

The media have been covering the 2022 edition intensely in many parts of the world with more mainstream international print and online outlets, radio and TV

channels giving a larger platform to sailing and non-sailing audiences alike. The GGR has tasked Meltwater with analysing and valuing the coverage of this edition to be published in the future. In 2018 it was valued at US\$185 million.

Don Jane and the whole GGR team wishes to thank the Entrants without whom there would not be a race, our host port of Les Sables d’Olonne and the partners for providing the GGR a home, as well as the extended GGR family for a fantastic and historic 2022 edition! See you in 2026 and watch out for the Movie early next year.

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. Brooklin, Maine. Duplicate can be seen on an existing boat in Brooklin. Call (207)266-1243.

Nautical & General Books For Sale



Wiscasset Antiques Mall

536 Bath Road, Route 1, Wiscasset

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

Open seven days a week - Hours 9 AM to 5 PM

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Southard, Esq., and owned by him, a finely modelled ship of about 600 tons burthen intended for freighting business.

By Steamboat this Morning.

Arrived at Boston 23d, MARY ELLEN, Rowley, Philadelphia; cleared 24th, ZION, Reynolds, Baltimore; ELK, Eldridge, Philadelphia; CHINA, Studley, do; O'BRIEN, Peterson, Machias.

Arrived at New Haven 22d, TORONTO, Parker, New Orleans; arrived 23d, TIMOLEON, Hutchings, Steuben, cleared MARSHALL DUTCH, McGilvery, Cardenas; MARTHA ROGERS, Boardman, St. Marys; SCIOTA, McFarland, Jacksonville.

Arrived at Philadelphia 22d, ABEONA, Hatch, Charleston.

Arrived at Boston 18th, SCIOTA and ALVARADO, Calais; ABAGAIL, NORWEST, DUROC, and MAINE, do; E. WOOD, Bickford, Machias; SAILOR'S DELIGHT, Tinker, Mt. Desert; ABAGAIL, Haynes, Ellsworth; COMPEER, Grant; ALBERT, Hodgdon; ABOREER, Treworgy; CASPIAN, Grant; SAILOR BOY, Bray, and HANNAH, Murch, Ellsworth; E. NORTON, Norton, Blue Hill; PHILADELPHIA, Bartlett, Eden. ARZOO, Herrick, Brooksville; BELLONA, Allen, Sedgwick; YARICO, Davis, Tremont; FRANCIS, Dobbins, Jonesport; MILL CREEK, Jarvis, Surry; cleared G. W. BRINKERHOFF, Crocker, Havana; ELLEN, Taylor, Philadelphia; G. W. PICKERING, Park, Wilmington, North Carolina; MILWAUKEE, Stowers, do; BRAGANZA, Young, Waldoboro; arrived 19th, IDA, Hallett, Baltimore; TREMONT, Sears, and GREEN, Nickerson, Philadelphia; CORNELIA, Snow, Trinidad, Cuba; LORETTO, Henderson, Apalachicola; CLEMENT, Ryder, Charlestown; ISABELLA, Mathews, Georgetown, DC; CANTON, Crowell, Philadelphia; YANKEE BLADE, Heagan, do; arrived 20th, LACONIA, Howes; SELAH, Atkins, and OAK, Ryder, Philadelphia; RHONE, Jewett, Savannah 4th inst; AVOLA, Charleston, 5th inst; WATSON, (of Sedgwick) Allen, Bonaire; WM. MCGILVERY, Hichborn, Cardenas 5th inst; J. R. DOW, Merryman, Matanzas; S. SMALL, Sprague, Wilmington; SUSAN, Hall, Baltimore; E. DOANE, Loring, do; HARRIET, Toothaker, Philadelphia; L. BEAN, Noyes, do; ST. LAWRENCE, Sproul, Machias,

for New York; H. B. BASCOMB, Carson, Wilmington, North Carolina; M. TAYLOR, Nickerson, Richmond; H. THOMPSON, Wixon, Fall River; ALEXANDRIA, Studley, Norfolk; SEA MARK, Heagan, Baltimore; WATCHMAN, Eaton, do; N. H. HALL, Devereux, Philadelphia; CORES, Small; WREATH, Talbut; STAR, Nickerson and ADELAIDE, do; CLARENDON, Pendleton, Newark; MT. VERNON, Drinkwater, New York; LUCRETIA, Lubec; R. P. WARING, Smith, Ellsworth; S. BUCK, Low, Calais; cleared, MARY ELLEN, Kinsman, Havana; J. HOLT, Chase, Cardenas; M. F. SLADE, Howes, Philadelphia; ALPINE, Treat, Frankfort to load for Martinique; MOUTAGUE, Stephenson, Belfast; AM BELLE, Baxter, New York; J. BARLOW, Calais; ROANOAKE, Wood, Frankfort; A. R. TAFT, Bogardus, Charleston; CHASTENA, Anderson, Eastport; arrived 21st, MADONNA, Berry, Georgetown; HARRIET, Crowell, Fredricksburg, Virginia; GEORGE AND MARY, Lord, Ellsworth; MELROSE, Cook, Provincetown, and left B. DOW from Bucksport; OTHELLO, Hart, from Frankfort; arrived 23d, GEN. JONES, Harding, Savannah; NASHUA, Clifford, Philadelphia; BAY STATE, Ryder, and J. COOLEY & CO., Eldridge, New York; MARY, Norton, Machias.

Arrived at New York 17th, SUSAN AND MARY, Crocker, Montego Bay; cleared P. PENDLETON, Curtis, Havana; MONTE CHRISTO, Young, Georgetown; WAKULLA, Varnum, Bucksport; arrived 18th, SULTANA, Barrett, New Orleans; cleared, LADY ARBELLA, (previously sold) Glen, San Francisco; TYPEE, Pine, Eastport; TOPAZ, do; G. B. LAMAR, Savannah; WM POPE, Foster, Machias, arrived 18th, I. MEAD, Brown, Savannah; PTK HENRY, Haskell, Mayaguez, PR, TARNO, Berry, Savannah; A. MORTON, Wright, Port au Prince; J. Q. ADAMS, Norris, Boston; MARY H. CASE, Eastport; TASSO, Machias; GOV. HINCKLEY, Loring, New Orleans; COMMERCE, Greenlaw, Ponce, PR; DETROIT, Gilchrist, Richmond; HIGHLANDER, Nickerson, Boston; MELAZZO, Nixhols, Bordeaux; MARY LOW, Eagle, and FORTUNE, Thomaston, cleared 19th, MELROSE, Moore, Maguagavie, N. B.; L. H. NICKERSON, Nickerson,

Boston; cleared 20th, N. W. BRIDGE, Collins, Havana; TELOS, Lamphere, Cardenas; ITALIAN, Fickett, Sagua; MARIETTA, Parker, Boston; arrived 26th, Z. P. BROWN, Brown, St. Marks; VELASCO, Crabtree, Cienfuegos; arrived 21st, SEBOIS, Campbell, New Orleans; HAMLET, Crawford, Neuvas, GLOBE, Seeley, Demerara; SPLENDID, Baker, Cienfuegos; MATILDA, Wooster, Eastport; J. ACHORN, Sylvester, Thomaston; RICHMOND, Snow, do; CAROLINE E. HOPPIN, Camden; cleared RIO, Nickerson, Philadelphia.

Arrived at Philadelphia 16th, EMPIRE, Crowell, and MYRA, Studley, Boston; PAVILION, Langley, Eastport; cleared 19th, EAGLE MATHEWS, St. James, N. B.; arrived 12th, BRUNETTE, Havana; MERRIMAC, Bangs, and ACORN, Howes, Boston; ELDA, C. Kelley, Savannah; OREENDA, Calais, TRUXILLO, Robbins, Eastport; M. PATTERSON, Bateman, Boston; arrived 20th, OCEAN QUEENE, Peavy, Boston; SOPHRONIA, Torrey, Mackinas; MARGARET, Boardman, Lubec; arrived 21st, VESTA, Flim, Boston; cleared 20th, TURK, Nickerson, Boston; PEARL, Harding, do; D. P. BROMHALL, do.

Arrived at Baltimore 16th, JUNIATA, Wedge, Liverpool; UNION, Kendrick, Boston; N. DURFEE, Davis, Fall River; cleared 16th, J. W. PAIGE, Taylor, Boston, sailed S. STURGESS, Parker, Bangor; TRITON, West Indies; arrived 17th, MARY STANTON, Ryder, Boston; C. H. HALE, Gilkey, Savannah; cleared MAZEPPA, Colson, Boston; sailed J. W. PAIGE, Boston; arrived 18th, DEL NORTE, Stinson, Norfolk; arrived 20th, CANDACE, Mathews, Boston; FLORES, Aiken, Bucksport.

Arrived at Wilmington, North Carolina 13th, DENMARK, Woodbury, from Richmond; PERU, Thomaston; 15th, MADAGASCAR, McFarland, Charlestown; cleared 15th, DENMARK, Crowell, Alexandria; 14th, STERLING, Pike, Berice; NICAVOC, Hincks, Nantucket; cleared 19th DELMONT, Lock; GINN, Demerara.

Cleared from Georgetown, South Carolina 13th, ALFARETTA, White, Portland; FLYING ARROW, Collamer, and RIO, Ober, Boston; arrived previous to 17th, GAS-SALOAS, Foster, Charleston.

Arrived at Pensacola 6th, PARTHENON, Davis, St. Andrews.

Arrived at Jacksonville 2d, SARAH NASH, Gilchrist, New York; 10th, J. G. FAXON, Hale, do; cleared 2d, MICHIGAN, Shute, New York; 8th, ANNANDALE, Conant, Kittery.

Sailed from Richmond 10th, CORVO, Crockett, Portland.

Arrived at Savannah 15th, EXACT, Stevens, New York.

Arrived at New Orleans 7th, MAYFLOWER, Crabtree, New York; HERO, Griffiths, do; CHINCHILLA, Haskell, Porto Cabello; DIADEM, Liscomb, Attakapas; cleared OTTOMAN, Griffin, Norfolk, and RICHMOND; cleared 10th, FLORINA, Pendleton, New York.

Arrived at Charleston 16th, CAMDEN, Sherwood, New York; CHOCKTAW, Kendrick, Boston; cleared BALL CREOLE, Bentley, Matanzas; cleared 15th, MACHIGOONE, Chamberlain, New York; THOMAS AND EDWARD, Smalley, do.

Foreign Ports.

Arrived at Liverpool 29th ult., SAVANNAH, Julius, Philadelphia; 31st ult., ABEONA, Poole, Savannah; arrived 5th, KALAMAZOO, Maloney, Philadelphia; cleared from do 5th, MARY WARD, Little, Norfolk for Castine; sailed 27th ult, MASONIC, Coney, (and put back 4th) A. GALLATIN, Coney, New York; ENTERPRISE, Fimp, do; MARY, Julius, Bucksport; 29th

ult; LIVINGAGE, Snow, New York; 1st inst. SCHOODIAC, Nichols, New York; adv for New York, ROSSIUS, Eldridge, 11th; ABEONA, Poole, 20th; KATE HOWE, Norcross, 6th; SARANAC, Julius, 12th.

Flushing – sailed from the Roads 22d, ORTONA, Colburn, Boston, was spoke 26th, lat 48, lon 8.

Arrived at Halvoet 30th ult, H. HARRINGTON, Given, from Rotterdam for NY Arrived at Havre 22d, ZURICH, Thompson, New York; loading at do, MINNESOTA, Geo. Evans, and ZURICH.

Loading at Bordeaux 28th, HUALCO, for New York.

Sailed from Royan 18th ult, J. PENNELL, Fullerton, and EMMA, Watts, New Orleans.

Arrived at Marseilles 18th, L. SEARS, Sears, Boston; 23d, SPARTACUS, Cross, New Orleans; cleared 27th, BANGOR, Philbrook, Girganti.

Arrived at Madeira 15th ult, AMULET, Spofford, New York.

Schooner H. CLAY, Dow, from Franklin, Maine, for Boston, got upon Sullivan "falls" 15th inst., and remained till 16th, at high water, when she came off, after throwing over her deck load, most of which was picked up on the 16th, at which date the vessel was on the beach at Sullivan, supposed to be but little injured.

Brig MELAZZO, of Searsport, at New York from Bordeaux, experienced a succession of westerly gales since the 4th ult; has lost head rails, stove boat, split sails, and sustained other damage.

During a violent thunder storm at Havana 30th ult, four vessels were struck by lightning – the bark QUINNEBAUG, was the only Am. Vessel injured, having lost her foretopgallant mast.

Schooner EAGLE, Gray, from Frankfort, at N. Bedford, went ashore on Cape Poge, in a thick fog on Saturday night, but came off after throwing over part of deckload, leaking badly.

* * * * *

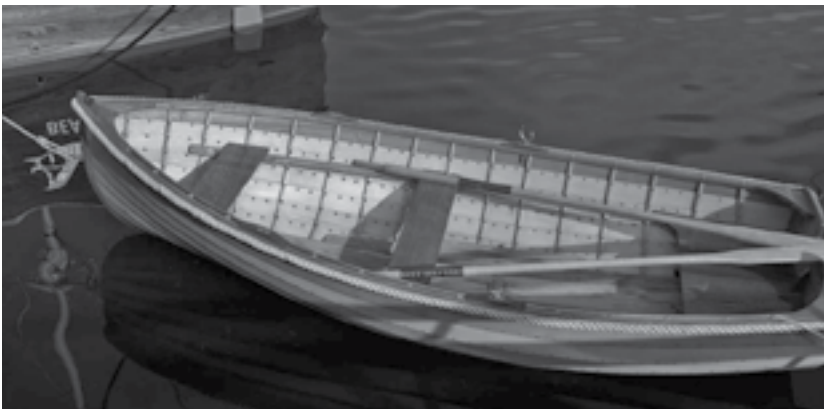
New Sail Loft.

The subscriber would inform the inhabitants of Belfast and vicinity that he has taken a Loft on Kimball & Miller's Wharf, for the purpose of carrying on the business of sailmaking in all its branches. Having worked with several of the best workmen in the state, he feels confident of giving satisfaction to all who may favor him with their patronage. Charles R. Thombs. Belfast.

3 May 1850

Page 2.

Cruelty in the Merchant Marine. – We notice every week more or less instances of extreme cruelty practiced by officers in the merchant service towards those under them. Most of these instances where excessive punishment is administered, are gross violations of the law, and disgraceful to the general excellent standing and character of the officers in the merchant marine. We have one of those examples of cruelty at this moment before us. A captain Gardiner, and Humphrey, his first officer, belonging in Baltimore, have been before a court in that city, on the charge of causing the death of a cook, David Thompson. From what appeared at the examination the cook had been seized up on the charge of impudence to his superior officers, and by order of the captain had received a round dozen. Three days out, the cook was forced to eat a bucket of potato paring and other offal, on the charge of putting sea water in some of his cooking. It was sworn to that at another time the captain beat the cook quarter of an hour with a rope's end. Finally the cook was so ill treated, that he sunk under his punishment,



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

was unable to walk and was dragged to his galley, where he was afterwards found dead, and (all efforts to restore him failing), he was thrown overboard. Now such a procedure not only attaches disgrace to those officers who are guilty of it, but is a stain upon the whole profession. And such occurrences are by no means uncommon. Poor Jack has always the worst end of the bargain, when he has recourse to law to redress his wrongs, although the law may be in his favor. For there seems to be among captains a sort of link of brotherhood, the effect of which is that such proceedings, if they do not find countenance, at least they find a sort of an apology. The testimony of the seamen is received with much distrust and a large allowance is made by the court for the prejudice against these officers. Now this should not be, for it is well known that an old "canvass-back" is the most forgiving of men. We would do away, then, with those prejudices against seamen, and all sympathy between captains which goes to thwart the ends of exact justice, and have the petty tyrants who destroy life in the manner narrated above, as answerable for their crime as others, and not, as is too often the case, be sent to jail for a few months. We are well aware that subordination and a strict discipline are required in the merchant marine, but we could wish for the reputation of their professions, that captains would be more forward to detect and punish such crimes as we have spoken of, which are too often apologized for, and left to pass by almost unnoticed.

* * * * *

Fatal Accident. - We are pained to learn that on Saturday last, Mr. True Sanborn was crushed to death by a premature sliding of a large pieces of granite, in his quarry, at Frankfort, Mr. S. was formerly a resident of Meredith, New Hampshire, and has left a wife and family to mourn his loss. It was at the quarry of Mr. S. that the Maine block for the Washington national monument was cut.

* * * * *

The U. S. Line of battle ship OHIO, 84 guns, arrived at Boston from a four years' cruise on Saturday last. She brings about \$115,000 in gold from San Francisco. Five of her officers and eleven of her men, died on her passage her from Rio Janeiro.

* * * * *

The steamer OHIO sailed the 27th from New York for Chagres, with 450 passengers.

* * * * *

The Boston Post has a letter signed by one J. A. Atwood, written at Terre Haute, Indiana, in which it is stated that Dr. Parknian had been at that place within a few days, and taken passage for St. Louis, under a fictitious name. All a hoax, probably, of the part of the writer.

Page 3.

Steamships in the Pacific. - The SARAH SANDS, (Howard and Sons) which left this port on the 13th December, last, arrived at Panama on the 27th of March, in 103 days. The ISTHMUS, (Geo. Law) which left our port on the 18th of December arrived at Panama on the 28th of March, or in 100 days. The GOLD HUNTER, (Davis, Brooks & Co.) which left our port on the 25th of December, reached Panama on the 25th of March, or in 92 days. The CAROLINA, (Howard and Aspinwall) left this port on the 9th of January, and also arrived at Panama on the 28th of March, in seventy two days - being the quickest trip ever made from this port to Panama via the Straits of Magellan. It will be observed that, though the starting time of these steamers was neatly a month apart, they all reached Panama within two days of each other. The TENNESSEE had only arrived on the 12th - fifteen days earlier. The arrival of this magnificent fleet must have been a "sight to sore eyes" to the thousands collected at Panama, impatient for a quick conveyance to the land of gold. - Tribune.

* * * * *

Married.

In this town, 1st inst., by Rev. Mr. McGray, of Unity, Mr. Wm. M. Woods to Miss Celia J. Frye, both of this town. Our thanks are due the happy couple for a generous slice of the bridal loaf.

In this town, 30th ult., by Rev. D. H. Mansfield, Capt. Cyrus T. Durham to Miss Louisa Paul, both of this town.

In Prospect, 23d ult., by Rev. J. Freeman, Mr. H. W. Gilmore to Miss A. B. Nichols, both of Searsport.

In Skowhegan, Mr. Eugene F. Collins of North Anson, to Miss Frances Bickford.

In East Thomaston, Alvin McLain to Miss Clementine Ulmer.

Died.

In Union, March 23d, Arthur C. Blunt, aged 21 years 11 months.

In Freedom, 30th ult., Dr. Ithamer Bel-lows, about 65.

Lost overboard, from brig SARAH, of Bangor, Capt. Merrill Randall, of Prospect, 31.

In East Thomaston, Judith H., wife of Chas. A. Sylvester, Esq., 55.

In Hope 23d ult, Austin R., youngest son of Thurston and Sarah Metcalf, 10.

In Norway, 21st, Mr. Joel Stevens, 95; 12th, Mary, wife of Wm. Frost, 49.

In East Thomaston, 31st ult., Mr. Benjamin Blackington, aged 75.

In Augusta, 18th, Mrs. Mehitable North, 78, 23d, Mr. James Carroll, 83.

In Monmouth, 31st ult, Sally H. B., wife of Mr. Ira Towle, aged 53.

In St. Stephens, N. B., 27th ult. Hannah E. Hinds, 24. She was to have been married about the time she died; and was buried in her bridal dress.

Ship News.

Port of Belfast.

Arrived - 25th, CATHARINE, Ryan, Lynn; M. FARROW, Warren, Frankfort for Pensacola, MELROSE, Moore, Boston; 30th, COMET, Rogers, Boston.

Sailed - 26th, J. FREDERICK, Wheeler, Salem; 30th, DAN'L BREED, Linnekin, Lynn; PEYTONA, Gilman, Boston; TIPPE-

CANOE, Brier, Danvers; MORA, Cottrell; HARRIET, Stephenson; and MONTAGUE, Toothaker, Machias; 2d inst., WATCHMAN, Thomas, N. Haven; CASPIAN, Mathews, Salem; H. MCLEOD, Stanley, Boston.

We learn by a communication from Mr. Benjamin Stinson, of Swan's Island, that the schooner JANE, of Nova Scotia, Capt. Crowley, was cast away on Marshal's Isle on the 14th ult, and four persons drowned - one woman and three men. The vessel was a total loss.

Frankfort - Sailed 22d, steamer TAR-RATINE, Smith, Bangor the first trip for the season; 26th, CALCUTTA, Clark, Havana; 28th, LUCERNE, Nichols, do; TENERIFFE, Poland, Matanzas; 30th, CANOVA, Killman, Martinco.

Cleared from Boston 24th, ZION, Baltimore, China; STUDLEY, Philadelphia; arrived 25th, J. W. PAIGE, Taylor, Baltimore; MICHIGAN, Shute, Jacksonville, 2 inst; PALO ALTO, Holbrook, Tangier, Virginia; cleared J. W. ANDREWS, French, Havana; J. R. DOW, Merryman, Bath to load for Cuba; A. STORY, Case, Curaoca; EG-LANTINE, Norton, Gonavives; DIRIGO, Simpson, Sullivan; arrived 26th, CLARA ELLEN, Killman, Sierra Morena; KEOKA, Carver, Cardenas; C. NICKELS, Nickels, do; FRIENDSHIP, Rumble, do; 13th ult; TOPLIFF, Havener, do 10th; OLINDA, Hill, Turks Island; JULIA FORD, Drinkwater, Aplachicola; A. DUNBAR, Howes, St. Mary's, Georgia; ALIDA, Smalley, Baltimore; CHAS. HENRY, Wilson, and E. O. HOLT, Coggins, Philadelphia; ADAMS TREAT, Parker, Port au Prince 7th ult; AZOF, Cook, Gonavives; J. H. COUNCE, Gilchrist, Charleston; FOREST, Small, Georgetown; MELVILLE, Cousins, Washington, North Carolina; H. M. JENKINS, Babbidge, Wilmington, North Carolina; TAMOREE, Veazie, Baltimore; MARY PATTERSON, _____; JUNIATA, Webber, MORO, Parker, Philadelphia; BEN FRANKLIN, Brown, Cherryfield; cleared LUCINDA, Delano, San Francisco;

Continued Next Issue.



Used Boats

14' McKee Craft, 1985	\$7,495
18' Lund Open Fisherman, 1988	\$8,900
18' Nautica 180, 2006	\$29,500
20' Pioneer Islander, 2019	\$47,000
21' Boston Whaler Conquest, 1998	\$39,900
24 Regal 242 Commodore Cruiser, 1997	\$9,500/Best Offer

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Moose Island Marine

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2013 110 hp Yanmar diesel/Bob Tail	\$11,499
2013 19' Grand Laker F/G, with trailer	\$1,995

Project Boats:

30' Hunter with Yanmar diesel	\$3,995
28' 1975 Silvertown with rebuilt 318 Chrysler, new velvet drive	\$3,995

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FOR SALE

Surfhunter 25 well built in 1978.

Has 350 engine built by Butler MacMaster with about 10 hours use. These deep V designs are renowned for seaworthiness and good looks. A marvelous boat.

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POWER



14' MCKEE CRAFT, 1985. 2010 Yamaha F40hp. Trailer, chartplotter, depth sounder; compass. \$7,495. New Meadows Yamaha (207) 869-4008.



17' SCOUT 175 SPORTFISH, 2023.

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POWER

With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade, reversible pilot seat with underseat cooler and sport package: trolling motor plug, bow cushion and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



17' SCOUT 175 2023 SPORT DORADO, 2023. With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



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 color, bimini top, powder coated ski tow, stern seat and backrest. Call for pricing and more details. Casco Bay Yacht Sales, Freeport (207) 865-4103.



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine. Extras include, 9" Garmin GPS/depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/

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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, (207) 865-4103.



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



24' REGAL 242 COMMODORE CRUISER, 1997. Powered by MerCruiser V8 I/O engine. Engine

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



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