

Maine Coastal News

Volume 37 Issue 1

January 2024

FREE

Boatbuilders Already Busy in New Year



The lobster boats SHADY LADY and COURTNEY MAE sitting at the dock at Dysart's Marina in Southwest Harbor.

Ellis Boat Co. Manset, ME

They have a very interesting project in the shop, which is a Bunker & Ellis 39, a wooden boat. She was originally named STARDUST and owned by Fred Towers of Somes Sound. He sold her and she spent some time in the Boston area, before being sold again and coming back to Mount Desert Island. They have wooded the hull, removed the platform along with her twin gas engines and are now refastening her. Shane Ellis, who oversees the yard, said that they have brought in Richard Helmke of Bass Harbor Boat for some assistance. Shane added that they found a number of cracked frames in the stern and to get at these easier they have removed a couple of planks. The Volvo 5.7 Penta gas engines will be replaced with twin 250-hp Yanmar diesel engines and they may opt to redo the platform with a different hatch configuration and teak. Shane added, "My grandfather might have built them, but we have not done much work like this since the late 70s. But I have got the people, they just need a few pointers."

In the next bay is a Patriot 36, based on the Ellis 36, which was built for the singer Billy Joel in 2008. She has been sold and her new owner from Shelter Island, New York has her back for quite a bit of work. She was built for offshore sportfishing so there are some very custom features, like the centre

console and modified top. The centre console has a Stidd seat, but visibility must not be as good as a helm station at the bulkhead to one side. They did discuss changing this, but that has been dropped off the to-do list as it was going to be labor intensive. They are still changing the seating in the cockpit, add a transom door and swim platform, then cosmetics.

On the left side of the shop, they have an Ellis 24, which they are adding a Joe-Strong bracket. This boat had a Mercruiser inboard, which has been removed and will be replaced with a 250-hp Suzuki outboard. Shane explained, "No more stern drive and we have added the Joe-Strong bracket, because Joe made it. It is more of a hull extension so it really turns our 24 into 26. We have done a couple of them now and they came out really nice. It does not change how the boat runs too much; it actually might keep the nose down a bit. Maybe run a little faster. The 250 horsepower is plenty. It is going to go 30 knots."

The engines that were removed from the Bunker & Ellis 39 and the Ellis 24 are all running takeouts and are for sale. If interested call Ellis Boat Co.

Shane added, "A problem that I have with any new quotes is just the cost to build anything. To be frank it scares the hell out of people to build anything new. A new 26 decked out with all of the things you want,

is going to be half a million dollars. They run the other way. Pre-pandemic we would have never thought of going over \$300,000 and something. I just pulled up the last report and I said okay, everything is now 35 percent more than what it was. Numbers are numbers. That is why somebody will take something like this, spend maybe \$45,000 to 50,000 buying the boat, restore it and be in it for \$100,000 less than a new one and get what they want. We do quite a bit of that with the older boats."

Farrin's Boat Shop Walpole, ME

In the last issue we had the launching of MISS EMILY, a Mussel Ridge 42, finished out as a sportfisherman for a fisherman from Cape May, New Jersey. About three weeks later Farrin's launched another Mussel Ridge, this one a 46, also a sportfisherman, for a fisherman from California, named BLOOD STRIPE.

The hull and top for this boat were pulled into the shop last year and they modified the top by raising the house and moving the windshield and main bulkhead back 18-inches. They then started to fill in the structure under the platform. This includes fuel and water tanks, two in-deck live tanks, an above deck bait tank and a Seakeeper Gyro No. 9. A contract requirement was that there would be no wood anywhere in this

boat. For accommodations she has a queen berth forward, separate head/shower to port and to starboard a double bunk stateroom. Up in the shelter there is a helm station to starboard and a companion seat to port. Aft of the companion seat is an L-shaped settee with a table and to port is a galley with a microwave, electric cooktop, fridge/freezer, and a nice big sink. At the helm of the station is sports a full Garmin electronics package and Time Zero computer system. She is powered with a C-18. She also has a 12-kW generator, 50-amp shore power, and fresh and saltwater washdown.

Blue Water Fab did the metal work, Nautilus Marine did the bow rail, Troy Benner the wiring, Mike Di Pippo the custom fishing items and Sawyer & Whitten the electronics.

The owner, Chris Bumgarner, was looking at Northern Bays, but there were none available. Then he looked at Calvin Beal hulls, but there was a long lead time. He added, "I stumbled onto a boat that was for sale, which was a Mussel Ridge. I liked that boat, so I said we are going to copy that one. She was built by Clark Island Boat Works I live in Ventura and there's two sister harbors, one is in Santa Barbara and one is in Ventura and Bruce has boats in both harbors. That is how I found out about Farrin's. He

Continued on Page 14

C o n t e n t s

Publisher's Note	4	U. S. Navy News	9	ASFMC Fall Meeting	13
Calendar of Events	4	<u>Commercial Fishing News</u>		Boat Yard News	14+
Lowell Family of Boatbuilders	5	Where's the Logic	10	<u>Maritime History</u>	
Tuna Before it was Wicked: Barrett	6	DMR News	10	Republican Journal, 1850	24
NTSB News	7	Directors Report, DELA	11	Classified Ads	28
Golden Globe Update	8	Misc. News	12		

175 HP



200 HP



Diesel Outboards from 150 - 300hp available in stock!

WHY OXE?

SAVE ON FUEL

EXTEND RANGE

SMOOTH SHIFTING

LONGER MAINTENANCE INTERVALS

LOTS OF TORQUE!



150 HP



SCAN TO
LEARN
MORE



300 HP

CONTACT - KERRY THOMPSON - 908- 391 - 8378

OUR DEALER NETWORK IS GROWING! CONTACT US TO INQUIRE ABOUT BECOMING A DEALER!



Complete engine packages for new builds and repowers



Portland, ME

Wakefield, MA

Cranston, RI

Drew Weaver (978) 821-9826 dweaver@powerprodsys.com

Joel Rumelhart (207) 632-6868 jrumelhart@nedda.com

Smithwick & Mariners Insurance Marine Insurance



1-800-370-1883

(207) 781-5553

www.smithwick-ins.com
366 US Route 1, Falmouth, Maine 04105

EXPERIENCE BILLINGS..

The full-service yard that does it all with expert craftsmen and technicians



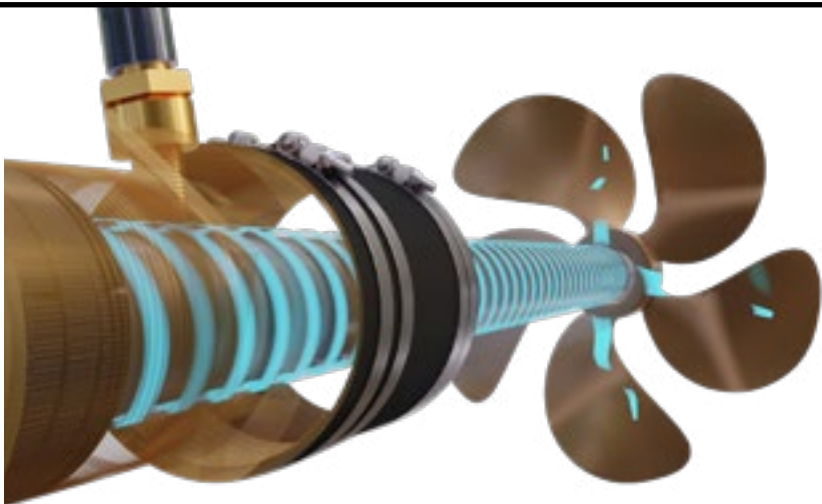
- Complete machine shop facility • Authorized sales and service with factory trained technicians (Detroit Diesel, Volvo Penta, Caterpillar, Cummins, Yanmar, Ford, Westerbeke, Lister, Twin Disc, ZF, Borg Warner)
- Complete Welding and fabricating shop • Expert painting, Awlgrip and varnish • Full woodworking facility • Fiberglass
- Fully stocked marine store • Heated undercover railway and paint booth • 35 & 82 ton Travelifts.

Billings Diesel & Marine Service

P.O. Box 67, Stonington, Maine 04681

(207) 367-2328 • (207) 367-6559 nights & holidays

office@billingsmarine.com • www.billingsmarine.com • We monitor channel 16



HEAVY DUTY MARINE HARDWARE FOR DOWNEAST STYLE BOATS

- Aqualoy™ 22 Propeller Shafts
- Self-aligning Shaft Seals
- Rudder Ports (Gland Style)
- Rudder Stuffing Boxes
- Traditional Stuffing Boxes
- Stern Bearing Housings
- Intermediate Shaft Bearings
- Split and Tapered Couplings
- Custom Shaft Tubes
- Bronze Tiller Arms
- Bronze Deck Plates
- Piranha Dual Line Cutters
- Zinc Mounting Plates
- Rudder Step/Skeg Bearings



(207) 422-6532
www.retmarine.com

CERTIFIED MARINE TRANSPORT



CALL FOR A QUOTE! CALL FOR A QUOTE! CALL FOR A QUOTE! CALL FOR A QUOTE! CALL FOR A QUOTE!

"Epifanes raised my standards.
Easy to work with. Cures like glass.
They definitely nailed that formula."

— DAN LEE
DAN LEE BOATBUILDING

ROYAL RIVER BOAT A full service boatyard



- 55 Ton & New 75 Ton Travel Lifts
- Marina
- Sail Loft
- Awlgrip & Fiberglass
- Engine & Electrical
- Outboard & Stern Drives

BOAT HAUL-OUT & STORAGE

MECHANICAL SERVICES

ValvTect GAS & DIESEL

AUXILIARY SYSTEMS

FUEL-GAS-DIESEL

DOCK SERVICES

SUPPLIES



FIBERGLASS
Core Repairs
Awlgrip Coatings
Gelcoat Refinishing
Keel Repairs
Blister Repairs

WOOD
All Major Repairs
Cabinetry/Joinery
Paint Stripping
Re-Fastening
Restoration

We are located two miles from Exit 17 off Interstate 95
307 Bayview St., Yarmouth, Maine 04096

Phone: 207-846-9577

www.royalriverboat.com

Fax: 207-846-6571

Email: forinfo@royalriverboat.com



"Predictability. That's a big factor. I know what Epifanes is going to deliver every time I use it. It applies nicely. It flows up beautifully. You've got quite a long working time, but then it also dries quickly to a glassy finish. There's nothing else like it,

really, and that makes it easier for less experienced applicators, too. It is the user-friendly varnish."

EPIFANES
Yacht Coatings

Get Dan's top three varnishing tips at epifanes.com/newsletters.

1-800-269-0961 | www.epifanes.com

FOLLOW US   

Maine Coastal News

P.O. Box 710

Winterport, Maine 04496-0710 U.S.A.

(207) 223-8846

E-mail - igmatats@aol.com

Website: www.mainescoast.com



Follow us on Facebook:
Find under - Jon Johansen

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

Distribution of *Maine Coastal News* is from Eastport to Marblehead, MA and is free on the newsstand. It also can be obtained by subscription. A year subscription, 12 issues, is \$20.00. A single copy is \$2.00, which covers the postage. Foreign rates for subscriptions are \$40.00 per year.

The *Maine Coastal News* office is located at 966 North Main Street, Winterport, Maine.

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

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

Advertising Deadlines: The deadline for the February issue is January 5.
The deadline for the March issue is February 2.

Publisher's Note



Over the last four months there have been some subtle hints in the Publisher's Note about a new adventure. Oh, what an adventure it has been. When people learned what I had done, purchasing Jonesport Shipyard, their first words were, "Are you crazy?" I have done some crazy things before, remember the 120-foot railroad tug? That was crazy, but I truly loved that project. However, it became obvious that I needed to decide between her and my computerizing maritime material for my database. I was not getting support and then someone called promising to continue her restoration. That did not happen as he scrapped her as soon as he owned her.

The deal for Jonesport Shipyard started with a conversation with Tim Toppin of Toppin's Diesel & Marine Services in Columbia Falls about protecting the working waterfront back last spring. He pointed to Osmond Beal's boat shop on Beals Island being sold to a person from Florida and closed off by a locked gate. This conversation continued at Alonzo Alley's trap shop where Jonesport Shipyard was added to the mix. This yard had been for sale for a number of years and my real concern was that someone from away was going to come in, buy it, raze the buildings, and put up a summer house. I kept thinking about this and then mid-summer I stopped into the Shipyard and talked with Sune and Patricia "Twig" Noreen about purchasing their yard. They gave me a tour and then we talked for an hour or two after which we came to a basic agreement. Then the fun began, you just do not sign a couple of documents and walk away. There was way more to this than I thought there would be and after another three months the deal was finally done on 16 November.

Just after the negotiations started, I happened to walk into Wilbur Yachts in early August and found they were selling the contents of the yard as they had closed their doors and had sold the property. I figured this would be a good way to increase the equipment and stock so I bought it. This ended up in or on three tractor trailers and now we are trying to find space in the yard for it all. The first trailer, a 53-footer, arrived at the Shipyard at the end of November and in four days she was emptied into the two main bays. Now the challenge is to sort it and move it to where it belongs, but space is an issue. The next trailer has all the equipment on it, including a full machine shop. Some will go into the main shop, but most will be placed in storage containers on-site. We need to stiffen up the floor of the mezzanine on the left side of the shop for the woodworking tools. Then we will add a mezzanine at the back of the shop for easy access to the boats we are working on. I am also looking to add a welding and machine shop to the left side of the main building so long as the price is not too scary.

The Noreen's have owned the shipyard for 38 years and did a remarkable job operating it over those years. The facility and the equipment were well taken care of and

they had lots of great customers. They also left me with three good employees, two of which have stayed on despite some teething issues on my part, trying to get a handle on moving in and everyday operations.

My wife, Ann, who was a nurse practitioner at the cardiology department at Eastern Maine Medical Center, heading the valve replacement department, retired on 1 September. She was not happy when she found out about this deal. Probably should have informed her before the deal got serious. However, she turned around and took a course on running a boat yard and is now learning the everyday operations. She certainly has the bull by the horns and has done a great job getting the office up and running for us.

Alonzo will be running the yard and overseeing everyday operations. Presently, he is trying to organize everything, which is a challenge due to the space constraints.

A real game-changer is that wooden boatbuilder Joe Lowell of Downeast Custom Boats is moving his operations from Yarmouth to Bert Frost's shop at Jonesport Shipyard. Bert's shop sits just to the left of the boat ramp and was built in the 1950s. She was built with 2 x 4s and the roof is now sagging and pushing the sides out. We have had a carpenter come in and survey the building and we are probably going to drop this building and put up a new one, the same size, on a cement pad with radiant heat. The radiant heat will be hooked up, but not used much as it dries out wooden boats. The expertise that Joe brings in wooden and fiberglass boats will be a huge plus for us.

There is certainly room for growth and that will all come in time. Stay tuned for an open house.

* * * * *

As for the research, as many know I have been working on inputting the 1960 Merchant Vessel list (MVUS) and have about half of the over 48,000 vessels entered. Just over 18,200 have already been added to the database and I am hoping the next update will be over 10,000 new entries. I am also correcting the New York City Custom House records, which totals about 34,000 vessels. This should add a number of vessels that were built before the MVUS was introduced in 1867 and have fallen through the cracks.

I receive a lot of comments about the history article at the end of each issue. I wonder how many find a benefit or enjoyment reading the "Ship News," which comprises much of these articles? For those researching vessels it might be of interest, but to the general reader a vessel's movement may not mean much. Now, "Ship News" also includes other information, such as disasters, and of course most like reading those parts. Once I am done entering a baseline of ship information, I would like to input ship movements, since that would be valuable to researchers following a particular vessel's life or analyzing coastal traffic in the 1800s. I may need help on this one.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Rusticators on the Water
Working the Sea
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

2024

FEBRUARY

29-Mar. 2 Maine Fisherman's Forum
Samoset Resort
Rockport, ME
Info: mainefishermensforum.org

JUNE

15 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230

16 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

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

JULY

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

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

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

The Lowell Family of Boatbuilders

YARMOUTH – To some, their family genealogy is an interesting subject and they spend hours and hours researching it. This is much easier today than it was several decades ago due to the advent of the Internet and the material that has been made available through various websites. The Lowell's have chased down their family history and it has a lot of ties to the boatbuilding as Joe Lowell explains.

"The Lowell's came over in 1639 on the ship JONATHAN to Newbury," said Joe. "They were distant cousins of the king and he sent them over because he needed good upstanding people to watch over all of the rascallions that were in the area. What they did in England were judges and mediators. The king sent Percival over here to do that and Percival came over with his children, his two sons. I come from Richard, who was his oldest, they were more the artist and seamen. Jonathan was more Harvard, the doctors, the reverends, the lawyers. William Gerrish came over, he had married Percival's daughter, Joan. In England they had a mercantile business and Richard was the shipping part. Richard is the fourth great grandfather of Simeon Lowell who started Lowell's of Amesbury. His grandson, Gideon built the boat that some think was the predecessor of the clipper ship. Everybody made fun of him, said it was horribly ugly, but it was incredibly fast. The king hired him to be a privateer. You will see in the newspapers, one time he is a cobbler, next time he is just a poor servant, next time he is a sea captain. Where I come from is Stephen, another son. Stephen was a boatbuilder and a sea captain.

"At that point in time, he had bought up a big chunk of Amesbury and he built a house for each of his sons," continued Joe. "They are the ones operated out of there, Amesbury, Newburyport, and Portland. One daughter married into the Soule family. The sons sold their section off to the daughter's husband, the Soule family, and went to Harpswell and Bailey Island. Abner married an Eaton. I believe she was from Hampton Falls. His first son was John Eaton Lowell. There were three John Eaton Lowell in a line. There was John Malcolm and John Jay. This generation of Lowell's were the first ones that stayed permanently in Beals. John Jay married Lucy Faulkingham. One of John's sisters, Eva, married into the Alley family. There was another Alley daughter that married one of the brothers and came down to Harpswell. Another one married into the Bibber family in Harpswell. That is when we locked into Jonesport and Beal's Island. John Jay was mostly a sea captain. His wife passed away. She got burned in a fire. She was coming in one night and she tripped on her shawl, fell down and got burnt. Burned the house down and she was

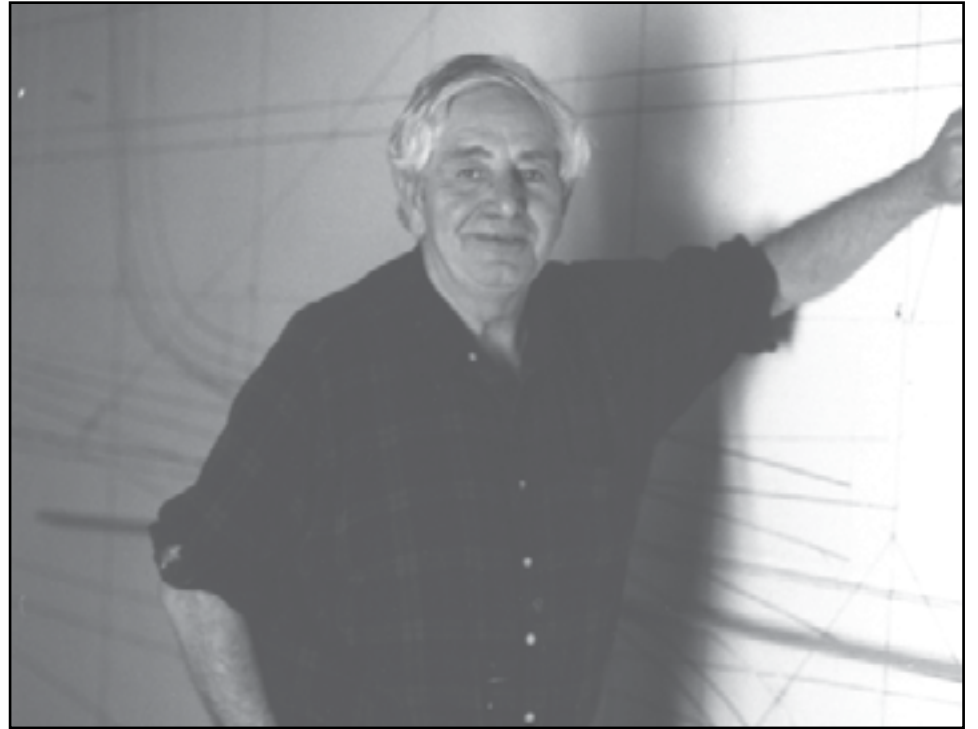
dead in three days. He dropped the girls off at his sister's place in Gardner and the boys went on the ship. Now John Malcolm, who I descend from was one of his younger sons and everybody called him Malcolm, that was Riley Lowell's father. He was raised on that ship and he did not like it. By the time he was 26 he just stayed in Jonesport and fished. You talk to old Ed Drisko and Ed remembered him when he was a young boy and he said nobody in Jonesport/Beals knew the bottom like he did. They said that in his older age, he would go clamming with his cat on his shoulder. He built Peapods, not a lot of them, but Riley really built a lot of stuff. He worked for Gramp Frost. I have Gramp's last reach boat, but it is in pretty bad shape. It is the last boat he ever built. From there Riley got in with Gramp Frost, married his eldest daughter and continued to work with Gramp.

"In Jonesport and Beals I am related to about everybody in one way or another," added Joe. "Riley's mother was Ruby A. Beal and she was Tall Barney Beal's niece. Her mother was Tall Barney's sister. We descend from Manware. We are related to the Kelley's, a couple of ways. I am not directly descended from the Alleys."

Riley was building small boats and he fished, lobstered, clam digger, the whole gamete, like everybody else. Joe explained, "He had an exceptional talent for building boats. I have heard that Riley was just second to none when it came to joiner work, like making bungs for a plug hole. He would whittle it with his jackknife so the grain was perfect in each plug. The guy could trim with an adze to a line. He would make a stem for a boat in a day. That is really good. He became one of the head guys for Will Frost along with Harold Gower.

Will Frost was building in Nova Scotia before moving to Beals Island. Joe added, "He built some sailing boats and he won some races. He won one in front of the Queen with a sailboat and another one he had a powerboat with three engines. One of the engines blew and he was still three hours ahead of the next competitor. Gramp has been there since around 1912 and he brought George Addington. He stayed with Gus Alley's folks and developed a real good relationship with Gus. Gramp would whittle him half models and Gus could not understand why the two halves would not go together.

"George Addington is a cousin," continued Joe. "I think on the Frost side. It was Frost & Addington or Addington & Frost at first. They built for a while and then George ended up getting married and moving to Massachusetts. He went down to Baltzer Boats in Medford. Baltzer Boats was from Eastport or Nova Scotia before they went to Mass. The Baltzer Jonesport boats, those



Designer and Boatbuilder Carroll Lowell

are all Gramp Frost's designs. George is the head of the shop down there, when Gramp's shop closed up in Jonesport. That is where they went first. That was during the depression. Bert [Will's son] was obviously one of his top guys. Riley and Bert did not always see eye to eye. Bert had really pissed off Riley one day and Bert came around the corner and Riley coldcocked him. Bert fell into a can of paint and there was red everywhere and Riley thought he killed him.

"After Baltzer the Lowell family went to the South Boston Shipyard and Gramp and Bert and them went down to Tiverton, Rhode Island," explained Joe. "They built down there and then Gramp came back and was in Gardiner with one of his daughters

who owned a line of motels. He was building barges for the war effort. He was also designing boats in Boothbay. Bert stayed down in Tiverton and on Cape Cod. He designed a bunch of boats for a bunch of builders down there. Gramp is up here now and then he got a call from Gus Alley. So fast forward, '45-'46, the war was over, now you can start building boats again. He called up Gramp Frost and said 'Hey, I want another boat before you were done.' They paid him \$1500 above the cost of the boat at that time and Gramp called up Riley, Riley was about ready to move back to Beals and start going lobster fishing again.

Continued on Page 6.

CHASE, LEAVITT & CO.

The Chart Room

Chart Kits · Maps · Rugged Seas · ARTIPLAQ
Goodr Sunglasses · EPIRBS · Life Jackets · Safety Equipment

Life Raft Service Station

Marine Safety Consultants · Life Raft Inspections

Inflatable Boats

Sales: Achilles, Caribe, & Highfield
Large Supply of Spare Parts
Repair Professionals

84 Cove St., Portland (207) 772-6383
218 Bucksport Rd., Ellsworth (207) 667-9390

www.chaseleavitt.com



Your next great
ADVENTURE
at sea starts at

FRONT STREET SHIPYARD

Pen Bay, the Caribbean, the Cape: Where are you heading next? Come first to Front Street Shipyard in Belfast. Whether you're sailing your 30-foot sloop around Maine's islands or navigating your 130-foot trawler around the Caribbean islands, we'll get your vessel ready for your future adventures. We've recently expanded with a new 22,500-sq ft facility.

The Nordhavn TRIXIE in Eleuthera following a refit at Front Street Shipyard.

The NEW ENGLAND REFIT CAPITAL | frontstreetshipyard.com

Tuna Before it was Wicked: Ron Barrett of Plum Island

PLUM ISLAND, NEWBURYPORT, MA – Fishing for tuna has been made extremely popular by the television show “Wicked Tuna.” They use rods and reels, but before this, fishermen would handline for tuna, and this type of fishing is now portrayed as “Before Tuna was Wicked.” There were a lot of charter companies on the North Shore of Massachusetts who made their living taking people out tuna fishing, especially out of Newburyport and Plum Island. One who worked on the charter boats for some of the more notable fishermen at the time was Ron Barrett of Plum Island.

Ron was born in 1952 and spent his summers on Plum Island until the early 1970s. He said, “Well, you had to have a job. You had to have money. Nobody had money back then, didn’t even have telephones. So, I went down to the Point and got a job at like 10 or 12 years old. You would go sand eeling, put the skiffs in the water and go out on the party boats during the day. On the party boats I would set them up with fishing gear, you would chum, you would anchor the boat, unanchor the boat and drive the boat because the captain was feeling ill. In the summer, all the factories took weeks off and all the people would come down, rent a cottage, and go fishing. Then towards the end of August it slowed down, so you would get half a day, one boat or two boats.”

One of the fisherman Ron worked for was Malcolm Hudson. He added, “What we did was go sand eeling in the morning. Then we would grind up the sand eels fresh and then we chummed a lot and that brought the fish up and hopefully we’d hook them. Sometimes, he would have two or three at a time on and just hand pulling them back to the boat. I was only like 80 pounds back then. You have got the rope in your hand and you hit the back of the boat and hoping it would not take you over the side. You did not want to throw the keg over, because you wanted to stop the fish and bring it in. That

is why you put the rope over the railing and let it burn off. You had your gloves on with your bucket next to you because the rope was burning. As soon as the keg went over, you had to chase it and you might have another fish on another line next to you. Everybody was trying to hold onto the fish, but as soon as that wooden keg went over and if the fish went down, all you had was splinters. They would blow it apart because they were only wooden nail kegs with wire around them. We would go fishing, most of the time, to Speckled Apron, it is called the 180 line or the rock pile in Rockport. We could catch fish because Malcolm knew how to catch fish.”

One of Malcolm’s boats that Ron remembers is the 45-foot BRENDA, which Malcolm had built in Newburyport in 1953. She was powered with a 150-hp gasoline engine. Another boat Ron remembered was BUD. The Hudsons ordered her from a builder in Ipswich, but they refused to take delivery because he had used the wrong fasteners. He also remembered the ARTIST, BARBARA K. BUELLER B. and SKIPPER. SKIPPER she was owned by George or Chris Charos, who now owns the CAPTAIN’S LADY.

When Ron started working on these tuna boats the major players were the Kezer’s and Hudson’s, “I worked for the Hudsons,” said Ron, “And I worked for the Kezer’s too. I would go when they needed somebody. We used to have fights down the Point. Kezer’s would put a desk in front of Hudson’s and then Fred Hudson, which is Malcolm’s father, would lay down on the ground if the car was headed in a different direction than coming to his ticket booth. I mean it was just a war, they hated each other. Ted Williams would come down and he would go out with the BARBARA K. because they both drank together. They would go out and get drunk and catch a fish. They say that Al Kezer was a better fisherman, but



Malcolm Hudson's BRENDA at the dock ready to depart with a load of people hoping to catch a tuna. To the right is a DKW from World War II.

Malcolm caught more fish. We would go out and catch 16 fish, big ones, in an afternoon. The problem with the fish back then, if you put them up on the beach, they would take some steaks out of them. Then, you either sold them for dog food or you towed them back out to sea because nobody wanted them.”

“Al Kezer died in a car accident on a trip to Florida,” added Ron. “He was pulling out of a stop and they got hit. He got killed and Mary, his wife, took over. She could not handle it and her son, Albert, Jr. couldn’t run it either.”

Hudson’s purchased a piece of land in Salisbury on the river in the 1950s. They would bring the ARTIST and BRENDA there and haul them out on a ramp. Ron

explained, “We use to let the boats come down on cradles and with wood rollers we would take a car and pull them up the ramp at low tide. Then we would turn them around in the parking lot with wooden rollers and park them and work on them. They had a building there that they built the skiffs in because they rented skiffs.”

Malcolm Hudson sold to Paul York, one of his captains, and he ran the new boat RANGER. Ron worked with him for a couple of years.

Another boat Ron fished on was BLUE FIN and BLUE FIN II. The owner would get high and tell the crew how to catch fish. Ron added, “One day we had two or three

Continued on Page 7

The Lowell Family of Boatbuilders

Continued from Page 5

They began building boats at 1373 Washington Avenue where Amato’s is today. They sold it to Amato’s and moved over to behind the Humpty Dumpty factory in South Portland. “That is where my dad (Carroll) really got his apprenticeship. He got done school around 1949 and did not go into high school because he didn’t need to at the time. Uncle Royal was working there, Uncle Dan was there, Malcolm was there, but I am not sure when Uncle Donnie stopped. He married Aunt Maggie and Aunt Maggie’s folks owned a big part of a mill in Westbrook and they were not going to have a lowly boatbuilder as a son-in-law, so they would not let him build boats. However, he would come out on the weekends and work with the family.

Riley Lowell had five children: the first child was Rosalie, followed by Uncle Royal, Uncle Donnie, Uncle Danny, Uncle Malcolm, Dad, and Aunt Evelyn. At one point, Royal went into the merchant marine at the end of World War II and Uncle Dan went into the Air Force. When they were discharged they all went back to building boats in South Portland. It is interesting to note that Gramp Frost had Bert and Royal go to Westlawn School of Yacht Design, but it is unclear whether they finished the course.

Joe said, “Grampy could have done it if he wanted to because he could loft a boat, but he could not draw a boat. He wanted those guys to have a leg up. Dad said, ‘I had more an apprenticeship with Gramp Frost. I probably had the last one because I was with him from morning to night, assisting him with everything.’ They had been building together for a couple of years before Bert came back. At that point, Riley and Bert were running the show, mostly Riley. Bert came up at the time that the MERGANSER was launched. That was his first boat with them, so that was ‘48. As it was coming to an end, Will was going to give the business to Riley because he had been such a loyal son-in-law, but then he did not want the business to lose the Frost name so he gave it to Bert. When Riley found that out, he was heartbroken. He had put his whole life in and he looked at his sons and said, ‘Pack your tools up we are going.’ At that point all of the Lowell’s left and they went to Gray. Built a couple of boats there and then they came here to Yarmouth, right up on Route 88. That was Lowell Boats in Yarmouth. They all worked there except for Donnie. Uncle Dan at some point, I am not sure what year it was, ‘57-ish, he went and moved to Marblehead and he worked for Gray’s and later for Ted Hood. He actually built the first plug for the first Boston Whaler. Danny’s specialty was interiors. He could whip that stuff out like it was nothing. He did not have to think about it. He got done there and went to work for Bruno finishing off Friendship Sloops. Dad left the family business; I think he and Royal butted heads and Dad wanted to do something different way or a little differently. So, he and Archie Ross were good friends and they opened up Even Keel.”

In the next issue we will continue with the history of Even Keel Boat Shop and some of the boats that they built over the years.

Become a Member of the Maine Lobster Boat Racing Association!



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

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

**Send check to:
MLBRA
P. O. Box 710
Winterport, Maine 04496**

SHIP MODELS & KITS



Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567

National Transportation Safety Board News

Lithium-ion Battery Explosion Leads to Fire on Oil Tanker

NTSB Highlights Potential Fire Risks of Lithium-ion Batteries

11/9/2023

WASHINGTON (Nov. 9, 2023) — The thermal runaway of a cell within a handheld radio's lithium-ion battery led to a fire on an oil tanker last year while docked in Baton Rouge, Louisiana, the National Transportation Safety Board said Thursday. The fire resulted in \$3 million in damage to the vessel.

The oil tanker S-Trust was docked at the Genesis Port Allen Terminal on Nov. 13, 2022, when a fire started on the bridge. The fire was caused by one of the cells in a lithium-ion battery for an ultra-high-frequency handheld radio exploding. The batteries and chargers for the handheld radios were located on the communications table on the bridge. The vessel's crew extinguished the fire. The S-Trust's navigation, communication and alarm systems were damaged beyond use. No injuries were reported.

Lithium-ion battery cell explosions are typically caused by a thermal runaway, a chemical reaction that can cause the cell to ignite and explode. A lithium-ion battery cell can spontaneously experience a thermal runaway if damaged, shorted, overheated, defective or overcharged.

Crews can help to prevent thermal runaways and ensuing fires by: Following manufacturers' instructions for the care

and maintenance of lithium-ion batteries; Properly disposing of damaged batteries; Avoiding unsupervised charging; and Keeping batteries and chargers away from heat sources and flammable materials.

"Companies should ensure that lithium-ion batteries and devices that use lithium-ion battery packs are certified by Underwriters Laboratory or another recognized organization," the report said.

If a lithium-ion battery fire occurs, crews can attempt to extinguish the fire with water, foam, CO2, or other dry chemical or powdered agents designed for use on Class A (combustible) fires. If the battery fire cannot be extinguished, personnel should attempt to allow the pack to burn in a controlled manner, including by watching for nearby cells that may also experience thermal runaway and extinguishing other combustibles that may catch on fire.

NTSB Releases Report of Sinking of Commercial Fishing Vessel off Georgia Coast

No injuries or pollution reported

WASHINGTON (Nov. 28, 2023) — The National Transportation Safety Board issued Marine Investigation Report 23-24 Tuesday for its investigation of the sinking of the commercial fishing vessel Carol Jean off the coast of Georgia.

On March 21, while anchored with no one on board, the Carol Jean flooded and

sank in the Atlantic Ocean near Tybee Island, Georgia. After the vessel's emergency position indicating radio beacon, or EPIRB, activated, the US Coast Guard responded and found a debris field where the beacon's signal originated. There was no pollution reported. The loss of the Carol Jean was estimated at \$250,000.

The owner/captain of the Carol Jean purchased another commercial fishing vessel and planned to use the Carol Jean to tow the second vessel to Valona, Georgia. The captain used a rope that had been stored on board the second vessel as a tow line without knowing whether it was sufficient for the tow. The captain also did not use chafing gear to protect the tow line during the voyage, and the line eventually frayed and parted.

As the captain and crewmember attempted to reestablish the tow on March 16, the tow line became entangled in the Carol Jean's propeller, preventing the vessel from moving. The following day the weather deteriorated, and the U.S. Coast Guard evacuated the Carol Jean crew. The vessel remained anchored off the coast of Georgia with no one remaining on board to monitor its status. The captain returned to the vessel on March 19 with a diver and untangled the tow line from the vessel's propeller, but the engine clutch had been damaged and was removed to be repaired. The vessel remained unattended offshore until March 21, when the vessel's EPIRB activated. The vessel likely sank at some point between the captain's departure from the vessel on March 19 and the activation of the vessel's EPIRB on March 21.

The NTSB determined the probable cause of the sinking was likely flooding from an unknown source while the vessel was anchored offshore and unattended. The captain's inadequate planning for a tow, leading to the Carol Jean being anchored after the tow line failed and fouled its propeller, contributed to the loss of the vessel.

Maintenance Error Leads to Engine Room Fire Aboard Chemical Tank Vessel

WASHINGTON (Nov. 30, 2023) — A maintenance error caused an engine room fire aboard the Endo Breeze last year, resulting in \$1.2 million in damages, the National Transportation Safety Board said Thursday.

On April 29, 2022, the Endo Breeze was transiting outbound through the Raritan Bay West Reach channel near Staten Island, New York, when oil spray from a fuel injector pump on the starboard main engine ignited off nearby hot surfaces, causing a fire. The crew of the Endo Breeze contained the spread of the fire by removing fuel and

oxygen sources, and activating the vessel's fixed fire extinguishing system.

To determine the cause of the oil spray, investigators examined the engine's no. 1 cylinder fuel injector pump and discovered a slight offset on the banjo tube assembly. Investigators determined it is likely that the engineer did not correctly follow the manufacturer's procedure for fuel injector pump reassembly when performing maintenance a day before the fire.

The NTSB has investigated several recent casualties involving mechanical or fuel line fitting failures that led to engine fires following maintenance of shipboard diesel engines. The Endo Breeze's engine room fire shows what can happen when equipment manufacturers' recommended maintenance procedures are not followed.

"In this case, not following the tightening sequence described in the diesel engine manufacturer's manual led to the misalignment and failure of a high-pressure fuel connection on an engine's fuel injector pump's assembly," the report said. "Due to the high risk of fire associated with pressurized fuel, when working with diesel engine components, it's critical to carefully follow manufacturer assembly procedures and review manufacturer manuals and guidance on a regular basis to ensure familiarity with correct maintenance procedures."

The NTSB report also emphasized the need for training to prevent and contain engine room fires.

"To prevent engine room fires and ensure they are effectively contained, operators should provide mariners realistic scenario-based training, including training that covers engine room emergencies," the report said. "This training should also cover procedures for effectively shutting down machinery, fuel oil, lube oil, and ventilation systems, as well as boundary monitoring."

Tuna Before it was Wicked

Continued from Page 6

tuna and we were just off the beach here. We would tie them up to the bow, tail up. All of a sudden, they started slamming the hull and the boat started sinking. They had opened up the wood. I said, 'Well can we radio?' 'Oh, we ain't got a radio.' We are like 14 years old; they are all drunk and this is the way they lived. Things stopped in the middle '70s as people went sport fishing. These guys didn't because the Japanese came in and were buying the fish for ten cents a pound. So, we went out in the early '70s and would handline some fish and sell them to the Japanese for ten cents a pound. They would have a factory ship right on the beach. Then they changed to the 200-mile limit when the Russians came."

"Times were changing, factories were disappearing and people were not doing this," said Ron. "Now it has reversed back to where people want to go fishing, but they all want to rod and reel, but back then it was all keg line."

When Ron looked back on his time, he said, "We were probably the best fishermen and then you had everybody telling everybody they were the best. Malcolm would go to the right place, the rock pile. He would know what the moon was. He knew what the tides were and when the fish were feeding. That is when we went and we would catch fish. Malcolm said the fish would come up the coast and they would swing back down this 180 line, from the Isle of Shoals to the rock pile in Rockport, and then they hit these spots where the fish are and they love to eat. And he says it is the same every year."

At about this time Ron left the fishing business and purchased a gas station and a building company. The building company not only built houses, but also boats, offshore powerboat racers. Ron really got into the offshore racing scene doing it seriously from the late '70s to the early '90s. Most of the boats that he built were V-bottomed and about 32 feet in length powered with 300-hp outboards. He still does some racing up on Lake Winnepesaukee and Sebago Lake, but

mostly for fun. Ron even ran a race out of Newburyport for eight years. Unfortunately, there was an accident where one of the racers went through the side of his boat at about 100 mph. Fortunately, he recovered after about a year of rehabilitation. That was not the reason Ron called it quits, it was the amount of money you had to spend to stay competitive and the beating your body takes.

What came next? He began coming to the lobster boat races here in Maine. Ron said, "Somebody told me about it and I said I have to see how fast these boats are. I met a guy at my gas station that lived in Boothbay, Mark Curtis. He was working as a carpenter on my friend's house I told him I want to see how fast they go. I will bring the radar with the big screen. He said, 'That will be great, there was an old boat sitting in the middle.' We threw it on the bow of the schooner so everybody could see the speed. At the time they were not announcing the speed because they did not have a radar gun."

That was in the mid-1990s and has yet to miss a race in Boothbay Harbor. After meeting Ron on the committee boat, I convinced him to do several other races. He now does the radar gun, not only at Boothbay, but also at Rockland, Friendship, Harpswell, Long Island and Portland.

Ron also has a place in Brownfield and is currently assisting in redoing Burnt Meadow ski resort there. He said, "We got a ski mountain given to us and we are cutting trails and fixing the lodge. This place closed in '81 so you have got trees, a lot of birch, say 6-inches at the most. People can stop there either on snowmobiles or skis, go sledding we don't care. People can go online and see it. Right now, we need money to build a wood deck."

"Brownfield burned down in '47," said Ron. "The farms all burnt, the cows burnt, the buildings burnt, there was nothing left. Even the wooden water pipes through town, the fire got into them and burnt them up. It was bad. Three hotels gone. The water for the train. I didn't realize they were still using trains that needed water back in '47."

WANTED

**MARITIME BOOKS,
MAGAZINES,
DOCUMENTS
POSTCARDS
and
PHOTOGRAPHS**

**Maine Coastal News
P.O. Box 710
Winterport, Maine 04496
(207) 223-8846**

SEAL COVE BOATYARD, INC.

STORAGE • MAINTENANCE • RESTORATION



*If it has to do with the care of boats,
we do it here and we do it better than most.*

124 Horseshoe Cove Road • Harborside, ME 04642

Tel: (207) 326-4422 • Fax: (207) 326-4411

Email: sealcoveboatyard@gmail.com • www.sealcoveboatyard.com



GOLDEN GLOBE RACE UPDATE



Kirsten Neuschäfer wins the Golden Globe Race after 235 days at sea.

Credit: GGR2022 / Rob Havill

€213 Million Golden Globe Race 2022 Media Value

21 sailors from 14 countries signed up for GGR 2026 and Kirsten Neuschäfer "Female Sailor of the Year"

The third edition of the Golden Globe Race (GGR), a solo non stop retro adventure in small full keel yachts, saw 17 sailors set out from Les Sables d'Olonne on September 4th 2022. Eight months later only three would finish. On top of the list, a South African woman, Kirsten Neuschäfer, broke all records. She crossed the line in a blaze of glory with a simple, unassuming smile and humble words of gratitude to her followers and supporters. Her story and that of the other sailors who were not there, kept millions around the world enthralled from day one. Every sailor faced their own personal challenge alone and often questioned why they were there, right to the end. Emotions ran high, month after month, and the GGR following grew every day.

The release of the Meltwater 2022 GGR media analysis and equivalent advertising/PR value of €213 million reflects that following: 240,000 people visited the Les Sables d'Olonne GGR village in the two weeks before the start. The website had 4.4 million unique visits with 19 million unique pages opened. Facebook reach was 3.3 million and YouTube had 3.2 million views. Twitter saw 5.2 million impressions and Instagram a reach of 1 million. 65,000 people downloaded the Yellowbrick tracking app and that related to over 15 million hits if checked just once a day and most checked many times each day.

The Founder of the Golden Globe Don McIntyre was not surprised: "We all felt that the 2022 GGR was bigger and better than 2018 with a real positive vibe. The strong Les Sables d'Olonne support had a big impact and it was like the GGR had all of a sudden grown up. We saw a huge number of non-sailing followers captivated by the

daily coverage and everyone realized it was not just a boat race! Getting to the start was hard and Covid did not help, but getting to the finish was everything and the stories reflected that. Hearts and minds were broken, but heroes were also made!

The 2026 GGR is going to be epic!"

To top all this, Kirsten has now been recognised as the Female Rolex World Sailor of the Year! This is an amazing accolade and well deserved recognition of a truly extraordinary sailor. Everything about her 236-day race around the world, unassisted and without technology was WOW! The GGR is a long, grueling, hard won race like nothing else in any sporting discipline. Only the best of the best and those who know themselves and why they are there, can ever hope to complete the 30,000 mile course.

Kirsten's win was the first time any woman has won a solo, or crewed yacht race around the world through the Southern Ocean, by the three great capes including Cape Horn. The GGR is a true and honest human adventure. It is not about money and speed, but more about slowing down and taking care of things in adversity. It is a mind game with easy reasons to pull out. The eight months of complete isolation with only a radio for contact is depressing at best. Yet the attraction for some sailors is compelling.

Already 21 sailors from 14 countries have followed their strongest emotions and at times biggest fear, by signing up for this ultimate expression of who they are, and joining the 2026 GGR. They come from all walks of life, ages and skill sets. They all understand the risks and they are all now busy with planning and preparation for what will become their life-defining moment. That is what the Golden Globe Race is. Many more sailors are thinking about entering and with a maximum of only 26 entrants and four "special invitations" allowed, a full fleet is expected.

Two sailors, Irishman Pat Lawless and

Canadian Edward Walentynowicz who retired from the 2022 edition are returning in 2026 with unfinished business. The only woman currently entered is American sailor Olivia O Wyatt, an award-winning filmmaker, TV producer, and USCG 50-Ton Master certified captain. She's sailing solo around the world at the moment aboard Juniper, her 34 ft. cutter-rigged sloop that she will sail in the GGR. She believes her boat is haunted by a dead man's ghost. When asked why she is doing the GGR her response was: "Maybe it's because this race sounds really romantic to me. Or because solo sailing is the dreamiest. Or because I like to push myself inside the depths of my soul until I am forced to sink or swim. Because I need a new challenge. Because the race is all I have thought about since I first thought of doing the race, it's like I'm possessed."

Assistant Race Director of the 2022 GGR, Lutz Kohne from Germany decided it's time to swap sides and has entered the 2026 GGR with his Rustler 36 that he picked up in the U.S. this summer and sailed solo back to France. His passion for the GGR comes from seeing it from the inside and living with the entrants day-to-day all the way around the world. Today, the GGR followers are counting the days and there are only 1024 to go before this grueling voyage around the world is on again.

The Golden Age of sailing continues with the fourth edition of the original Sunday Times Golden Globe Race. A fully reviewed Notice of Race, an increased following, new approved designs and a limit of seven boats of the same type will make the GGR 2026 even more interesting. The Golden Globe remains totally unique in the world of sailing and stands alone as the longest, loneliest, slowest, most daring challenge for an individual in any sport. Check out the 2026 skippers and follow the race at www.goldenglobrace.com.

THE BRIGHT RED COLOR GETS YOUR HEART PUMPING. THE GENERATOR RUNS EVERYTHING ELSE.

11.0 Egtd Diesel Generator



WESTERBEKE DIESEL AND GASOLINE GENSETS.
COMPACT. LIGHTWEIGHT. QUIET. LOW-RPM. EXCELLENT WARRANTY & SUPPORT.



HANSEN

32 Tioga Way · Marblehead, MA 01945
(781) 631-3282 (800) 343-0480
www.hansenmarine.com

Wood's Hole Oceanographic News

New Study Sheds Light on Why Some Animals Dive to The Dark, Deep Sea
Data from over 300 tags on large marine predators, along with shipboard sonar, point to the ecological importance of the ocean's twilight zone

Woods Hole, MA — If you've ever witnessed a shark breach the water—whether in person or somewhere on the Internet—that fleeting but awe-inspiring moment is just a small fraction of the time it spends at the surface of the ocean. Most of the time sharks and other large marine predators are out of sight, begging the question—where do they go?

A new study demonstrates that large predatory fishes like sharks, tunas and billfish make a surprising number of visits to the deep ocean—particularly the mesopelagic zone, which is found between 200 to 1,000 meters below the surface. This area, also called the ocean's twilight zone, has been overlooked as critical habitat for large predator species, according to the study. The paper is published in the journal Proceedings of the National Academy of Sciences.

Led by Camrin Braun, an assistant scientist at the Woods Hole Oceanographic Institution (WHOI), the study incorporated an astonishing amount of data from multiple scientific partners. He and the co-authors synthesized data from electronic tags, shipboard sonar, Earth-observing satellites, and data-assimilating ocean models to quantify the ecological significance of deep diving for large pelagic predators. They emphasize that a healthy mesopelagic zone provides numerous benefits and ecosystem services

to humans as well.

"No matter what top predator you look at, or where you look at them in the global ocean, they all spend time in the deep ocean," Braun said. "All of these animals that we think of as being residents of the surface ocean, use the deep ocean way more than we previously thought."

The scientists leveraged data from 344 electronic tags over the course of 46,659 tracking days for 12 species in the North Atlantic Ocean, including white sharks, tiger sharks, whale sharks, Yellowfin tuna, swordfish and more.

The diving patterns of these fish recorded by the tags were then matched with sonar data that showed the daily movements of the deep scattering layer (DSL)—a zone where a huge number of small fish and marine organisms are packed so densely that scientists first using sonar mistook the layer for the ocean floor. During the day, animals in the DSL inhabit the mesopelagic zone. But when the sun sets, many of these individuals—like fish, mollusks, crustaceans, and others—swim to surface waters to feed. When the sun reemerges over the horizon, scattering light over the surface, they descend back to the twilight zone where they will remain until nightfall. This daily rhythm is called Diel Vertical Migration and is a pattern that scientists at WHOI have been studying for decades.

Alice Della Penna, co-author and collaborator at the University of Auckland, New Zealand, who specializes in acoustics,

Continued on Page 22

U. S. NAVY NEWS

**Navy Accepts Ship to Shore Connector,
Landing Craft, Air Cushion 108
From Team Ships Public Affairs
07 November 2023**

NEW ORLEANS — The Navy accepted delivery of the next-generation landing craft, Ship to Shore Connector (SSC), Landing Craft, Air Cushion (LCAC) 108, from Textron Systems, Nov. 3.

The delivery comes after successful completion of acceptance trials conducted by the Navy’s Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements. Delivery represents the official transfer of the ship from the shipbuilder to the Navy.

“These next-generation craft provide our Navy and Marine Corps team with essential agility and speed to complete their missions,” said Capt. Jason Grabelle, program manager for Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships. “SSC provides the fleet with agility and speed to assist with current and future mission requirements.”

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing, well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs are capable of carrying a 60 to 75-ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

Textron Systems is currently in serial production on LCACs 109-120.

**Keel Authenticated for Future Billy
Frank Jr.**

From Team Ships Public Affairs

16 November 2023

MOBILE, AL – The keel for the future USNS Billy Frank Jr. (T-ATS 11), the Navy’s 6th Navajo-class platform, was laid at Austral USA’s shipyard in Mobile, Nov. 14.

A keel laying ceremony recognizes the start of a ship’s construction through the union of a ship’s modular components and the welding, or “authentication,” of an honoree’s initials into a ceremonial keel plate that becomes part of the ship. On hand to authenticate the keel was ship sponsor Pegan Frank, spouse to Nisqually Tribal Council Chairman William Frank III, son of the late Billy Frank Jr.

Billy Frank Jr. was a Nisqually tribal member and an iconic Native American environmental leader and treaty rights activist. After serving in the U.S. Marine Corps during the Korean War, Frank chaired the

Northwest Indian Fisheries Commission for over 30 years, receiving the Albert Schweitzer Prize for Humanitarianism and the Martin Luther King, Jr. Distinguished Service Award. President Obama posthumously awarded him the Presidential Medal of Freedom in 2015.

“The future Billy Frank Jr.’s keel laying marks the beginning of the construction journey for this ship,” said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office. “It is an honor to be joined by members of the Nisqually Tribe and we look forward to the partnership as we highlight their heritage.”

The Navajo class is a multi-mission, common hull platform that will deploy to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance. The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the U.S. Military Sealift Command.

Austral USA is also in production of future USNS Solomon Atkinson (T-ATS 12) with an additional three more T-ATS- ships under contract.

**Future USS Thad Cochran Marks Start
of Fabrication**

From Team Ships Public Affairs

16 November 2023

PASCAGOULA, Miss. -- The Navy and HII’s Ingalls Shipbuilding division marked the start of fabrication for the future USS Thad Cochran (DDG 135) with a ceremony at HII’s shipyard, Nov. 13.

The ship is named for the late Thad Cochran, a United States senator who represented Mississippi from 1978 to 2018 and served as chairman of the United States Senate Appropriations Committee.

DDG 135 will be a Flight III guided missile destroyer centered on the AN/SPY-6(V)1 Air and Missile Defense Radar and will provide greatly enhanced warfighting capability to the fleet. The Flight III baseline begins with DDGs 125-126 and continues with DDG 128 and follow-on ships.

“The future USS Thad Cochran’s start of fabrication is the first major milestone in the construction of the ship. Flight III guided missile destroyers will deliver unparalleled warfighting capabilities to the Fleet, bringing nearly 10,000 tons of American maritime strength across the world’s oceans and seas,” said Capt. Seth Miller, DDG 51 program manager, Program Executive Office Ships.

Ingalls Shipbuilding division is also in production on future destroyers Ted Stevens (DDG 128), Jeremiah Denton (DDG 129),



**Keel Authentication for the Future BILLY FRANK, JR.
at Austral Shipyard in Mobile, Alabama.**

George M. Neal (DDG 131), and Sam Nunn (DDG 133).

Continued on Page 19



- FPT Engines in stock year round 350 hp to 1,000 hp
- Can get parts & service Man & Cummins
- Computer talk to all computers

Josh & Virginia Gay
921 US Rt. 1, Steuben, ME 04680
207-546-7139
kennedymarinedowneast@gmail.com

**RELIABILITY IS A FAMILY TRADITION.
MEET THE NEXT GENERATION.**

INTRODUCING THE **NEWEST** MEMBERS OF THE IN-LINE FOUR FAMILY.

Meet the all new advanced-technology In-Line Fours—the F200, F175, F150 and F115. This powerful family offers up 16-valve, DOHC in-line designs and electronic fuel injection. Yamaha’s next-generation design even gives the F200 and F115 class-leading DOHC power-to-weight ratios, for incredible acceleration, midrange punch and outstanding fuel economy. And know, each of these new models shares the same Yamaha DNA that built our time-tested reputation for reliability and satisfaction with boaters just like you.

Discover the next generation of In-Line Four performance at YamahaOutboards.com/InLineFour.



BOWDEN marine service
Since 1982

marine service

Bar Harbor, ME
(207) 288-5247
www.bowdenmarine.com

Your Main(e) Re-power Specialists

Follow Yamaha Outboards on Facebook®, Twitter® and Instagram®
REMEMBER to always observe all applicable boating laws. Never drink and drive. Dress properly with a USCG-approved personal flotation device and protective gear. Any reference to trademarks belonging to other companies and/or their products is for identification purposes only and is not intended to be an endorsement.
© 2015 Yamaha Motor Corporation, U.S.A. All rights reserved. 1-800-88-YAMAHA

Reliability Starts Here.™



**Moose Island
MARINE
853-6058**

Commercial and Recreational Boat Supplies

Boat Storage

INDOOR · OUTDOOR · POWER · SAIL
16 to 45 ft. Haul out to 40 tons

Boat Winterization

INBOARD · OUTBOARD · STERNDRIVE

Boat Repair · Restoration

WOOD · FIBERGLASS

Boat Repowering

Save on winter jobs.

Shrink Wrap



Hours: M-F 8:00-5:00 Online store: www.mooseislandmarine.com

Where's the Logic?

By Sheila Dassatt

You're probably wondering where this is going to go, given the title of this article. As with anything, when a season comes to an end there is always a whole bunch of speculation going on. Whether it be baseball or the NFL or even basketball. There is always controversy with the way the past season went. NASCAR even calls it silly season. Rumors fly around about what is going to happen in the future and as the story goes down the line, it becomes hard to tell the difference between fact and fiction.

First and foremost, let's talk gauge increase. The feds would like the State of Maine to increase their gauge two jumps over the next three years to be in compliance with the other states minimum size. But nothing is said about the other states coming down on their oversize measure to match ours. I question the logic here. Maine has a very strong conservation plan that has kept our fishery sustainable for many years. Yes, we have had our highs and lows along the way. It's hard to understand why the Atlantic States Marine Fishery Council would not be able to see that. All of the other U. S. states combined and all their fishing efforts for lobster, this includes lobsters caught by dragners and gill netters do not come close to landing the volume of lobsters that the

State of Maine does. This just shows that bureaucracy, red tape and poor science can still override logic.

People are probably wondering where this article is really going, as stated in the paragraph above, it just shows that logic does not come into play when the government starts passing out money to scientists and other foundations to try to tell us what we already see and know. The biggest offender to all of this is the fact of wanting to put windmills in the ocean. It's not very hard to see that expediting a project like this is probably ten times more expensive to build and maintain such a project in the ocean as compared to on land. One thing fishermen do know is what it costs in fuel to run a boat. The bigger the boat the more the fuel, you equate that into the size of the vessels that is needed to build these projects, the fuel cost alone would be astronomical and there is no way that these windmills can offset that kind of carbon footprint. The hostile environment alone will only wreak havoc on the parts of the windmill. The saltwater environment is not conducive to playing well with electrical components. The longevity of these windmills in this harsh environment probably won't last three to four years before many of the parts have to be replaced. Now compare that to the longevity of windmill

projects on land. There is easier access to build and maintain these projects and are a lot easier to hook into the power grid. They do not have near the carbon footprint that a wind farm offshore would have. So why would somebody want to build a project that is far greater cost and maintenance? Government subsidies, that's why! More money being passed out to overlook the obvious.

The next logical but not logical topic is all of this talk of ropeless gear. This is by far the most dangerous discussions out there right now. In order for someone to understand fishing and fishing practices, somebody should spend some time fishing, not sitting at a desk somewhere. I have been involved in many discussions and meetings trying to explain to people who do not fish why something like this shouldn't even be on the planning table. There is just no way to feasibly make this system work without complications. I suppose in a perfect world and a perfect environment where you are the only person fishing, then yes, it could work. Fishermen are having enough problems now by laying gear over the top of each other accidentally. Without having a surface buoy at each end of the trawl, fishermen would not have any idea if somebody else has traps there. Several issues arise from talking about ropeless fishing. In order to enforce the Area 1 Lobster Conservation Management area, which has an 800 trap limit, law enforcement would not be able to identify if someone is over fishing. On December 15th, 2023, all federally permitted boats were required to have onboard trackers. These trackers will only show where the boat has been. In order for fishermen to know if someone has traps around them, other technology would have to be on the vessels.

One thing that I have been telling

fishermen is do not by any circumstances get involved in testing ropeless gear. My reasoning for this is if people show that they are willing to try this, it only tells the environmental community that it can be done. The government again in its ways, is putting more grant money, five million dollars to pay out to groups, organizations to help develop new fishing technology aka ropeless gear. It is my opinion that if fishermen who are doing this now really cared about their industry, they would stop doing it. Not to be blunt, but these fishermen are just cutting their throats along with the rest of the fishery. There is no way that this technology would work inside the three mile line and would only destroy the inshore fishery. What I mean by that is that there would be no more student fishery; the younger generation just will not have the opportunity that their fathers and grandfathers had. The infrastructure of the local communities cannot handle the loss of the lobster fishery. Maybe I'm being harsh, but it's the truth. We'll just end up with a fishery like the Alaska crab industry, big corporate boats and big processor facilities. Again, there's the logic.

Remember what I said at the beginning about the silly season, it isn't very silly, is it? To try to not get discouraged, we must push forward and say "enough is enough." People who sit behind a desk need to realize that they are not as smart as they think they are and that waving around a bunch of money will help them get their way. If Maine is to survive and maintain it's working heritage, we must stand up to the political influences that are working very hard and spending a lot of money to change our way of life. That is the logic.

*These opinions are compiled from actual fishermen, themselves, respectfully.

Who's **ENDANGERED** Now?




Fishermen helping Fishermen
Join Downeast Lobstermen's Association

Join DELA Today!
Contact us at 207 322-1924 or dassatt711@yahoo.com
Mail: P. O. Box 702 Stonington, ME 04681
Or stop by:
129 North Main Street Stonington
Website: downeastlobstermen.org

Maine Dept. of Marine Resources

USDA Grant to Support Habitat Improvement for Native Species Including Endangered Atlantic Salmon
November 20, 2023

The Maine Department of Marine Resource's Sea-run Fisheries and Habitat Bureau has received \$5.9 million to improve habitat for endangered Atlantic salmon in Maine rivers that hold the last remaining populations of the iconic species. This project is also expected to benefit other sea-run fish species and wild native brook trout

populations.

The funds, from the U.S. Department of Agriculture's Regional Conservation Partnership Program (RCP), will support improvements in habitat diversity, habitat cover, and substrate to create spawning and rearing habitat in the eight Maine rivers that hold the Gulf of Maine Distinct Population Segment (DPS), which has been listed as Endangered under the US Endangered Species Act since 2000. This project will also promote populations of wild brook trout and other sea-run species such as eels and sea-lamprey.


"This type of habitat restoration offers high-impact aquatic habitat conservation benefits, with enormous potential to improve in-stream habitat, stream function and productivity, and to counteract lasting detrimental effects of log drives in Maine rivers," said Sean Ledwin, Director of DMR's Searun Fisheries and Habitat Bureau.

Atlantic salmon and brook trout need complex in-stream structures for healthy habitat. "Trees that naturally fall into rivers play a vital role for salmon and trout survival," said Ledwin. "When the trees fall into rivers or streams, their trunks dig deep pools, and cause gravel to settle, creating ideal substrate for salmon and trout to lay eggs. Young salmon use the pools to feed and grow before their outmigration to the sea. Native brook trout use the habitats year-round."

Maine's log drive era from the 1700s to the 1970s changed the structure of many rivers and streams in Maine. They were straightened and widened, and logs and boulders that are integral to good salmon habitat were removed to facilitate the wood drives.

Continued on Page 21

NEED A ROWBOAT OR KAYAK?



Eric has a great collection of rowboats and kayaks for sale at reasonable prices!

ERIC DOW BOAT SHOP
Builder of Traditional Small Craft. Repair and Restoration.
P.O. Box 7, Brooklin, Maine (207) 359-2277



A FULL SERVICE YARD
Gasoline • Diesel • Marine Store
Laundry • Showers
Telephone • Ice

OUTBOARD SALES & SERVICE
ELECTRONICS INSTALLATIONS
FLOAT & MOORING SERVICE

LOCATED IN CRADLE COVE WITH GREAT ANCHORAGE

INSIDE STORAGE SPACE AVAILABLE
CALL FOR DETAILS

700 Acre Island, P.O. Box 25
Lincolnville, ME 04849
207-734-2246 • VHF 09

Commercial Fishing News

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

From the Director -

By the time this issue comes out, we will be well into the Christmas Season and on our way to a New Year! My word, where did this year go? How do we sum it up for 2023's lobster season? Well, at this point, there still hasn't been a right whale tangled or seen, to my knowledge, in the State of Maine. There are no wind mills along our Gulf of Maine Coast yet. To me, this could be an indicator that we are doing our jobs to the best of our ability and hope that it continues in this direction.

We have also done our best to postpone a gauge increase and vent increase in Maine. It seems that this whole year has been sort of like a labyrinth, you just conquer one threat or challenge, and you move on to the next one! At this point in time, most of these threats are still on the talking table and time is proving that these threats or ideas weren't so good after all. They call this the "test of time."

On the other hand, we do have 100% trip reporting, which was inevitable eventually, as Maine was probably the last one on the list to get by as long as we did. I will admit, it is a pain to do and it is hard to get into the routine. Thank goodness that when it started that the Department of Marine Resources had workshops and helpers in various locations to get us started with a better understanding of how to do it. A lot of fishermen turn their information over to a responsible person that does it for them, either for a fee or perhaps just doing them a big favor. Perhaps they'll need some snow plowing or something repaired along the way, the good ole barter system.

Most recently, the little black box or tracker has been sent to the offshore permit holders and the federally controlled Lobster Conservation Management Area. This has been on the books for quite a while now and

it is not met with open arms. No one likes to think that they can be watched or tracked everywhere that they go.

D.E.L.A., along with the rest of the associations were at the Augusta legislature speaking against this system. Once again, in time, it became inevitable. This ruling all begins on December 15th of this year. No, it doesn't seem like the right thing to do to us, but in all honesty, before you put your boat and gear up for sale in a rage against freedom and privacy, Big Brother is everywhere! As long as you carry a cell phone, people can find you and track you. Have you ever talked about a certain subject and then get on your phone and discover a bunch of ads coming in about what you were just talking about?! I have...and it's not a good feeling. As long as there's satellite systems in space and even those little drones flying around, your privacy is gone. So I urge you to please hang onto your vessel and traps and move forward. Selling out is just another way of giving them what they want. Think about it, please.

The latest news in our Maine lobster fishery is the five million dollar grant that is to pay fishermen for trying alternative methods of setting lobster gear. This is money floating around that is like the pot calling the kettle black. Yes, some have said to try it and say that it doesn't work, take the money and give it a try, just for the record. I suppose so, but it's also like baiting us and if we take the bait, it will be said that we're willing to do this in the end. This money is not really free money, nothing is free! It always comes with a price to pay in the end. Most of the responses that we have read or heard in person, the fishermen are against taking the bait. What will this do to the inshore fishery? At this point in time, there's pictures everywhere of the endangered fishing families, which is true. So with this being said, what will this

experiment and big money do to these hard working families? Most of these families are not offshore fishermen, but work the inshore or within the three mile line. This is just an additional threat to fishing families that are trying to make it on their own, proudly.

One more issue that has been brought to our attention is the invasion of the invasive species known as "squirts." These miserable creatures have shown up from the dumping of the bilges of large tankers coming in from foreign countries, mostly within the last decade. They start small, kind of the size of a pea and then start growing and growing until you can't haul a trap over the side without great stress. They are growing and spreading over the bottom more each year. The question that has been asked is, can science spend some time researching these creatures before they cover the bottom completely. With the scientists saying that we need gauge increases and such, perhaps the squirts are filling up crevices and deep holes that lobsters burrow in during that time of the year. They are not only detrimental to lobsters, but anything else that normally thrives on the bottom, such as urchins, crabs, etc. Lobstermen are saying that they are like a cancer that is spreading on the bottom of the ocean. Being out there, this appears to be true. There is a big fear for the scallop draggers that are starting to tow now that the season has opened. We have been told, first hand, that there are so many in areas that they always caught scallops, that they can't

always bring the drag up without the fear of rolling over or sinking that side of the boat. This is a safety concern!

We have discussed this and are taking pictures to send to the DMR as a starting point. We need to start somewhere, so if you have pictures, please send them along and we will share them with the Science and Safety Council.

D.E.L.A. would like to express our sincere condolences to Ben Doliber for the passing of his wife, Belinda Doliber. They are beloved for their leadership with the Maine Fishermen's Forum in the very beginning of the venue. I remember working with Belinda when she was the Director of the Forum. She always had a smile on her face! Belinda will be missed very much. Rest in Peace, Dear Friend.

Ben has been very supportive of our fishing industry and a longtime member of D.E.L.A. You probably know him as a longtime resident on Swan's Island and recognize his vessel, F/V Belinda B. Take care, Ben.

Please don't forget that we have a full supply of Endangered Species T-shirts on hand if you'd like to order one! Please, consider membership as well. We want to do the best that we can for our Downeast representation. We do not want to get lost in the shuffle.

Take care and Have a Happy and Safe Holiday Season! Sheila

JOHANSON BOATWORKS
Full Service Yacht Yard




Rockland, Maine • 207-596-7060
info@jboatworks.com • jboatworks.com

Marine Insurance
An employee-owned company serving Maine people and their boats since 1866.



Allen
Insurance | Financial
NAVIGATING LIFE'S RISKS & REWARDS
Offices in Rockland, Camden, Belfast, Southwest Harbor and Waterville.

AllenIF.com/marine (800) 439-4311
OWNER, VESSEL, FLEET OR CREW



P. O. Box 702
Stonington, Maine 04681 — dassatt711@yahoo.com

2023 - "Working together"

NAME: _____
 ADDRESS: _____
 TOWN/CITY: _____ ZIP: _____
 PHONE NUMBER: _____ E-MAIL ADDRESS: _____

Type of membership:

() Lobsterman/stern man (\$100) yearly License no. _____
 () Lobsterman - age 70 & over (\$50)
 () Student (\$56) yearly
 () Business associate (\$113) yearly
 () Avid supporter (\$132) yearly
 () Friend of DELA (\$100)

() I wish to support DELA's legal fund _____
 () I wish to support DELA's Scholarship Fund _____

We also take Master Card and Visa

Card _____ Expiration date __/__/__ Security code ___

Card holder's name (print) _____

Card Holder's signature _____

*Downeast Lobstermen's Association is a qualified tax exempt organization under section 501 (c) (6) of the Internal Revenue Code

Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Study Finds Offshore Wind Areas a Biologically Important Habitat for Whales and Dolphins

Scientists use passive acoustic monitoring to create a baseline soundscape off the southern New England coast to help evaluate the potential impacts of offshore wind development on cetacean species.

November 17, 2023

Scientists at our Woods Hole Laboratory used passive acoustics to create a baseline soundscape before wind developers started construction off the coast of southern New England. Their findings were recently published in the ICES Journal of Marine Science.

“This is the first study to collect soundscape data directly related to offshore wind energy development in U.S. waters,” said Sofie Van Parijs, lead author on the study and science center passive acoustic program lead. “Similar baseline data has been collected in European waters, but it focused on harbor porpoises and delphinids—oceanic dolphins—and single species questions.”

Van Parijs and her team used seven bottom-mounted acoustic recorders and high-frequency click recorders. They collected underwater sound data in and around nine separate wind lease areas. These areas spanned state waters from Massachusetts to Rhode Island and into U.S. federal waters. Four locations recorded continuously for more than 2 years, while the others varied from 4 to 9 months. Between January 2020 to November 2022, they collected data on: Species’ presence; Vessel activity; and Ambient sound levels.

They found eight species and one taxonomic family (delphinids) of cetaceans (family that includes whales, dolphins, and porpoises) were present a minimum of 9 months of the year. The eight species were: Harbor porpoise; Sperm whale; Humpback whale; Minke whale; North Atlantic right whale; Sei whale; Fin whale and Blue whale.

“The species showed differences in seasonal presence, with some present in the spring and fall, others in the summer and/or winter. This shows that this area is an important habitat for activities such as feeding and socializing throughout the year. During all of this time these species are exposed to considerable vessel noise.”

Where there’s vessel noise, there’s vessel activity. Vessel strikes are one of the biggest threats to cetaceans, including the endangered North Atlantic right whale. The team will be able to compare the baseline data to future vessel sound data collected

during turbine construction and operational periods. This will help identify any increased risk for vessel strikes.

“These standardized baseline data will enable precautionary management decisions to be made by guiding the timing of seasonal closures, risk mitigation measures, and allow future evaluation of potential impacts.”

Oceanic Whitetip Sharks: A Plan for Recovery

Oceanic whitetip sharks, once abundant across the globe, are now listed as threatened under the Endangered Species Act. However, a forthcoming recovery plan is designed to help bring this species back from the brink.

Oceanic whitetip sharks are distinguishable by the distinctive white patches on the tips of their fins. They were once abundant across the globe—even to the point of being considered pests by some researchers and commercial fishermen. However, these distinctive sharks have declined dramatically in recent decades, and are now listed as threatened under the Endangered Species Act. On this episode of Dive In with NOAA Fisheries, we discuss the forthcoming recovery plan for oceanic whitetips with Research Fish Biologist, Dr. John Carlson. NOAA Fisheries creates recovery plans for species listed under the Endangered Species Act, which marks its 50th anniversary this year.

Historic accounts from the 1950s and 1960s show that oceanic whitetip sharks were once abundant throughout their range. This abundance and the high market value of their fins made them the target of bycatch throughout the 1980s. Oceanic whitetips don’t reach sexual maturity until around 8 years old, and they give birth to only four to eight pups every other year, contributing to decades of population decline despite shark finning being banned in the United States. As one of the developers of the Oceanic Whitetip Shark Recovery Plan, Dr. John Carlson discusses the goals of the plan and innovative solutions being used to reduce fishing mortality and assess the recovery status of the population. He also tells us how scientists are measuring success and sheds light on challenges—such as climate change, data gaps, and gaining international cooperation—that complicate the recovery of this species.

ICCAT Adopts Key Measures to Ensure Science-based Management, Reduce Bycatch, and Set Robust Standards for Electronic Monitoring

The international organization also agreed to continue the important work begun this year to identify and address climate change impacts on ICCAT stocks and fisheries. Long-term management decisions on key stocks of North Atlantic swordfish and tropical tunas deferred until 2024.

The U.S. delegation to the International Commission for Conservation of Atlantic Tunas played a pivotal role in the adoption of a wide-ranging set of conservation and management measures. At the 2023 annual meeting parties from around the world came together to build consensus on high priority issues. These included new management measures for some key stocks, bycatch reduction measures for protected species, principles to address forced labor in ICCAT fisheries, and robust standards for the use of electronic monitoring.

Key Management Measures for Priority Stocks

The Commission considered a number of important conservation and management measures this year, including: North Atlantic swordfish; Tropical tunas; North Atlantic albacore; North and South Atlantic blue shark stocks. It adopted science-based measures for all.

The measures adopted for tropical tunas and North Atlantic swordfish extended current management provisions through 2024. Both maintained the total allowable catch levels for these stocks and the United States retained its catch limits. However, these extensions fell short of the meeting’s goal to adopt more forward leaning measures for tropical tunas and for northern swordfish. For tropical tunas, ICCAT has made concerted efforts for years to agree on a revised conservation and management measure. Those efforts have not yet come to fruition. Work will continue in 2024 to build on the progress achieved so far.

With regard to North Atlantic swordfish, the Commission came very near to adopting a management procedure this year. However, due to an unexpected delay in finalizing scientific advice, the Commission had to defer a decision on the matter until 2024. Work on the North Atlantic swordfish management strategy evaluation process will continue in 2024.

The Commission adopted the results of the application of the North Atlantic albacore management procedure, first adopted in 2021, to establish a total allowable catch for the 2024–2026 period. Among other things, the revised recommendation increased the annual total allowable catch by 25 percent. This was allocated to those Parties with a catch limit, including the United States. The new U.S. catch limit is 889.4 tons. ICCAT also adopted the final piece of the bluefin tuna management procedure this year. This includes the exceptional circumstances protocol, which provides a process for determining when to deviate from applying the procedure and what pre-agreed management actions will be taken in such cases. For North and South Atlantic blue sharks, the Commission revised existing management measures to reduce the total allowable catch to be more in line with scientific advice. The Commission also requested that the Standing Committee on Research and Statistics begin assessing the feasibility of developing management strategy evaluations for both blue shark stocks.

These evaluations are a critically important tool for modern fisheries management, including in regional fisheries management organizations such as ICCAT. A management procedure is an approach to fisheries management decision-making that applies a pre-agreed framework for actions, such as catch limits, designed to achieve specific management objectives related to conservation, such as stock status and fishery needs. There was a delay in the adoption of a management procedure for North Atlantic swordfish. ICCAT continues to move ahead on developing a management strategy evaluation process for high-priority stocks under its management, including tropical tunas.

New Measures Address Bycatch of Protected Species

The U.S. delegation worked closely with partners to enhance measures for protected marine species. In particular, ICCAT adopted a non-binding resolution that encourages Parties to prohibit the intentional encirclement of cetaceans in purse seine gear. ICCAT adopted two new management measures that, pending further scientific advice in 2024, will prohibit retention of whale sharks and mobulid rays, such as the Giant

Continued on Page 23

Boattalk

The call-in radio show for people contemplating things naval

on WERU-fm Blue Hill 89.9 streaming and podcasting at weru.org and on the WERU app. live every second Tuesday of each month 4-5pm

Local boating news, interesting guests, and your input too. Call-in live and join the conversation or just roll with the flow on the nautical radio show without piers. Non-commercial community supported radio. Thanks for your support.



Luke's Boatyard

Storage/Repair * Feathering Propellers * Storm Anchors

Full Service Boat Yard

15 Luke's Gulch, East Boothbay, Maine 04544

(207) 633-4971

www.PELuke.com

Otis Enterprises Marine



World-Class Finish - DownEast Dependability
www.otisenterprisesmarine.com

Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - FALL MEETING

This is a continuation from the last issue the remaining summaries from the ASMFC Fall Meeting

Atlantic Striped Bass Management Board

Atlantic Striped Bass Board Approves Draft Addendum II for Public Comment to Consider Measures to Reduce Fishing Mortality in 2024

The Commission's Atlantic Striped Bass Management Board approved for public comment Draft Addendum II to Amendment 7 to the Interstate Fishery Management Plan (FMP) for Atlantic Striped Bass. The Draft Addendum considers management measures designed to support stock rebuilding by reducing fishing mortality to the target in 2024.

The Board initiated the Draft Addendum in response to the low probability of meeting the 2029 stock rebuilding deadline if the unexpectedly high 2022 fishing mortality rate continues. The Draft Addendum builds upon the 2023 emergency action by considering management measures intended to reduce fishing mortality to the target level in 2024. Projections indicate that a 14.5% reduction in total removals relative to 2022 is needed to have a 50% chance of being at or below the fishing mortality target in 2024. For the recreational fishery, the Draft Addendum proposes recreational bag and size limit options for the ocean and Chesapeake Bay regions, including options with different limits for the for-hire modes. To address concerns about recreational filleting allowances and compliance with recreational size limits, the Draft Addendum includes an option that would establish minimum requirements for states that authorize at-sea/shore-side filleting of striped bass (e.g., racks must be retained). For the commercial fishery, the Draft Addendum proposes a quota reduction option that would reduce commercial quotas by up to 14.5%, with the final percent reduction to be determined by the Board.

For measures beyond 2024, the Board will consider the results of the upcoming 2024 stock assessment update to inform subsequent management action. To enable an expedited management response to the 2024 stock assessment update, the Draft Addendum proposes an option that would enable the Board to respond to the results of the stock assessment updates more quickly, via Board action, if the stock is not projected to rebuild by 2029.

The Draft Addendum will be posted to the website no later than October 31st at <https://asmfc.org/about-us/public-input>. A subsequent press release will provide the details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comments and consider final action on the addendum in January 2024 at the Commission's Winter Meeting in Arlington, VA. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org or 703.842.0740.

Meeting Summary

In addition to approving Draft Addendum II for public comment, the Atlantic Striped Bass Management Board received an update on management of the Albemarle Sound-Roanoke River striped bass stock.

The Albemarle Sound-Roanoke River (A/R) striped bass stock is assessed and managed by North Carolina (NC) under the auspices of the Commission. NC provides regular updates to the Board regarding A/R stock assessments and management changes. The 2020 and 2022 A/R striped bass stock assessments determined the stock was overfished and experiencing overfishing, and abundance indices indicate continued stock decline. In particular, juvenile recruitment has been very low for several consecutive years. The resulting total allowable landings (TAL) level needed to reduce fishing mortality to its target is effectively too low to manage. For this reason and due to continued concern about stock decline and low recruitment, NC is implementing a harvest moratorium in the Albemarle Sound Management Area starting in 2024 via the adaptive management framework under Amendment 2 of the NC Estuarine Striped Bass FMP. In addition, the 2023 fall recreational and commercial seasons in the Albemarle Sound will not open because there is little quota remaining and because of stock status concerns. It is currently unknown if a harvest moratorium will be implemented in the Roanoke River Management Area.

Finally, the Board recognized outgoing Board Chair Marty Gary, New York's Administrative Commissioner and formerly with the Potomac River Fisheries Commission, for completing his two-year term as Board Chair. Vice-Chair Megan Ware, Maine's Administrative Proxy, will assume the Chair role at the January 2024 Board meeting. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org.

Motions

Main Motion: Move to remove from section 3.1.2 (Chesapeake Bay Recreational Options) of Draft Addendum II, Alternative Set B (B1 - B4), Alternative Set C (C1-C4), and E4. Motion made by Mr. Luisi and seconded by Mr. Geer. Motion amended.

Motion to Amend: Motion to amend to add E3 for removal. Motion made by Mr. Grout and seconded by Dr. Armstrong. Motion passes (10 in favor, 6 opposed).

Move to remove from section 3.1.2 (Chesapeake Bay Recreational Options) of Draft Addendum II, Alternative Set B (B1 - B4), Alternative Set C (C1-C4), E4, and E3. Motion passes by unanimous consent.

Motion to add the following options to section 3.1.1. Ocean Recreational Fishery: Option D. 1 fish at 30" to 33" with 2022 seasons (all modes) (12.8% overall reduction, 45% harvest reduction and 2% increase in release mortality); Option E. 1 fish at 30" to 33" with 2022 seasons for private vessel/shore anglers; 1 fish at 28"- 33" with 2022 seasons for the for-hire mode. Motion made

by Dr. Davis and seconded by Mr. Cimino. Motion passes (15 in favor, 1 opposed).

Main Motion: Move to specify that any for-hire mode specific limit optioned in Section 3.1, Recreational Fishery Management, applies only to patrons during a for-hire trip; captain and crew during a for-hire trip are subject to the private vessel/shore angler limits. Motion made by Dr. Armstrong and seconded by Mr. Clark. Motion amended.

Motion to amend to replace "specify" with "add an option". Motion made by Mr. Grout and seconded by Mr. Hasbrouck. Motion passes (13 in favor, 1 opposed, 2 abstentions. Move to add an option that any for-hire mode specific limit optioned in Section 3.1, Recreational Fishery Management, applies only to patrons during a for-

hire trip; captain and crew during a for-hire trip are subject to the private vessel/shore angler limits. Motion passes (12 in favor, 2 opposed, 2 abstentions).

Motion to remove section 3.2.2 Commercial Maximum Size Limit options and 3.2.3 Gill Net Exemption options from Draft Addendum II. Motion made by Dr. Davis and seconded by Mr. Clark. Motion passes by unanimous consent.

Motion to approve Draft Addendum II for public comment as modified today. Motion made by Mr. Hasbrouck and seconded by Dr. McNamee. Motion passes by unanimous consent.

Continued on Page 20

FARM CREDIT EAST



Our mission is to grow your success.

FARMCREDITEAST.COM
800.831.4230

- Loans and Leases
- Tax Services
- Payroll Services
- Business Consulting
- Record-keeping
- Country Home Loans
- FarmStart for New Businesses
- Real Estate and Equipment Appraisals



163 Orion St.
Brunswick, ME 04011
Phone 207-729-3303
Fax 207-729-0027

www.bamforthmarine.com email: salesandservice@bamforthmarine.com

Gary Favreau - Scott Favreau





OCEAN PURSUITS
A Full Service Boat Yard

Specializing in Marine Electrical Systems


Restorations
Mechanical
Storage
Fiberglassing
Rigging
Moorings

Smooth Sailing

Rockland, Maine
207-596-7357 fax 207-596-9944
www.oceanpursuits.com

DYSART'S GREAT HARBOR MARINA

Full service marina in the heart of the Acadia National Park



West Marine · Maine Point Embroidery · WiFi · Hinckley Yacht Service
Little Notch Bakery & Cafe · Diesel · Ethanol Free Gas · Mail and Fedex ·
Yacht Provisioning · Alongside Floating Docks · Inside/Outside Boat
Storage · Shoreside Accommodations · Upper Deck Seafood Restaurant

Tel: (207) 244 0117 · www.dysartsmarina.com · VHF Channel 9
No. 11 Apple Lane · PO Box 1503 · Southwest Harbor · Maine · 04679

Boat And Ship Yard News



This is a custom Ellis 36, built as a sportfisherman for singer Billy Joel. Note the centre console. She has a new owner and he is making some changes.



BLOOD STRIPE, a Mussel Ridge 42, which was just launched by Farrin's Boat Shop in Walpole. The name comes from a U. S. Marine Corp. ceremony.

Continued from Page 1

is amazing. I am relatively a novice to this size of boat and he walked me through it."

Chris showed up saying, "I told Bruce a month ahead of time that I was coming and I didn't kind of reiterate that later on. I just kind of walked into the shop one day, Bruce, Jr. was on the deck sanding something and I said, "How is it going?" And he is like, "Who are you?" "I am Chris," "You mean like Chris? Pointing at the boat. Yeah, it was funny. I am used to smaller boats. In the military I was in the infantry, but I drove tracks and armored personnel carriers and things like that. That is all on land, but the tracks can go in the water too. So yeah, I have driven some big boats, but I have never owned one."

Chris has taken his new boat out for a spin off of South Bristol on the Damariscotta River. "I have a 26 and this thing turns way better than that one does," said Chris. "It is just bigger. Maneuvering it up to a dock is something that is going to take getting used to but it will come."

This boat will be trucked up to Rockland where she will be readied for a cross-country trip, which should take eight to ten days to complete.

Chris added, "I am slowly pulling back from my business and I want to get into commercial shellfish on the West Coast. I have done a lot of shell fishing in the Pacific Northwest area and so I was going to do that as kind of like a retirement gig. We catch

lobster out there too; they just do not have claws."

Chris tried our lobsters and said, "They are definitely different. The meat is a lot softer here but they kind of taste the same."

Hewes & Co. Blue Hill, ME

Like most marine businesses on the Maine coast, they are busy. Hewes & Co. is a supplier of cut plywood using a CNC machine for the boatbuilding industry.

One of their recent jobs was cutting out the plywood for a custom cold-moulded 40-foot sailboat designed by Robert Stephens of Belfast, which is under construction at Artisan Boatworks in Rockport. Gardner Pickering added, "We are done cutting the hull, we are done cutting the deck, the foam, the blocking, and the deck skins. We did the house sides all out of marine plywood. I think it is the biggest one that Artisan has built. It is amazing what they had to do to the third floor to fit the deck in. They are going to have to cut the ends of the building to pull the deck."

Rockport Marine is working on that 95-foot sailboat. "We have done all of the bulkheads, the hull setup mold, the deck setup mold, the scarfed 15 mm marine plywood inner deck skin and then the foam and then the hardwood blocking," said Gardner. "I am waiting for the files for the outer deck skin. That will be another 80 sheets of 15 mm marine plywood, all scarfed on both sides. Right now, we are cutting the foam



HEWES & COMPANY

PO Box 599 • 419 Ellsworth Road • Blue Hill Maine
www.hewesco.com gardner@hewesco.com

CNC machined bulkheads and moulds
Cabinetry, varnish, & Corian
for the marine industry



From winning races to cruising or power boating use Hallett Canvas & Sails to get you there. **Made in the USA.**

Still time to winterize your canvas and sails

- Wash, Check & Repair (In house)
- Clean & Waterproof (Canvas)
- Repair & Store Only
- Wash & Store Only

HALLETT CANVAS & SAILS

215 Foreside Rd, Falmouth, Maine
(207) 781-7070 (800) 639-9907

www.hallettcanvasandsails.com
www.h2ube.com

C&C Machine

• Complete Engine Rebuilding, Engine Balance, Crank Welding/Grinding, Pressure Testing, Cast Iron/Alum Crack Repair

• Custom Machining Fabrication of Steel, Aluminum, Stainless

• Steel, Aluminum, and Stainless Inventory & Gas Welding Depot

667-6910

Over 20 years in Business
328 Bucksport Rd., Suite 1, Ellsworth
Monday - Friday

Boat And Ship Yard News



Peter Buxton of Buxton Boats in Sunset has the 32-footer all framed out and has started planking the bottom.

and the molds for the tubs that go in around the keel bolts. I am not entirely clear how that all works but that is being sent off to a composite builder to make those parts. We have cut some interior cabinetry for them, drawer slides, drawers and then they will take the cabinets that we built, set them in. I believe a cockpit mould and a house mould will be coming next, but we have done the majority of that project.”

“We are just about to start a powerboat for Belmont Boatworks,” added Gardner. “This is another Bob Stephens design. She is 27 feet 7 inches with a hard chine and a swim platform and we are drawing it right now. Bob Stephens gives me this model and everything is solid. I have got to put the slots and tabs in so it goes together, actually measure the plywood to make sure the thicknesses will work and break it up into sheets.”

When I was there they were cutting a South African design, called the Work Star

17, which is a 17-foot open launch, built of marine plywood and epoxy and cloth. She is heading for Wisconsin. This is the second one they have done. They just finished a Vivay, called a Penhir, which is a 24-foot 6-inch sailboat.

Another big project will be a Doug Zurn project for John Williams, but Gardner said he had no other details as he has yet to see the files.

Johanson Boatworks West Rockport, ME

In the main shop they have a Finngulf 41, which they have removed the teak deck from and will be removing about 100 square feet of her deck to be re-cored. They will then glass the deck, Awlgrip it and then put down non-skid.

The Camden Yacht Club’s launch is in

Continued on Page 18



This is a Hunter 49 sailboat in at Johanson Boat Works in West Rockport. She has some minor damage to repair as well as replace generator, windows and electronics. Just to her side you can see one of the Camden Yacht Club’s launches, which is in for a new 50-hp Beta engine and fuel tank.

MARINE WOOD



DMG Hardwoods is a direct importer of marine grade timber and decking for docks and wharves. Our warehouse and lumber yard are located in York, Maine. We stock IPE, “NAVAL DECK” (Angelique), GREENHEART, AMARILLO (Characteristics similar to Teak)

Our trademark “Naval Deck” is used primarily for decking, docks, boat manufacturing and lobster trap runners.

We deliver all throughout the Maine Coast and New England.

DMG HARDWOODS

16 White Birch Lane, York, Maine 03909
(207) 606-0046 website: www.dmghardgoods.com
email: Martin@dmghardwoods.com, Jacques@dmghardwoods.com



Full Service Yard

Storage - Repair - Restoration
Wood - Fiberglass - Welding
Moorings all season - Showers and Laundry

Ship's Store

Good assortment of especially
Fasteners, Hydraulic parts for hauler and steering

Coming this Summer:

Joe Lowell and crew of Downeast Custom Boats

Drop off point for Chase, Leavitt & Co liferaft services and Nautilus Marine Hardware for propellers.

285 Maine Street, P.O. Box 513, Jonesport, Maine 04649

(207) 497-2701

email: info@jonesportshipyard.com

www.jonesportshipyard.com



**Need Welding?
We have you covered!**

Maine's Boatbuilders & Repairers

Boat Hauling Design *Custom Building Repair*

JOHN'S BAY BOAT COMPANY

www.johnsbayboat.com
jbbco1@gmail.com

Peter Kass, Prop. Box 58
207-644-8261 South Bristol, ME 04568

CUSTOM WOODEN BOATBUILDING & REPAIR
SINCE 1973



Richard Stanley
CUSTOM BOATS

PO Box 275 207.244.3795
13 Little Island Way www.RichardStanleyBoats.com
Bass Harbor, ME 04653 richard@richardstanleyboats.com





JOURNEYS END MARINA
ROCKLAND, MAINE

- 24'x24'x85' Professional Spray Booth
 - 50 & 75 Ton Travelift
 - Mobile Crane Service
- Complete Fabrication/Fiberglass Repair Facility
 - Slips - Mooring - Fuel
- Certified Diesel/Outboard Sales & Service
- Local and Long Distance Boat Transport

120 Tillson Ave Rockland, Maine
(207) 594-0400 www.journeysendmarina.com
info@journeysendmarina.com

The Stanley 38



JW John Williams
Boat Company
Boat Building • Service • Brokerage

No corporate culture. No dealer incentives. No focus groups. Just Boats.
207.244.7854 / info@jwboatco.com / www.jwboatco.com
PO Box 80, Shipwright Lane, Hall Quarry, Mount Desert, Maine 04660

Home of the Calvin Beal and Young Brothers Boats



CALVIN BEAL
30 - 34 - 36 - 38 -
42 - 44 - 46

YOUNG BROTHERS
30 - 33 - 35 - 38 -
40 - 42 - 45 - 46



SW Boatworks
MADE IN MAINE
207-667-7427
www.swboatworks.com
swboatworks@gmail.com



Custom tuna, Lobster and Pleasure Boats

General Marine Inc.
Airport Industrial Park, Biddeford, Maine 04005
(207) 284-7517

★ FINESTKIND BOATYARD
11 Bristol Way, Harpswell, Maine


★ Full Service Boatyard ★ Indoor/Outdoor Storage
★ Custom Finish Work ★ Carpentry & Machine Shop

MEMBER
ABYC
Setting Standards for Safer Boating

www.fkby.com
(207) 833-6885



Maine's Boatbuilders & Repairers



Samoset Boatworks
Building boats in the Maine tradition

Matt Sledge Custom Finisher

(207) 633-8350 106 Industrial Park Rd., Boothbay, Maine matt@samosetboatworks.com





Atlantic Boatworks 37



Wayne Beal 40

At Farrin's, pride in our workmanship has been continuously applied in over 50 years of building boats.

Our craftsmanship in construction will give your custom project the quality that has made Maine famous in the boat building industry.

Walpole, Maine 04573 • 207-563-5510
FarrinsBoatshop.com

The only boatyard you'll ever need



- Emergency Haulout Services
- Full Service Rig Shop
- Repowering power & sail
- Service All IB & OB Engines
- 300-ton Travelift • 150-ton Travelift
- Fiberglass & Paint Shop
- Woodworking • Systems & Design
- Storage-Inside & Out (power & sail)
- Producer of Maine Boatbuilders Show and Maine Small Craft Celebration
- NEW online parts shopping shopportlandyacht.com

ENJOY your sailing, we'll do the rest



100 West Commercial St. • Portland, ME 04102 • 207-774-1067 • www.portlandyacht.com

H & H MARINE INC.



H&H Marine Inc. builds quality working craft from 25 to 47 feet. Custom layouts are available. Come visit us at our shop, and see first hand the quality we build with "Downeast Pride"!

P.O. Box 932, Steuben, Maine 04680 (207) 546-7477 www.hhmarineinc.com



Zero Emission
Quiet
Odor free
Efficient
Reliable
Economical
and now,...fast

Electric Propulsion has arrived

Serving New England's All-Electric Market from Rumery's Boat Yard on the Saco River



MAINE ELECTRIC BOAT Co. partners with Vision Marine Technologies, expertly building electric boats for 25 years. Three of their models are available to test drive at Rumery's Boat Yard. Boats start at \$25k. Some models reach 40 mph.

PURCHASE | RENTALS | CONVERSIONS & INSTALLATIONS




Modern Classics • Electric Conversions • Restoration & Storage
Rumery's Boat Yard • Biddeford, ME • 207-283-0607 • www.MaineElectricBoat.com

MAINE YACHT CENTER
A Perfect Place to Refuel, Refit, and Relax

Located in Casco Bay, minutes from downtown Portland.



Dockage, Service & Storage

100 Kensington Street • Portland, Maine
207.842.9000 • www.maine yacht.com

Boat And Ship Yard News



This is the cabin of the Wheeler 55 under construction at Brooklin Boat Yard in Brooklin. The plywood for this was cut by Hewes & Company in Blue Hill using their C&C machine.

to be repowered. The new engine will be a Beta 50. They will also do fuel tanks and make sure she complies with Coast Guard regulations.

Another boat in the main shop is a Hunter 49 sailboat, which was just purchased by a new owner. She needs some damage repaired, a new generator, all new windows, and new electronics.

Other work includes a B&G electronics packages for a J-40 and an Island Packet 38; three Beta repowers to do on small sail boats, a Morris 32, a Sabre 36; we have two deck paint jobs, one a Southwester Hinckley 42 and the Finngulf; four or five hulls we are going to do Awlgrip; and they blasted three or four bottoms this year, taking them back down to gelcoat and then putting on a barrier coat and bottom paint.

They store just over 100 boats and each one of them has a list of work to do this winter. Max added, "We bought some new land outback and we have put up a couple of buildings. The yard is open now, we have room to maneuver and move stuff around.

Then we got into a discussion on how much more people used their boats this year. "Oh, I think definitely this year people seem to have used their boats more. We have one customer, he usually puts about 30 hours a year on his engine, he put 80 hours on it this year. Boats came back in a little rougher shape; people were breaking more stuff than they usually do. We had a couple of good little insurance jobs that trickled in over the summer, small boats people racking up on lakes. We were doing those all summer. That really kept us busy for most of the summer."

The Landing School Arundel, ME

Dear Friends of The Landing School,

It is with mixed emotions that I am announcing that I have decided to step down

as President of The Landing School.

After more than ten years at the school, this is not a decision that I have made lightly but it is important for me professionally and for the ongoing growth of the school. I believe at this time, the School needs a leader who is less steeped in what is, or what was, and has a new vision for what could be.

Since my first days as a Yacht Design instructor, my experience at The Landing School has been exceptionally rewarding. I am grateful for the life-long relationships I have built and for being part of an institution which has changed lives and formed the genesis of some very rewarding careers. I still have students from my first year of teaching who will call for career advice or just to chat...that is the magic of The Landing School.

While my last official day as President is December 29th, I will be available to the School and the Board of Trustees in an advisory capacity to make sure that the transition to new leadership is seamless and effective. I am confident that the search process will yield a strong new leader and I am looking forward to watching the School thrive well into the future.

As I have stated from the beginning: "My office door is always open." If anyone would like to chat stop in, email or call.

Best Regards, Sean Fawcett, President

Oceanville Boatworks Sunrise, Stonington

Last April a 44-foot Calvin hull arrived and they started finishing her out as a sportfisherman. Most of the interior fiberglass structure is in and they are Awlgripping the interior. Tim Staples has been building the cabinets, doors and trim and now it is getting varnished. They were also cutting the top off and building a new one so it had overhangs all the way around.



A Mussel Ridge 42 just being started at Samoset Boat Works in Boothbay. She will be finished out as a sportfisherman for a customer from Cape Cod. They are working on tankage under the platform and roughing in the interior.

Down below she has a V-berth, head with shower to port and storage to starboard. Up in the shelter there is a settee with a table and galley. There is storage underneath the settee for fishing rods. The galley contains a refrigerator, microwave, and a sink. There is also a bow thruster, rocket launcher in the middle, a mast and boom, and a crane.

This boat is powered with a 750-hp John Deere, which came via Toppin's Diesel & Marine of Columbia Falls. As for fuel, she carries 650 gallons.

Long Cove Marine is doing the wiring, hydraulics, and engine hook-up.

They felt that another four months and she would be ready to go over.

Next will be a Mussel Ridge 48 finished out as a lobster boat for a fisherman from Boothbay Harbor. She is not going to be fancy, just three lobster tanks, rope locker, V-berth and maybe a small settee in the pilothouse.

A Calvin 36 may be coming in to have the pilothouse sole raised, a winter back and cabinetry installed. Presently she is at Billings Diesel & Marine having a generator installed.

A lobster boat will also be becoming in for a rubber deck and Awlgrip.

Samoset Boat Works Boothbay, ME

In the left shop there is a Mussel Ridge 42, being finished off as a sportfisherman for a customer from Cape Cod. Matt Sledge, owner of the shop, said, "The bow blaster is in. Engine is up there and we are bagging the glass on the motor mount foundations right now. We have got platforms made for the fuel tanks. She is going to have two in-deck live wells. I took the tubs down to Sea Frost yesterday so they can wrap them with cooling coils because they are going to be chilled. Also, I need to get a freezer plate for the tuna coffin to keep the ice from melting. The forward cabin has been mocked up, panels have been cut, and we are just building some shelves, and platforms underneath the forward cabin sole for the holding tank. Next, we are going to be doing rigging tubes to get wires and hoses from the engine room into the cabin. Then paint the bilge out and put the cabin sole and interior down. We have also got to find a way to get forward

bilge pump, holding tank vent, holding tank pump-out up to the deck."

For accommodations, there is a single V-berth, a single berth on the starboard side, and a head with enclosed shower to port. Up in the shelter there is a helm seat to starboard and a companion seat to port, behind which is an L-shaped settee and opposite this is the galley containing a drawer fridge/freezer, a sink, a microwave, a Keurig, and a tackle station.

She will be powered with a 900-hp Scania.

In the other bay is another Mussel Ridge 42, which is also being finished out as a sportfisherman for a customer from Rhode Island. When they cut out the bow thruster hole on the first boat, they did the same on this one. This one is powered with a 1,150-hp Scania. This one will be laid up very similar to the other, but instead of a single berth on the starboard side they will have a work bench.

Sportfishing boats this size are talking a year or more to complete due to the complexity of the build. Matt added, "Instead of just plopping in a box we now have to make a single skin tub for the in-deck live well so they can wrap the coiling around them. I didn't know anything about this when I started the project. So, you are adding on two separate systems. You have got the cooling compressor but then you have got to have a pump which cools the compressor. You know the compressor is not big enough to have a continuous flow of water go through and cool it, so now we have to put in an aeration system. You are adding all of the systems and then you are also adding a truckload of plumbing. If you think about it, if you are fishing down the canyons or south of the Cape you are pulling your bait fish up, 20, 30, 40 feet below the surface. They are colder, that water temperature is down below the thermocline. You want to keep them alive, because if you start circulating them with surface temp water, which is what you are going to get if it is just continuously going, life expectancy drops and they won't be as lively on the line. Then he wants a freezer plate in the tuna coffin to keep the ice from melting. There is another compressor, another cooling line and cooling pump."



MARINE FINANCING

New Boat Construction • Used Boat Loans
Traps & Gear Loans • Refinancing & Repowering



MAINE
FINANCIAL GROUP

A Katahdin Trust Company Affiliate

CONTACT: Jim Amabile • 1.800.974.9995

144 US Route One • Scarborough, Maine 04074

MEMBER FDIC EQUAL HOUSING LENDER

U. S. NAVY NEWS

Continued from Page 9

Advanced Hypersonic Technologies 16 November 2023

The Navy Strategic Systems Programs (SSP) and the Missile Defense Agency (MDA), in coordination with Naval Surface Warfare Center, Crane Division (NSWC Crane) and the Office of the Secretary of Defense's Test Resource Management Center (TRMC), successfully conducted a test campaign on 15 November 2023.

This test was executed with Sandia National Laboratories from the National Aeronautics and Space Administration (NASA) Wallops Flight Facility. Data collected from this test will be used to inform the development of the Navy's Conventional Prompt Strike (CPS) offensive hypersonic strike capability, MDA's hypersonic defensive capability, and to mature other hypersonic technologies.

This test demonstrated advanced hypersonic technologies, capabilities, and prototype systems from partners across government, academia, and industry. During weapon system development, subscale tests such as this campaign fill a critical gap between ground testing and full system flight testing by allowing for experiments and prototypes to be flown in a realistic operating environment more frequently and affordably. The increased rate of testing and reduced costs of subscale flight testing supports the rapid maturation and transition of offensive and defensive hypersonic technologies.

This test is a component of the Multi-Service Advanced Capability Hypersonics Test Bed (MACH-TB) that accelerates U.S. hypersonic technology development and transition by providing an affordable, rapid hypersonic flight test capability for DoD programs, NASA, national labs, academia, and industry.

The MACH-TB program was initiated by the Navy CPS Program and NSWC Crane in 2022 to accelerate hypersonic technology development by increasing opportunities for testing of hypersonic technology. The program is being managed by OSD TRMC to ensure opportunities provided by MACH-TB can be leveraged across the entirety of DoD hypersonic efforts.

History-Making Oceanographer and Ret. Navy Captain Dies at 92

16 November 2023
Retired U.S. Navy Capt. Don Walsh, best

known for his daring dive to the deepest spot on Earth, nearly 36,000 feet below the ocean's surface, has died at age 92.

Walsh was a co-pilot of the Trieste bathyscaphe, a deep submergence vehicle acquired by the Office of Naval Research (ONR) in 1958. Two years later, on January 23, 1960, Walsh and Swiss engineer Jacques Piccard, son of the inventor of the bathyscaphe, became the first humans to descend into the Challenger Deep, located in the Pacific Ocean's Mariana Trench.

"ONR sponsored the Trieste, but it was then-Lt. Don Walsh who made the very daring decision to make the first descent into the deepest spot of the earth's ocean. Walsh was a Navy officer, a submariner, an adventurer, and an oceanographer. To his family, we extend our deepest condolences and gratitude for allowing him to explore, and share his extraordinary experiences and knowledge with us," said Chief of Naval Research Rear Adm. Kurt Rothenhaus.

Retired U.S. Navy Capt. Don Walsh, best known for his daring dive to the deepest spot on Earth, nearly 36,000 feet below the ocean's surface, has died at age 92.

Walsh was a co-pilot of the Trieste bathyscaphe, a deep submergence vehicle acquired by the Office of Naval Research (ONR) in 1958. Two years later, on January 23, 1960, Walsh and Swiss engineer Jacques Piccard, son of the inventor of the bathyscaphe, became the first humans to descend into the Challenger Deep, located in the Pacific Ocean's Mariana Trench.

"ONR sponsored the Trieste, but it was then-Lt. Don Walsh who made the very daring decision to make the first descent into the deepest spot of the earth's ocean. Walsh was a Navy officer, a submariner, an adventurer, and an oceanographer. To his family, we extend our deepest condolences and gratitude for allowing him to explore, and share his extraordinary experiences and knowledge with us," said Chief of Naval Research Rear Adm. Kurt Rothenhaus.

Years later, Walsh described his dive with Piccard in a 2016 Future Force interview as "a pretty big deal" and a big relief to Adm. Arleigh Burke, who had greenlighted the expedition.

"Because he'd rolled the dice with us, just like ONR rolled the dice with us. He figured ...they could probably do it. And we did it. And so he was pretty happy about that," said Walsh.

Walsh's journey to the Challenger Deep

Continued on Page 20



Landing Craft Air Cushion 108 accepted by the U. S. Navy.

Maine's Propeller & Fabrication Experts are Now Your Source for Marine Hardware!

Nautilus Marine Hardware
2317 US HWY 1, SULLIVAN, ME

14 miles east of Ellsworth opposite Chester's Pike

Commercial Fishing & Boatbuilding Supplies Including:

- STAINLESS FASTENERS • USED PROPELLERS
- MARINE HARDWARE FROM OUR FAB SHOP
- OIL GEAR • GLOVES
- ROPE & BUOYS • BILGE PUMPS

State Certified Station for:
Propane Filling
Dive Tank Filling
Game Tagging



(207) 422-0119

NEED TO MOVE YOUR BOAT?

CALL YORK'S BOAT TRANSPORTATION



YORK'S MARINE

**11 Gordon Drive
Rockland, Maine 04841**

**(207) 596-7400
www.yorkmarineinc.com**

SHIP MODELS & KITS



Call or write for our catalog, featuring historic and local Maine vessels, like the lobster boat shown here. Custom models and restorations, too.

BLUEJACKET
SHIP CRAFTERS
160 E. Main St., Searsport ME 04974
1-800-448-5567



Fishing access along the Kennebunk River

We supply the bait, tackle & boat you supply the time to relax!

Saco Bay Tackle supplies on site.
For Rent: Power boats, canoes, and kayaks

Call 207-967-3411
or stop by 67 Ocean Avenue

ATLANTIC STATES MARINE FISHERIES - FALL MEETING

Continued from Page 13

American Eel Management Board Meeting Summary

The American Eel Management Board met to consider progress in the development of two Draft Addenda to address the coast-wide commercial quota for yellow eel and Maine's glass eel commercial quota for the 2025 fishing year and beyond, and a report from the Advisory Panel.

In August, the Board initiated two addenda. The first considers reducing the yellow eel commercial catch cap in response to the recent stock assessment finding that the coastwide stock is depleted. Specifically, the draft addendum will consider options for setting the coastwide cap using a new tool proposed in the assessment called ITARGET. ITARGET uses abundance indices and catch to recommend harvest levels aiming to achieve increases in stock abundance. The Plan Development Team (PDT) has met twice, and recommends that the addendum include an option using the configuration of ITARGET recommended in the assessment, and another using a more recent time series (1988-1999) as a reference period. The Board provided guidance to the PDT to add additional options, and provide clear rationales for each in the document.

The PDT working on the development of the draft addendum addressing Maine's glass eel quota has met once to discuss potential management options, including status quo and a reduced quota. The PDT will provide recommended management options to the Board at its next meeting.

The Board also received a report from the Advisory Panel (AP). The AP met in September to review the recent benchmark stock assessment, receive an update on ongoing management actions, and provide comments on the fishery. Only three advisors were in attendance on the call, and they expressed concern about reduced participation in the AP.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Motions

No motions made.

Interstate Fisheries Management Program Policy Board Meeting Summary

The Interstate Fisheries Management Program (ISFMP) Policy Board met to receive an update from the Executive Committee (see Executive Committee Summary); consider changes to the Conservation Equivalency Guidance document; receive an update from NOAA Fisheries on Inflation Reduction Act funds for North Atlantic Right whales; review reports from the Assessment Science Committee, Law Enforcement Committee (see Law Enforcement meeting summary), Atlantic Coastal Fish Habitat Partnership (see ACFHP meeting summary) and the Habitat Committee (see Habitat Committee meeting summary); and consider approval of Fish Habitats of Concern document, and other business.

Conservation Equivalency Guidance Document

The Commission has been working to update the Conservation Equivalency (CE) Policy and Technical Guidance Document to reflect current use of CE and change the policy have more requirements verses recommendations. The new policy will not allow the use of CE programs if the stock is overfished or depleted unless the species board votes, via 2/3 majority, to allow for its use. The revised policy has guidance for when CE is not allowed, standards for state proposals, how the review process is conducted, and information on coordination with federal partners. The Policy Board approved the revised document, which will be available on the Commission website under Guiding Documents by the end of October.

North Atlantic Right Whale Funding from the Inflation Reduction Act

The Department of Commerce and NOAA Fisheries announced next steps to conserve and recover endangered North Atlantic right whales (NARW) with \$82 million in funding. This funding will support the application of existing technologies (e.g., PAMs) and the development and implementation of technologies to enable vessels

to detect and avoid NARW and other large whales. NOAA Fisheries will continue to develop and evaluate new technologies — such as those that use high-resolution satellite information — to enhance NARW monitoring and improve understanding of the whales' distribution and habitat use. NOAA Fisheries will invest in four major areas over the next three years to include monitoring and computer modeling of whale distribution, vessel strike risk reduction, on-demand fishing gear, and enforcement efforts.

Assessment Science Committee Report

The river herring assessment, originally scheduled to be presented to the Shad and River Herring Management Board in February 2024, has now been moved to May. Following the Assessment Workshop in August, the Stock Assessment Subcommittee decided that it needed more time. The spot and croaker benchmark assessments, which are usually conducted together have been uncoupled. The assessment for Atlantic croaker will be completed in 2024, while spot assessment has been moved to 2025. The shift in completion of the spot assessment was made because the stock synthesis lead moved on to a new job and there is no one to immediately replace them. Additionally, there is a project being conducted on spot at the University of Maryland that follows a concurrent timeline as the new spot assessment schedule which could prove useful. The Policy Board approved the revised Commission assessment schedule.

The Board reviewed and approved the Fish Habitats of Concern Document prepared by the Habitat Committee. The document describes the regulatory and policy context for habitat descriptions in interstate fishery management plans. It also provides descriptions of fish habitats of concern for species managed only by the Commission.

Other Business

The Policy Board discussed recent actions by the New England and Mid-Atlantic Fishery Management Councils (Councils) requesting information on an industry-based survey from the Northeast Fisheries Science Center (NEFSC). The Commission supported the Councils' concerns that the Center's

survey may have continued difficulties in gathering the necessary data to support the activities of the Councils' and Commission. The Commission agreed to send a letter to the NEFSC requesting the Center complete a white paper by January 12, 2024 outlining an industry-based survey that is complementary to the Spring and Autumn Bottom Trawl Surveys.

Staff will solicit information from the states in order to quantify pot fisheries that use horseshoe crab as bait along the coast. This information will be presented to the Horseshoe Crab Management Board at its next meeting.

Lastly, staff updated the Board on a webinar the MAFMC will conduct on November 1, from 2-5 p.m., to solicit stakeholder input on several summer flounder regulations related to commercial minimum mesh sizes and their exemptions. For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org.

Motions

Move to delete "come from a period of high availability" from the closed period guidance of the document. The new sentence would read: Any closed period must include at least two consecutive weekend periods (Friday, Saturday and Sunday). Motion made by Dr. Davis and seconded by Mr. Haymans. Motion passes by unanimous consent.

Main Motion: Move to approve the 4th option for inclusion in the document for when CE is not allowed. Motion made by Dr. McNamee and seconded by Mr. Clark. Motion amended.

Motion to Amend: Move to amend to replace the 4th with 3rd option. Motion made by Mr. Batsavage and seconded by Ms. Madson. Motion passes (12 in favor, 5 opposed).

Main Motion as Amended: Move to approve the 3rd option for inclusion in the document for when CE is not allowed.

Motion to Amend: Motion to amend to add "depleted." Motion made by Dr. Davis and seconded by Mr. Kane. Motion passes with one opposition.

Continued on Page 23

U. S. NAVY NEWS

Continued from Page 19

is still believed to hold the record for deepest dive yet in a manned vehicle, and ushered in a "golden age" of manned underwater exploration in the 1960s and 70s. Walsh and Piccard, though, saw little when they hit the ocean floor. They only had 20 minutes to survey their surroundings, which had become a cloud of debris, before heading back to the surface.

Walsh was a submariner, explorer and oceanographer, who also taught at the University of Southern California. His love of the ocean and advocacy for its exploration continued well after his Navy retirement in 1975.

In 2010, the U.S. Navy presented its highest civilian recognition, the Navy Distinguished Public Service Award, to Walsh for his achievement and service in the years following his Navy career. He had served as a U.S. policy adviser on State Department and federal science boards, authored more than 200 published contributions to marine literature and presented more than 1,500 lectures in 50 countries.

Combined Multinational Effort Averts Attempted Seizure in the Gulf of Aden From U.S. Naval Forces Central Command Public Affairs

30 November 2023

MANAMA, Bahrain —A combined naval effort between multiple nations thwarted an attempted seizure of an oil tanker in the Gulf of Aden, Nov. 26.

The Arleigh Burke-class guided-missile destroyer USS Mason (DDG 87) assigned to Task Force (TF) 55, a P8 patrol and reconnaissance aircraft from TF-57, a Japan Maritime Self-Defense Force destroyer JS Akebono (DD 108), a JMSDF P-3C maritime surveillance aircraft, and the Republic of Korea Navy destroyer ROKS Yang Man-chun (DDH 973), all working with Combined Maritime Forces' Philippine-led Combined Task Force (CTF) 151, responded to reports of a seizure of the M/V Central Park, an oil tanker, as the ship was transiting in international waters.

Working in coordination with U.S. Naval Forces Central Command, the aircraft kept an eye on events until surface units could converge on Central Park's location. After several hours the perpetrators, unable to gain control of the ship, abandoned the vessel and attempted to escape on their skiff.

Tracking their movements, the international force cornered the skiff and the individuals surrendered to Sailors from Mason and were taken into custody in accordance with international law.

"This was an international effort and

the textbook definition of teamwork," said Vice Adm. Brad Cooper, NAVCENT commander. "We remain deeply committed to ensuring maritime security to support the free flow of commerce and safe navigation."

U.S. Naval Forces Central Command/U.S. 5th Fleet's area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Red Sea, Gulf of Oman, Gulf of Aden, Arabian Sea and parts of the Indian Ocean. This expanse, comprising 21 nations, includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb.

Navy to Christen Amphibious Assault Ship Bougainville

01 December 2023

The Navy will christen its newest America-class amphibious assault ship, the future USS Bougainville (LHA 8), during a 9 a.m. CST ceremony Saturday, Dec. 2, in Pascagoula, Mississippi.

Under Secretary of the Navy Eric Raven will deliver the christening ceremony's principal address. Remarks will also be provided by Vice Adm. Del Crandall Jr., Judge Advocate General of the Navy, Maj. Gen. James H. Adams III and Mrs. Kari Wilkinson, Executive Vice President of HII and President of Ingalls Shipbuilding. The

ship's sponsor is Mrs. Ellyn Dunford, wife of Gen. Joseph F. Dunford Jr., USMC (Ret.), 19th Chairman of the Joint Chiefs of Staff and 36th Commandant of the Marine Corps.

Bougainville is the third ship of the America-class of amphibious assault ships built to facilitate forward presence and power projection. LHA 8 is the first Flight I ship of the America-class with a reincorporated well deck to increase operational flexibility while maximizing the aviation capability inherent on the Flight 0 ships, USS America (LHA 6) and USS Tripoli (LHA 7).

Designed to support the Marine Corps tenets of Operational Maneuver from the Sea and Ship to Objective Maneuver, America class ships are capable of rapid combat power buildup ashore. The America class also accommodates the Marine Corps' Air Combat Element including F-35B Joint Strike Fighter and MV-22 Osprey, essential to maintaining power projection, air superiority and theater logistics.

LHA 8 is the second Navy ship to be named Bougainville. The name honors and commemorates the site of a major World War II campaign during which Navy and Marine Corps forces captured the Island of Bougainville, isolating Japan's Rabaul air base and assisting in providing an advantage to the Allied forces.

Maine Department of Marine Resources News

Continued from Page 10

As a result, pools and the coarse gravel that salmon use for spawning have been reduced or eliminated from many waterways in Maine. In addition, forest harvesting in some areas has destabilized riverbanks and eliminated shade necessary to keep water cool, which is also critical for salmon and brook trout habitat.

The work will involve installation of large natural wood and rock structures that will improve riverbed substrate, as well as restoration or enhancement of areas along rivers and streams that provide shade and prevent erosion which can reduce oxygen levels that native fish need to survive.

Beyond the environmental outcomes, this project will also yield important social benefits. "The restoration of traditional cultural, economic, and recreational practices through increases in anadromous fish populations over time will be extremely important to Maine's federally recognized tribes that have occupied and stewarded the area now called Maine for millennia," said Ledwin.

Restored stream channels and native vegetation in riparian corridors will also increase the aesthetic value of Maine rivers, encouraging recreational activities including kayaking, canoeing, fishing, and other recreational endeavors.

"We expect that this project will reconnect people with their local rivers and broaden their understanding of how healthy, functioning Maine rivers can add value and enjoyment to their communities," said Ledwin. "We also anticipate that this project will produce economic benefits to landowners and communities through increased flood resiliency, as well as improved opportunities for wildlife viewing, hiking, and brook trout

fishing, which will stimulate local economic activity."

NFWF Grants Support Maine Lobster Industry Participation in Alternative Fishing Gear Testing

West Boothbay Harbor – The Maine Department of Marine Resources (DMR) has received two grants totaling \$5,050,658 from the National Fish and Wildlife Foundation (NFWF). The funds will support research into alternatives to traditional lobster trap and buoy fishing gear which may be required by future regulations to reduce the risk of serious injury and mortality to endangered north Atlantic right whales (NARW).

"Alternative gear, also known as "on demand" gear is a long way from being viable for fishermen or for whales," said DMR Commissioner Patrick Keliher. "It is my goal to make sure we know what gear works, and more importantly what doesn't work, so when future draft federal regulations come forward, we can draw on the real-world experience of fishermen when determining what the next steps should be."

One award of \$1,999,992 will support the evaluation of acoustic geolocation systems that locate gear on the bottom without the benefit of surface buoys which are part of traditional gear configurations.

Acoustic geolocation technology uses sound to communicate between a boat at the surface and gear on the seafloor, allowing fishing vessels to see gear locations.

Fishermen participating in testing of geolocation technology, which will begin in 2024, will record data on the time spent locating gear, effective range of detection, and the relative effectiveness of the technology.

Information from the gear location technology testing will be shared with manufacturers to support product improvements

and with regulators evaluating options for reduction of risk to whales.

A second award of \$3,050,666 will support testing of technology that retrieves lobster traps from the bottom without the use of vertical lines. The program will involve the establishment of the Maine Innovative Gear Library (MIGL) to increase access to diverse alternative gear types, and an outreach program that engages fishermen in the research.

Gear will be loaned to commercial lobstermen who will integrate new gear into their existing operations. Regional "hubs" will be established to distribute gear, provide education and training on gear use, and to gather feedback on the operability of different gear types.

"Access to gear will familiarize fishermen with different available technologies and will provide an opportunity for fishermen to share feedback based on practical experience," said Erin Summers, Director of DMR's Division of Marine Mammal Research.

The program, which will also begin in the spring of 2024, will involve a robust industry engagement program done in partnership with Maine-based organizations that have deep ties to the fishing industry and coastal communities. DMR will work with Maine Sea Grant to facilitate state-wide coordination of the program. Regional partners will include the Island Institute, Maine Center for Coastal Fisheries, Maine Coast Fishermen's Association, the Sunrise County Economic Council, and the Gulf of Maine Lobster Foundation.

Support will be provided initially by DMR science staff and the appropriate regional hub through gear demonstrations and at-sea training on gear use and data collection. Fishermen participating in gear

retrieval testing will have a chance to evaluate gear based on their interest and/or fishing operation. Testing will be done in a variety of locations along Maine's coast to capture differences in regional environmental characteristics and fishing practices.

Data from the gear retrieval technology research will help regulators evaluate the amount of risk reduction the systems provide. The research will also help assess the cost, efficiency, and preference of fishermen for the different gear types.

The initial Maine Innovative Gear Library inventory has been made available for the program through an agreement with The Nature Conservancy, which has transferred ownership of over \$100,000 worth of alternative gear to DMR as an in-kind donation to support the MIGL.

"We are happy our initial investment is helping Maine DMR launch the Innovative Gear Library," said Geoffrey Smith, Marine Program Director for the Nature Conservancy in Maine. "Now this gear is readily available for those Maine fishermen who want to try it. We look forward to working with the Department to get it in the water to see how it works."

Additional gear will be acquired and made available through the program as funding is available.

SHIP MODELS & KITS



Swampscott Dory
This model is simple, quick to build, and makes a lovely display model. Call, write, or

e-mail for our catalog of historic ships and local Maine vessels. Custom models & restorations, too!

Since 1905 **BLUEJACKET** SHIP CRAPTERS Since 1905
160 E. Main St., Searsport, Maine 04974
1.800.448.5567 • bluejacketinc.com • info@bluejacketinc.com

International Maritime Library

Version 5

internationalmaritimelibrary.org

We now have a listing of over 138,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

I want to join

- | | | | |
|---|------------|-------------------------------------|----------|
| <input type="checkbox"/> Admiral of the Fleet | \$1,000.00 | <input type="checkbox"/> Captain | \$100.00 |
| <input type="checkbox"/> Admiral | \$500.00 | <input type="checkbox"/> Lieutenant | \$50.00 |
| <input type="checkbox"/> Commodore | \$250.00 | <input type="checkbox"/> Midshipman | \$25.00 |

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Send to:

The International Maritime Library, P.O. Box 710, Winterport, Maine 04496

Dedicated to the Preservation of Maritime Writings

Wood's Hole Oceanographic News

Continued from Page 8

said that it was surprising to see the data sets match so well. “When we looked at this specific process from different perspectives, from the diving and the acoustics together, seeing that everything was falling into place was very exciting.”

After years of collecting and analyzing data, the new paper helps shed light on the predators who are attuned to the DSL, presumably to hunt smaller prey, and the animals who often diverge from the daily vertical migration patterns, leading to further questions about why they are diving so deep, if not to feed.

“Several species aligned perfectly with the expectations that they’re diving to feed, but there are behaviors that aren’t just for feeding,” Braun said. Swordfish for example, follow the Diel Vertical Migration pattern like clockwork. But there are some “really surprising deviations from that behavior,” he explains—“like instead of diving down to 1,500 feet, a swordfish goes to 3,000 or 6,000 feet, much deeper than we would expect for that to be feeding behavior.”

That means they could be diving for other reasons that are not fully understood. Previous work has pointed to these vertical movements maybe serving to avoid predators or aid in navigation, according to the study. Despite the anomalies, all of the large species included in the study interacted with the mesopelagic organisms in one way or another, finding that it’s worth it for these predators to dive deep into a seemingly inhospitable part of the ocean where there is little light, the pressure is high and tem-

peratures are near freezing.

“Sharks and tunas are evolutionarily a long way apart with very different sensory systems. And yet still both of those groups find that it’s worthwhile to do that type of behavior,” said Simon Thorrold, fish ecologist at WHOI and co-author on the study. With the large number of fish and organisms making this trek, Thorrold said that these species are potentially moving a hefty amount of carbon dioxide from the surface into the deep ocean where it will stay for centuries—a potentially significant ecosystem service of the mesopelagic that is not yet quantified.

Since the twilight zone is clearly important to many large species that are fished commercially, “this deep-sea biomass contributes ecosystem services that are worth a considerable amount of money,” Thorrold said. The paper stresses that it is in everyone’s interest to keep the mesopelagic intact, and that it is important to study these deep ocean food webs further before fishing or extracting activities occur. The paper states that “the overlap in ongoing fishing effort and pelagic predator distributions, expected climate-induced changes in pelagic ecosystems and the potential extraction of mesopelagic biomass,” can put this critical ecosystem in jeopardy.

“We’re finding that the mesopelagic is providing an important support for other parts of the ocean,” Della Penna said. “If we start to exploit these mesopelagic ecosystems before we know how they work, there’s a really big risk of causing damage that is not easily reversible.”

Funding for this research was provided

by The Coastal Research Fund in Support of Scientific Staff and the Investment in Science Fund at the Woods Hole Oceanographic Institution (to CDB), the WHOI President’s Innovation Fund and Postdoctoral Scholar Program at Woods Hole Oceanographic Institution with funding provided by the Dr. George D. Grice Postdoctoral Scholarship Fund (to MCA), UK Natural Environment Research Council (to DWS), the European Research Council (to DWS), a Marine Biological Association Senior Research Fellowship (to DWS) and the King Abdullah University of Science and Technology (baseline research funds to MLB). BCLM was supported by the projects IslandShark (PTDC/BIA-BMA/32204/2017), AEROS-Az (ACORES-01-0145-FEDER-000131), MEESO (EU H2020-LC-BG-03-2018), and Mission Atlantic (H2020-LC-BG-08-2018-862428). This work was part of the Woods Hole Oceanographic Institution’s Ocean Twilight Zone Project, funded as part of the Audacious Project housed at TED.

Authors: Camrin D. Braun, Alice Della Penna, Martin C. Arostegui, Pedro Afonso, Michael L. Berumen, Barbara Block, Craig Brown, Jorge Fontes, Miguel Furtado, Austin J. Gallagher, Peter Gaube, Walt Golet, Jeff Kneebone, Bruno C. L. Macena, Gonzalo Mucientes, Eric S. Orbesen, Nuno Queiroz, Brendan D. Shea, Jason Schratwieser, David W. Sims, Gregory B. Skomal, Derke Snodgrass, and Simon R. Thorrold.

Evidence of Climate Change in the North Atlantic can be Seen in the Deep Ocean, Study Finds

Evidence of climate change in the North Atlantic during the last 1,000 years can be seen in the deep ocean, according to a newly published paper led by researchers from the Woods Hole Oceanographic Institution (WHOI) and University College London.

The paper, “Surface climate signals transmitted rapidly to deep North Atlantic throughout last millennium,” published in *Science*, presents records from North Atlantic sediments that agree with observations of recent surface and deep ocean warming and freshening.

The scientists’ data also show a connection between the surface and the deep ocean throughout the last 1,200 years. This time period includes climate oscillations such as the warm Medieval Climate Anomaly (around 850-1250 Common Era, CE) and the cold Little Ice Age spanning around 1400-1850 CE], as well as modern warming.

“Our data provide strong support for the idea that the overflows have consistently transferred surface climate changes to the deep ocean throughout the past 1,200 years,” said article lead author Wanyi Lu, a post-doctoral scientist at WHOI.

The scientists used samples from 11 sediment cores taken from the sea south of Iceland, where overflows of cold, dense waters from the Nordic seas sink and fill the deep North Atlantic. These overflows are a part of the deep limb of the Atlantic Meridional Ocean Circulation, which acts like a conveyor belt in carrying warm surface water north from the equator and returning

cool deep water south.

The Earth’s surface has gotten warmer in the past hundred years. However, the ocean has slowed this warming by absorbing and storing more than 90% of the excess heat.

“We provide evidence that the deep ocean cooled from the Medieval Climate Anomaly to the Little Ice Age. This means that the deep ocean gave heat back to the atmosphere, and therefore reduced Little Ice Age surface cooling. This is the same process—but acting in the opposite direction—that has caused the ocean to reduce modern surface warming,” said Lu.

From the sediment cores, the researchers removed the tiny fossil shells of foraminifera (single-celled organisms living in surface and deep water) and measured the chemistry of the shells. This gave the researchers information about the ocean’s environment when those foraminifera lived and formed their shells.

A key finding of the study is that most of the surface and deep records show warming and freshening during the 20th century, whereas most surface and deep records show that the Little Ice Age was cooler than the Medieval Climate Anomaly.

“The 20th-century changes we see in our surface records agree with the fast warming and freshening of North Atlantic surface waters that we know from modern measurements. This gives us confidence that the older surface and deep ocean changes we see are reliable, and that the deep North Atlantic was cooling before the current warming,” said Lu.

“Since we don’t have a long record of deep ocean temperature from thermometers, these data fill an important gap” said co-author Jake Gebbie, a senior scientist and physical oceanographer at WHOI. “These observations promise to reduce our dependence on climate models to understand how Earth’s climate varies.”

The study also shows that local differences and short-term changes at the ocean surface are averaged by the deep ocean. This means that in locations with a strong surface to deep connection, climate reconstructions from the deep ocean could be a better monitor than individual surface records for the timing and size of surface climate changes that took place on decadal and longer time scales.

“Many researchers focus on the upper ocean because that is where most of the excess heat is stored in the modern ocean. However, at the location where we sampled sediment cores—the overflow region where surface water from the Nordic seas flows over the Iceland-Scotland ridge and sinks to great depths—there is a pathway for heat and carbon to be transferred from the surface to the deep Atlantic,” said co-author Delia Oppo, a senior scientist and paleoceanographer at WHOI.

“Our work suggests that the deep ocean is feeling the heat that human activities have been generating. Climate change is recorded in the deep ocean,” Lu said.

Oppo added, “People should understand how important the ocean is to their climate. Without the ocean uptake of heat, global warming would be even worse than it is.”

Funding for this research was provided by the National Science Foundation; WHOI’s Edna McConnell Clark Foundation Fund; and the WHOI Postdoctoral Scholar Program, with funding provided by the Weston Howland Jr. Postdoctoral Scholarship.

Authors: Wanyi Lu¹, Delia Oppo¹, Geoffrey Gebbie¹, David Thornalley.

PENOBSCOT MARINE MUSEUM

Penobscot Marine Museum’s National Fisherman photography collection is the definitive resource for seeing and understanding the commercial fisheries in 20th century North America.

See the images online:
penobscotmarinemuseum.org/national-fisherman/

THE NATIONAL FISHERMAN COLLECTION
 @ PENOBSCOT MARINE MUSEUM

www.penobscotmarinemuseum.org
 Route One, Searsport, Maine 04974 ■ 207-548-2529

LB2012.15.8056

SHIP MODELS & KITS

Swampscott Dory
 This model is simple, quick to build, and makes a lovely display model. Call, write, or e-mail for our catalog of historic ships and local Maine vessels. Custom models & restorations, too!

Since 1905 **BLUEJACKET** Since 1905
 SHIP CRAFTERS
 160 E. Main St., Searsport, Maine 04974
 1.800.448.5567 • bluejacketinc.com • info@bluejacketinc.com

ATLANTIC STATES MARINE FISHERIES - FALL MEETING

Continued from Page 20

Main Motion as Amended: Move to approve the 3rd option for inclusion in the document for when CE is not allowed. The new Option 3 reads: CE is not permitted if the stock is overfished or depleted, unless allowed by board via 2/3 majority vote (the rules on voting in Article II. Section 1. apply). Motion passes.

Main Motion: Move to approve Option 1 for non-quantifiable measures. Motion made by Mr. Grout and seconded by Dr. McNamee.

Move to substitute for Option 2: Motion made by Ms. Burgess and seconded by Mr. Dyar. Motion fails (6 in favor, 11 opposed).

Main Motion: Move to approve Option 1 for non-quantifiable measures. Motion made by Mr. Grout and seconded by Dr. McNamee. Motion passes with one opposition.

Move to approve the Conservation Equivalency: Policy and Technical Guidance Document as modified today. Motion made by Ms. Fegley and seconded by Ms. Braun. Motion carries by unanimous consent.

Move to approve the Fish Habitats of Concern Document. Motion made by Mr. Clark and seconded by Dr. Rhodes. Motion carries by unanimous consent.

Move that the Commission supports the New England and Mid-Atlantic Fisheries Management Council's request for information on an industry-based survey and the Commission send a similar letter requesting the NEFSC completes a white paper by January 12, 2024 outlining an industry-based survey that is complementary to the Spring and Autumn bottom trawl survey for the Commission and Councils. Motion made by Mr. Reid and seconded by Mr. Kane. Motion passes by unanimous consent.

Sciaenids Management Board Meeting Summary

The Sciaenids Management Board met to consider several items: update of the black drum indicators; Fishery Management Plan Reviews and state compliance reports for red

drum, Atlantic croaker, and spotted seatrout; and an update on the ongoing benchmark stock assessments for red drum, spot, and Atlantic croaker.

The Board received a presentation from the Chair of the Black Drum Technical Committee (TC) on the results of an update to the black drum indicators of stock abundance and stock and fishery characteristics developed during the 2023 benchmark stock assessment, as well as recommendations from the TC based on the results of the update. This update incorporated two additional years of data (2021 and 2022). Overall, the indicators showed mixed signs of stability and declines since the assessment. However, the updated indicator values did not deviate outside the historical range of observed values. The TC did not express concern at this time and recommended no changes to the current black drum stock assessment schedule, but to continue to closely monitor the indicators. The Board agreed with the TC's recommendations.

The Board reviewed and approved the 2022 Fishing Year FMP Reviews and state compliance reports for red drum, Atlantic croaker, and spotted seatrout. De minimis status was approved for New Jersey's and Delaware's 2024 red drum fisheries. For Atlantic croaker, de minimis status was approved for New Jersey (commercial and recreational), Delaware (commercial and recreational), South Carolina (commercial), and Georgia (commercial). For spotted seatrout, de minimis status was approved for New Jersey and Delaware.

The Board received an update on the ongoing red drum, spot, and Atlantic croaker benchmark stock assessments. The Red Drum Stock Assessment Subcommittee (SAS) has met several times since the assessment was initiated in late 2022, and has an in-person Assessment Workshop planned for November 6-9, 2023, in Charleston, SC. The red drum assessment is scheduled for completion in fall 2024. The Atlantic Croaker and Spot SAS has met several times as well, most recently for an assessment workshop in September. After losing a lead mod-

eler of the assessments, the Atlantic Croaker and Spot SAS also met in August to discuss potential changes to the assessment timeline for both species. The Atlantic Croaker and Spot SAS recommend decoupling the spot and croaker assessments, and focusing on the Atlantic croaker assessment first, to be peer reviewed in 2024. Work on the spot benchmark stock assessment would follow, to be peer reviewed in 2025. In addition, the Board approved a nomination of Trey Mace to the Spot and Atlantic Croaker SAS.

For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at tbauer@asmfc.org.

Motions

Move to approve the Red Drum FMP Review for the 2022 fishing year, state compliance reports, and de minimis status for New Jersey and Delaware. Motion made by Ms. Fegley and seconded by Ms. Burgess. Motion passes by unanimous consent.

Move to approve the Atlantic Croaker FMP Review for the 2022 fishing year, state compliance reports, and de minimis status for New Jersey, Delaware, South Carolina, and Georgia commercial fisheries and New Jersey and Delaware recreational fisheries. Motion made by Ms. Madsen and seconded by Mr. Miller. Motion passes by unanimous consent.

Move to approve the Spotted Seatrout FMP Review for the 2022 fishing year, state compliance reports, and de minimis status for New Jersey and Delaware. Motion made by Ms. Braun and seconded by Mr. Clark. Motion passes by unanimous consent.

Move to approve the nomination of Trey Mace to the Spot and Atlantic Croaker Stock Assessment Subcommittee. Motion made by Ms. Fegley and seconded by Dr. Rhodes.

Motion passes by unanimous consent.

ASMFC Begins Preparations for American Lobster Benchmark Stock Assessment

The Atlantic States Marine Fisheries Commission has initiated a benchmark stock assessment for American lobster (*Homarus americanus*) to be completed in the summer of 2025. The goals of the assessment are to evaluate the health of stocks along the US Atlantic coast and inform management of this species. The Commission's stock assessment process and meetings are open to the public, with the exception of discussions of confidential data*, when any meetings will be closed to the public.

The Commission welcomes the submission of data sets that will contribute to the goals of the assessment. This includes, but is not limited to, data on abundance (young of year, recruits, adults), biological samples (sex, maturity, weight, carapace length), life history information (growth, natural mortality, shell disease, tagging data), catch (harvest, discards, fishing effort) and information regarding the environmental influence on lobster population dynamics. For data sets to be considered, the data must be sent in the required format, with accompanying description of methods, to the Commission by January 8, 2024.

The Data Workshop will be conducted in February 2024 (dates and location to be determined). This workshop will review available data sources for American lobster and identify data sets to be incorporated in the stock assessment. For those interested in submitting data, please contact Jeff Kipp, Senior Stock Assessment Scientist, at jkipp@asmfc.org or 703.842.0740.

MISC. COMMERCIAL FISHING NEWS

Continued from Page 12

Manta. These key conservation measures provide important protections for these vulnerable species and represent significant progress towards addressing bycatch in ICCAT fisheries. They also bring ICCAT more in line with action already taken by other regional fisheries management organizations.

Robust Standards for Electronic Monitoring

ICCAT adopted a set of minimum programmatic and technical standards for the use of electronic monitoring systems in ICCAT fisheries. These standards came after several years of development, including extensive technical input and guidance from NOAA Fisheries. The binding measure does not require that ICCAT Parties install and use electronic monitoring on their vessels. However, those that choose to use this modernized technology to meet increased observer coverage requirements or other ICCAT scientific or compliance rules will now be held to the same set of consistent, robust standards. The adoption of these standards paves the way for increased use of this technology in ICCAT and, in particular, has the potential to significantly enhance the level of collection and reporting of key scientific data to the Commission.

Commitment to Climate-resilient Fisheries

U.S. leadership has been essential in

ICCAT's recent efforts to understand and adapt to the impacts of climate change. The Commission adopted the ICCAT Resolution on Climate Change and held its first Joint Experts' Meeting on climate change earlier this year. The Commission deliberated on next steps to incorporate climate-related information into the ICCAT decision-making processes, from management and scientific perspectives. It will convene another joint meeting of experts in climate and fisheries science as well as fisheries management in 2024. ICCAT will advance efforts to prioritize the integration of climate science in its work and seek adoption of a formal ICCAT Plan of Action on Climate Change.

Key Labor Standards for Crew

There have been alarming reports about alleged labor abuses occurring in some fisheries around the world. Several regional fisheries management organizations have started to examine this critical issue. ICCAT discussed and adopted a non-binding resolution laying out core principles on labor standards related to the treatment of crew. The resolution takes inspiration from existing international instruments that set labor standards for work in the fishing industry. It also provides a mechanism for ICCAT parties to continue sharing information and resources about how to combat labor abuses in its fisheries, and report on recent domestic actions to advance the goals of the resolution.



This is the bark EDMUND PHINNEY built by George Russell at Deering, Maine in 1873. She was 751 tons, length 156.5, beam 33.6 and depth 18.7. She was owned by J. S. Winslow & Co. and sailed out of Portland. Her end came when she grounded on Sandy Hook, New Jersey on 14 December 1907.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

7 June 1850
Page 3.

Ship News.

Port of Belfast.

Arrived – May 31, LYDIA BROOKS, Mahew, Lynn; 1st inst. MALABAR, Driscoe, Boston; May 28, J. HANCOCK, Daggett, Bucksville; 4th inst., ABBY WELD, Brier, Salem; COMET, Rogers, Boston; JNO FREDERICK, Wheeler, Lynn; DAN'L BREED, Linneken, do; 5th, Bark MARTHA ANN, Drinkwater, New York; schooner CASPIAN, Matthews, Salem; CITY POINT, Hart, Lynn; ELIZABETH, Smalley, Salem.

Sailed – May 31. TIPPECANOE, Brier, Salem; 1st inst., SEA FLOWER, Elwell, Portsmouth; S. A. SMITH, Farrow, Calais; HELEN MCLEOD, Stanley, Boston; PAL-ESTINE, Wells, Camden; GEORGIANA, Staples, Calais; 4th, FRANCES EDEN, Doar, Boston; CASTELANE, (new) Han-son, do, 5th, ADAMS, Veazie, Bangor.

Searsport, May 28 – Sailed, SARAH, McGilvery, Pictou; 29th, CORAL, Gilkey, Bangor; LEVANT, Pace, Marblehead; ar- rived MARIEL, Staples, Portland; RANG- ER, Sweetser, Lynn.

Launched. – On Thursday last, from the yard of S. C. Nickerson, a fine schoo- ner, seventy-six tons burthen, called the CASTELLANE, Cyrus, Patterson, master builder, to be commanded by Capt. Ephraim Hanson. She is owned by several persons, and is intended for the fishing business. For beauty of model and excellance of finish, we think she will equal any other vessel of the same class built any where. She is to carry sixteen men. We wish her complete success, and we have no doubt she will return from her cruise with a full fare. She proceeds to Boston for her outfits. We hope this attempt at a business the importance of which might be incalculable to our citizens, will induce others to follow, until a large portion of the energies and capital of our citizens shall be turned to the fishing business. The CAS-

TELLANE cost \$3,000. We learn that it is contemplated to build another similar to her, immediately. – State Signal.

Arrived at Boston 30th, G. W. PICK- ERING, Park, Wilmington, North Caro- lina; SEA BIRD, Godfrey, Philadelphia; GLIDE, Ellis, and R. FOLLETT, Godfrey, Lubec; DONWORTH, Spencer, Machias; VALHALLA, Tinker, Ellsworth; T. O. THOMPSON, and EVERLINE, Frankfort; A. GALE, Belfast; arrived 31st, ANGE- LO, Nickerson, Apalachicola; INDIAN QUEEN, Varney, Philadelphia; PIONEER, Kilton, Machias; ORALOO, Bangor; cleared LITTLE LIZZIE, Knapp, Buenos Ayres; ROAMER, Nichols, Cardenas; CONDOVA, Nickerson, Turks Island; PROSPECT, Dow, to load for Havana; J. CARVER, Curtis, Bangor; MARS HILL, Crockett, do; PROSPECT, Genn, Buck- sport; arrived 1st, EAGLE, Matthews, St. Johns, NF; RISING SUN, Grant, Franklin; ROCKET, Eaton, and CONGRESS, Pressy, Calais; cleared SOUTHERNER, Baker, Savannah; AVON, Carver, Searsport; LA- CONIA, Howes, Philadelphia; J. NICKER- SON, Nickerson, Baltimore; MAIL, Baker, Philadelphia; COMEO, Moore, Machias; DUROC, (of Boston, late of Deer Isle) Rol- lins, Gardiner; arrived 2d, ANN MARIA, Bangor; SUSAN ROSS, Genn, Bucksport; arrived 3d, J. W. PAIGE, Taylor, Baltimore; TREMONT, Sears, Philadelphia; EMMA, Baker, and FOSTER, Baker, do; SULTANA, Whittier, St. Johns, NB; HOMER, Kent; WOLCOTT, Brease, and G. HORTON, Pendleton, New York; COMET, York, Calais; PHILADELPHIA, Bartlett, Eden; GALEN, Richardson, Mt. Desert; LAMAR- TINE, Dodge, Brooklin; cleared PARTHE- NON, Taylor, New Orleans; MERCATOR, Leland, Ellsworth; arrived 5th, TELOS, Lampher, Cardenas; left Demarara, Porter, disg; SHAKESPEARE, Pendleton, wtg; MAINE, Porter, for Providence, 2 days; M. DUTCH, McGilvery, from New York, just arrived; H. MCLEOD, Stanley, Belfast;

BERNICE, Wass, Newport; arrived 4th, MARY H., Crowell; MAJESTIC, McNear; BELLE, Chase; OCTOBER, Dyas, and WM POPE, Foster, all from Philadelphia; cleared 5th, ship ESTHER MAY, Stevens, New York, to load for China, ZION, Reynolds, Balti- more; OAK, Ryder, and GEM, Nickerson, Philadelphia; INDIAN QUEEN, Calais; EXPRESS, Parker, Bangor; A. GALE, Bel- fast; ZONE, Crowell, Hampden.

Arrived at Salem 4th, CHEROKEE, Mansfield, Zanzibar, March 9; GULNARE, Moore, and W. STEVENS, Shute, Philadel- phia; GLOBE, Small, New York.

Arrived at ditto, 1st, DELEGATE, Boston; JANE WOODBURY, Webber, Calais, for Philadelphia; HUDSON, Bangor, for Providence; EXCHANGE, Eastport; MARY ANN, Pembroke; arrived 2d, POLY- ANTHUS, Chesapeake Bay.

Arrived at New Bedford, 4th, ORE- GON, Carver, and LIGURE, Bray, Calais, ALAIS, Monroe, PETTY, and QUERO, Snowman, Frankfort.

Arrived at Providence 4th, SANOP, Sawyer, Calais, via E. Greenwich; TEXAS, Baker, Gardiner; CHAMPION, Hatch, Ban- gor; H. CROSBY, Nye, Bangor.

Arrived at do, 1st, THOMAS AND ED- WARD, and MICHIGAN, Shute, Bangor; 2d, MARY EMILY, do, below HARRIET, do; cleared 30th, TRITON, Merryman, Pic- tou, and sailed next day.

Arrived at Newport 1st, BOUNDARY, Haskell, from Eastport for Fall River; CHARLESTON, Mudgett, from Bangor for Greenport; BANGOR, Jordan, from Providence for Ellsworth; KIDDER & CO., from do for Bangor; I. O. O. F. from do for Thomaston; J. W. HEATH, from Calais, wtg orders; J. BLISS, Hatch, from Bangor for Providence; ANN DENMAN, Perry, for Providence for E. Thomaston; PALO ALTO, from fishing.

At Quincy 2d, OVANDO, Emery, load for New Orleans.

Arrived at New York 28th, R. H. GAM- BLE, Hosmer, St. Marks; MELROSE, Moore, Magaguavie; W. HOXIE, Portland; PEERLESS, Concklin, Jeremie; J. Q. ADAMS, Norris, Boston; ANN, Upton, Milbridge; cleared 29th, LLEWELLYN, Pendleton, St. Marks; TORQUIN, Sawyer, Norfolk; ABEONA, Doane, Plymouth; C. HAROLD, Rich, Havana; EDNAC., Kelley, Boston; arrived 30th, ROLLA, Jarvis, New Orleans; WM HENRY, Thomaston; OPHIR, Bangor; SARAH, Eastport; STATESMAN, Wass, Harrington; AM BELLE, Baxter, Boston; GEO. GILMAN, Cutler, cleared Camden, SHERWOOD, Savannah; M. ANN, Hooper, Jacksonville; arrived 31st, C. & MARY, Warren, St. Marks; ALHAMBRA and TRENTON, Thomaston; URANUS, Burt, Palermo; G. & WILLIAM, Haskell, Calais; 1st, POCASSET, Eastport; cleared TORNIO, Berry, Marseilles; METAMORA, Kendrick, San Juan; HIADEE, Soule, San Francisco; H. NEWELL, Hatch, and G. TURK, Merrithew, Philadelphia; arrived 1st,

AVENGER, Simonton, Metagorda; ALBA- TROSS, Cochran, Guayama; LUBEC, Bray, Calais; N. AMERICA, Foster, Machias; GLOBE, and BOSTON, Calais; AMAN- DA, Machias; arrived 4th, WELCOME RE- TURN, Machias; BRIDE, and FORTUNE, Thomaston; below BENGULA, Hichborn, Bangor; FACTOR, Hondy, Gouldsboro.

At Philadelphia 29th, MARY, Whelden, Boston; ALBION, Hart, Vinalhaven, and cleared for Salem; arrived 30th, RIO, Nick- erson, Gloucester; cleared ZELICA, Larkin, Pembroke; ACORN, Howes, Boston; YAN- TIC, Brown, do; arrived 31st, VESTA, Flinn; EDEN, Taylor; and GIRARD, Chase, do; cleared COPIA, Sears, Charleston; arrived 1st S. SPOFFORD, Spofford, Boston, and cleared for do; J. SNOW, Gordon, Blue Hill; VENDORI, Hatch, Mobile; arrived 2d, M. F. SLADE, Howes, Boston; MARIETTA, Eastport; ELLA, Calais; SUN, Crosby, and MYRA, Studley, Boston; HY ATKINS, Randall, do; GOV. ANDERSON, Sawyer, Key West; MERRIMAC, Bangs, Boston; P. R. HICHBORN, Colcord, do; SEA MARK, HEagan, do; arrived 3d, ELLA, Hallett, Calais; cleared M. WASHINGTON, Moore, Boston.

Cleared from Baltimore 28th, O. THOMPSON; PETTENGIL, Ponce, P. R.; cleared 30th, NANCY PLAISTED, Church, Savannah; cleared 31st, UNION, Kendrick, Boston.

Arrived at Wilminton, North Carolina 26th, UNITED STATES, Grant, George- town, South Carolina; cleared 25th, S. D. NORTON, Richmond; 27th, LUCY ANN, Kellar, Curacao; JUDGE WHITMAN, Thatcher, Philadelphia.

Arrived at Savannah 30th, NARRA- GUAGUS, Hinckley, Boston.

Cleared from New Orleans 23d, J. TOURO, Nickerson, Apalachicola.

Arrived at Georgetown, South Caro- lina, 24th, J. BALCH, Melville, Matanzas, for Newport; RIO, Ober, Boston, for Bucksville; cleared 24th, BATAVIA, Elles, Thomaston.

Spoken. – May 25, lat 32 40, CHAR- LEMANGE, (of Thomaston) from New Orleans for Havre.

May 24th, off Cape San Nicolo Mole, schooner EGLANTINE, from Boston for Gonaives.

May 25th, lat 35 15 lon 67 46, SEPTEM- BER, from Boston, for Truxillo.

April 24th, lat 12 16 S, lon 33 40, SOL- OMON PIPER, Curtis, from Searsport (Mar 30) for California.

Brigs WATCHMAN, Thomas, for Lynn, and T. P. PERKINS, Gilkey, for Bos- ton, (both from Philadelphia) left Stoning- ton on Sunday morning, and shortly after one of them was seen to stroke on Fisher's Island Reef, opposite Nappertree Point, and it is supposed bilged. She was painted black, and had a white billet head. The other brig and anchored above the reed, but is supposed to have parted her chain, as she went on her way. [We since learn that the brig on shore



DISCOUNT POWER TOOLS
CORDED POWER TOOLS
CORDLESS POWER TOOLS
FUELED POWER TOOLS
PNEUMATIC POWER TOOLS
FASTENERS
HAND TOOLS
MATERIAL HANDLING
POWER TOOL ACCESSORIES
SAFETY SUPPLIES
WELDING SUPPLIES

Bath Industrial Sales
56 New Meadows Rd
West Bath ME 04530
(207)443-9754 www.bistools.com

DONATE YOUR BOAT

Good quality boats are wanted to raise funds for the
International Maritime Library
IML is computerizing maritime information for easy online
access, but we need to hire help.

For More Information contact: The library at:
PO Box 710, Winterport, ME 04496
207-223-8846
igmatats@aol.com

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

is the WATCHMAN; all hands saved. It is thought vessel and cargo sails and rigging excepted, will be a total loss. Insured for \$2,000, Waldo Ins. Co.]

14 June 1950
Page 3.

Died.

In Lincolnville, 13th, Horatio Allen, youngest child of Joseph Miller, aged 4 years and 7 months.

In Bangor, 3d, John W. Stuart, 20, Mrs. Martha A., wife of Thomas H. Treadwell, 40; 6th, Charlotte Ellen, daughter of Chas. O. and Mary Ann Record, 15 months.

In Brewer Village 3d, Mrs. Asenath Y., wife of Heman R. Smith, 41.

In Manistte, Michigan, January 11, Isaiah, Jr., son of Isaiah Lincoln, Esq., of Corinna, 26.

In Boston, 27th ult., George Wise, late foreman in the Boston Courier office, 40.

Ship News.

Port of Belfast.

Arrived, June 6. - WAVE, Worcester; 7th, ABBY GALE, Pattershall, Boston; PEYTONA, Gilman, do; FRIENDSHIP, Harding, Philadelphia; 8th, W. STEVENS, Shute, do; MORNING STAR, Tufts, do; 9th, TIPPECANOE, Brier, do; 13th, WALDO, Quincy; brig HARRIET, Stephenson, Providence; FRANCE ELLEN, Doar, Boston.

Sailed, 8th. - D. P. BRAMHALL, Charleston; RICHMOND, Thomaston; 10th JENNY LIND, Coombs, Bangor; 11th, CITY POINT, Hart, Lynn; ABBY WELD, Brier, Salem; CATHARINE, Ryder, Lynn; LYDIA BROOKS, Mahew, Salem; LURA JANE, Holbrook, do; 12th, DAN'L BREED, Linekin, Lynn; 13th, MALABAR, Cottrell, Bangor; SAVANNAH, Smalley, do.

Searsport - Arrived 4th, MAINE, Webber, Rockport; MARS HILL, Crockett, _____; SOUTH SHORE, Towle, Boston, and cleared 6th for Bangor; AVON, Carver, _____; 5th, I. CARVER, Curtis, Boston; arrived 9th, BENGULAR, New York; CLARRISSA, Griffin, Boston; sailed 11th, BANGOR, Fowler; CHARLOTTE, Butman.

Arrived at Boston 6th, SEA BEAU, Merrithew, Sagua la Grande, 16th ult; PORTLAND, Safford, Cardenas; LOGAN, Treat, do; 19th ult; ISABELLA, Mathews; OCEAN QUEEN, Peachy; ERIE, Ryder, and ACORN, Howes, Philadelphia; M. FLEMING, Carson, Wilmington, Delaware; HENRY, Glover; PENSACOLA, Coombs; F. A. HAWKINS, Halse; LUCINDA, Whittemore; SYLVIE, Higbee; MECHANIC, Cain; MALVINA, Slight; GEO. HOFFMAN, Worth; SALLY ANN, Morton; Z. TAYLOR, Bateman; ADELAIDE, Colman; ARCADE, McCurdy; REBECCA & FRANCES, Nickerson, Philadelphia; cleared DRACUT, Shackford, Kingston, Jamaica; ISOLA, Park, Wilmington, North Carolina; J. HINCKLEY, Johnson, Blue Hill; G. W. PICKERING, Park, Wilmington, North Carolina; OLIVE BRANCH, Clark, Sullivan; arrived 7th, UNION, Kendrick, Baltimore; ZIDON, Thurlow, Philadelphia; J. SMITH, Clark, do; MARCUS, Pierce, Ponce, 15th ult., E. PRESCOTT, Bryant, Sagua la Grande; ZELICA, Larkin, Philadelphia; HARBINGER, Heaeth, Georgetown, South Carolina; MADONA, Berry, do; ELLEN, Nickerson, Delaware City; YANKEE, Brown, Philadelphia; TALBOT, Clark, and GRANDDEE, Kellar, do at quarantine, PACIFIC, Sawyer, Ireland, with 230 passengers; cleared NOVANTUM, Bates, Baltimore, to load for California, CHOCTAW, Kendrick, Charleston; MILWAUKEE, Stowers, Wilmington, North Carolina; DAVIS, Lord, Ellsworth; arrived 8th; APPLETON, Nickerson, Bal-

timore; CHINCILLA, Haskell, Philadelphia; cleared, IDA, Hallett, Baltimore; J. CROSBY, Pendleton, Wilmington, North Carolina; ZELICA, Larkin, Eastport; KATAHDIN, Brown, and GLOBE, Nickerson, Philadelphia; TALBOT, Clark, East Machias; HENRIETTA, Harriman, Bucksport; EUTAW, Mathews; EAGLE, Mathews; SELAH, Atkins; NASHUA, Clifford, for Philadelphia; arrived 9th, ROXANA, Curling, Richmond, Virginia; J. HOLT, Chase, Cardenas 25th ult; RIO, Nickerson, and ADELIN, Henderson, Philadelphia; arrived 10th, ONTARIO, Hosmer, Richmond; SUSAN, Bray, Alexandria; ADELIN, Treworgy, and KENDUSKEAG, Hooper, Philadelphia; arrived 11th, ship EMILY TAYLOR, Howe, New Orleans, 18th, Pass 20th ult. Spoke 3d MADEIRA for New York - and supplied her with provisions.

Arrived at Providence 8th, MAINE, Porter, Cardenas; AVA, Adams, Charleston; sailed 9th HARRIET, Stephenson, Bangor; THOS. & EDWARD, Greenlow, Philadelphia; J. BLISS, Hatch, Albion, Lufkin, and MARY EMILY, French, do; cleared 7th, MICHIGAN, Shute, Philadelphia; SANOP, Sawyer, Bucksport.

Arrived at New York 5th, CHAS. THOMAS, Bray, Calais; PROTECTION, Hill, do; ATTAKAPAS, Purce, Attakapas; cleared E. CHURCHILL, Nickerson, Philadelphia; SUSAN CHASE, Chase, Rappahannock; M. L. HALL, Tibbetts, Philadelphia; XENOPHON, Wording, Grenada; CADET, Rich, Bangor; arrived 6th, bark PROSPECT, Spear, Palermo; arrived 7th, CLEOPATRA, Kent, Hermacoa; MAIZE, Thomaston; cleared, TRITON, Long, Darien, A. PARSONS, Drinkwater, Port au Platt; JUNIUS, Smith, Thomaston; arrived 8th, E. & E. PERKINS, GILPATRICK, CORDIFF, PHILENA, Berry, Liverpool; LIVE OAK, Sawyer, Darien; OLIVE, Sumner, Eastport; SEPRETO, Bray, Attakapas; WESTPORT, Kent, Lubec; MARY FOWLER, Foster, Machias; INCREASE, Smith, Thomaston; ANNAWAN, Alma, Mariel; AMERICA, Ross, Charleston; ZEPHYR, HERO, TRUMPET, PATRIOT, EAGLE, and LUCY BLAKE, Thomaston; BOLIVAR, Mitchell, Frankfort; E. FRANCES, Wall, Calais; S. NASH, Allen, Machias; cleared MELAZZO, Nichols, Bordwau; RUSSIAN, Veazie, Belfast; LUCRETIA, Mossman, Pilatka, Florida; H. C. LOWELL, Thomas, Bangor; KATE HONE, Bayley, Miramichi; LORETT FISH,

Gates, Neuvitas; arrived 9th, S. D. HART, Hart, Machias; SOUTHERNER, Berry, Charleston; J. N. COOPER, TITNER, Mobile; PACIFIC, Yates, Jacksonville, Albert, Calais; KAWHAWA, Gilmore, Prince Edward's Island; M. L. CASE, Lubec; cleared MOPANG, Clark, Cardeans; L. FISH, for Neuvitas.

Arrived at Philadelphia 5th, GAZELLE, Rogers, Providence; ADVANCE, Bryant, Calais; E. O. HOLT, Coggins, Blue Hill; arrived 6th, AMETHYST, Brown, Sullivan; cleared VESTA, Flinn, Boston; PAULINA, and EDNA, do; arrived 7th, ELLA, Arey, Cienfuegos; H. NEWELL, Hatch, New York, and cleared for Boston; J. P. LOFLAND, Mayaguez, PR; JUDITH, Ward, Thomaston, cleared T. A. HEATH, Carver, Boston; cleared 7th SARGOSSA, Turley, New Orleans; ELLA, Hallett, Eastport; arrived 8th, LACONIA, Howes, Boston; GEN. MARSHALL, Holmes; GRAND TURK, Merrithew, and RUSSIAN, Hanson, New York, (and all sailed for Boston); MAIL, Baker, Boston; DEMOCRAT, Berry, Clinton, Connecticut; cleared 8th, ELM, Taylor, Boston; DEMOCRAT, Berry, do.

Arrived at Baltimore 5th, JUNIETTA, Webber, Calais; arrived 7th, UNCUS, Keen, do; MEMPHIS, Snell, Orland.

Arrived at Norfolk 3d, BEAUCHAMP, McIntyre, Camden.

Cleared from Wilmington, North Carolina 29th ult, MAJ. RINGGOLD, Richards, Boston.

Arrived at Charleston 2d, CAMDEN, Sherwood, New York; arrived 3d, GEN. TAYLOR, Jordan, Boston.

Arrived at Savannah 2d, CAROLINE, Gilkey, Camden; 3d, EXACT, Stevens, New York; cleared 3d, C. H. HALE, Gilkey, Philadelphia.

Arrived at Key West 26th ult. brig SUWANEE, from New York.

Arrived at Jacksonville 27th, ORINOCO, Haskell, New York; cleared 28th, SCIOTO, McFarland, New York.

Arrived at New Orleans 27th ult, CAPT. TOM, Smalley, Escribanos, New Grenada; arrived 28th, EMMA WATTS, Watts, Bordeaux; towed to sea EMMA FIELD, and EMILY TAYLOR; arrived 29th, MEDOMAC, Rich, New York; SHANNON, Eldridge, Boston; 30th, WM LARRABEE, Camden, Maine; TOLEDO, Glover, do; TELEGRAPH, Thomaston; arrived 29th, SARANAC, Yates, Charleston; 30th, J. A. TAYLOR, Thomaston; cleared 31st, ship

WM JARVIS, Jarvis, Liverpool.

Arrived at San Francisco April 20th, schooner ORLEANS, Tinker, New London, 160 days; 22d steamer PANAMA, Bailey, Panama, 21 days; EUGENE, Coleman, Barnstable, 161 days; MT. VERNON, Sisson, New London 132 days; 25th bark LION, Baker, Providence 183 days; brigs MARIA, Tonner, Bath 153; SAM'L FRENCH, Brown, Eastport 134; AGATE, Johnson, Machias 172; 27th, B. L. ALLEN, Morgan, Boston 165; 28th, brigs ANNA SWASEY, Newburyport, 149; FRANKLIN ADAMS, Felker, Searsport 162; 29th steamer GOLD HUNTER, Couillard, Panama 22; bark CANTERO, Saunders, Bangor 179; brig CANONICUS, Lyon, Lahaina 30; GEORGIANA, Brown, Valparaiso 81; 30th ship MANCO, Fish, Boston September 7; bark DAN'L WEBSTER, Higgins, Boston 216.

Cleared 20th, bark F. A. EVERETT, Carlton, Mazatlan [We learn by a private letter dated 1st, that the F A E had sailed, (it was stated) bound to Panama, for passengers.]

Foreign Ports.

Cleared from Cienfuegos 21st ult, MAINE, Brown, Boston.

Arrived at Havana 23d, BRUNETTE, Preble, Philadelphia; A. FIELD, Maddocks, Portland; arrived 29th, CALCUTTA, Clark, Searsport; at do. June 3, TARQUIN, Dougherty, frt or ch; OZARK, Davis, do; C. C. DOW, Blanchard for Boston, 10 days; MARION, Samson, for Trieste, loading; S. ANN, Dillingham, ft or ch; CLARA ANN, Reed, disg; MAZATLAN, Oxnard, arrived 31st, from Bath; WILLIAM, Hall, ft or ch; COMORO, Scudder, do; CORNATIC, Devereaux, loading; HY NESMITH, Butler, unc; I. QUEEN, Drummond, ft or ch; GLEANER, Hamlin, for St. Petersburg, loading; M. ELLEN, Kinsman, from Boston, arrived 19th, disg; MALINA, Ross, from do, arrived 20th, disg; THORNDIKE, Perkins, for Cowes, loading; R. PATTEN, Purrington, do; ANTELOPE, Crosby, do; S. L. BRYANT, Gay, disg; J. W. ANDREWS, French, do; J. CARVER, Nichols, from Boston; arrived 26th, disg; HELICON, Adams, loading; VICTOR, Clark, unc; LUCERNE, Nichols, from Frankfort, arrived 29th, unc; A. FIELD, disg; PORTO RICO, Andereson, do; ZUYDER ZEE, Fossett, from Boston, arrived 29th, disg, sailed 20th, ALGONQUIN, Smith, Sagua la Grande; 23d, MURILLO, Merrill, Cowes; 24th, PREST. Z. TAYLOR, Hinds, Bahia Honda; 26th, ISABELLA, Preble, Cadiz;

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

P. PENDLETON, Curtis, Sagua la Grande; N. W. BRIDGE, Williams, Sagua; 29th, LYMAN, "Welcher", Cowes; COSTARELLI, Dickey, Trieste; ROSCOE, McCrillis, Caimito; June 1, SYLPHIDE, Lawry, Cowes; G. W. BRINCKERHOFF, Crocker, Sagua.

At Cardenas 22d ult., M. DUTCH, McGilvery, disg; SCIENCE, Staples, for loading; R. THOMAS, Heagan, from Providence, arrived 21st.

Arrived at Matanzas 22d, B. AYMER, Carver, Boston; ARCADIAN, Chase, Wiscasset; 23d, TENERIFFE, Poland, Frankfurt; 29th, ACLAM, Miller, Providence; cleared 18th, S. HAND, Nickels, Cowes; 24th, MARMION, Jackson, do; MARIA, Ingraham, SIERRA, Morena; MADEIRA, Harriman, Providence; 25th, JULIA, Wilson, Havana, 27th, ARIEL, Chase, Boston.

Left at Mansanilla, 14th ult, ST. JAGO, Jordan, for New York next day.

Arrived at St. Johns, N. B. 4th, HERO, Eaton, Providence; 5th, ATLANTA, Murphy, New York; GEORGIANA, Staples, Belfast; LAFAY(MISSING REST OF ARTICLE!)

21 June 1850
Page 1.

Capt. Eastman, of St. Stephens, N. B., owner of the fine little steamer S. B. WHEELER, is about to take that boat to California. He draws his steamer upon the ways, and builds around her a ship, which, when finished, will take the steamer to San Francisco. Between the walls of the ship and the steamer the space is to be filled with coal, &c., to steady the boat inside the ship, and on arrival at the port of destination, the ship is to be taken apart, and the steamer will be given to the waters again.

The Eastport Sentinel says; "The new custom house in this place, we are informed will be completed and furnished about the first of September. The recent "deficiency bill" contained the final appropriations necessary to complete it. The building will be fire-proof, and, altogether, will cost \$32,000.

Page 2.

The steamer LAWRENCE is to make two trips per week to Ellsworth hereafter, discontinuing her trips to Bangor.

We learn that the erection of a light house at Gilkey's harbor, Islesboro, and one at the mouth of Goose River, Camden, appropriations for which were made by the last congress, are in process of construction.

Page 3.

Loss of a Bangor Brig. - June 8, lat. 40, lon 64, were picked up two men, James Liv-

ington and James Harlin, from a small boat belonging to the brig JOSEPH BRYANT, of Bangor, from Grigenti bound to Boston - the vessel having foundered the day previous in lat. 40, lon. 63. The captain and rests of the crew left the vessel in the long boat.

Lady Franklin - In a letter under date of June 1st, to a friend in New York says -

"I am on the eve of starting for Aberdeen, where out last little supplementary Arctic expedition for the search of a part of Regent's Inlet is fitting out, principally on what remains of my funds." Notwithstanding all that has been done in England and America, and the sending of sixteen sail of vessels in search of her husband. Lady Franklin has discovered a point in Regent's Inlet which they probably will not visit, and for that search she embarks her all.

From Cienfuegos. - Brig MARINE, Capt. Brown, at Boston, from the above port in Cuba May 23, reports that the custom-house had been turned into a garrison, large holes having been drilled through the sides for the musketry. Capt. Brown was overhauled, two days out from Cienfuegos, by a Spanish war steamer. Two Salem gentlemen came passenger in the brig, who had not been able to obtain any passports, and when the steamer was near the brig, they secreted themselves in the forecabin.

Brig SUSAN BOYCE, from Cienfuegos, at New York, brings information that active preparations were going on to defend that place. Troops were in constant training, and every inhabitant of age was compelled to enroll in the militia. The custom house had been pierced with port holes for cannon, and it was stated that Gen. Lopez expected some 20,000 Cubans to join him at the above place. There seemed to be but little confidence between the authorities and the natives.

Burning of a Steamer, and Awful Loss of Life. - A dispatch from Buffalo dated 17th, states that the steamer GRIFFITH, on her way up from that place, when about twenty miles below Cleveland, at about 5 o'clock that morning, took fire and was burnt to the water's edge. The mate who swam ashore for help, reached Cleveland and reports only 30 saved, who swam ashore. Capt. Roby, his wife and child, are among the lost. It is reported that between 200 and 300 were on board, mostly emigrants.

A dispatch dated 18th says: - The burning of steamer GRIFFITH has been attended with a most serious loss of life - the report late last evening being that over 260 had ei-

ther been burned to death or found a watery grave, the greater portion of whom were emigrants. We understand that Mr. Franklin Heath, together with his wife and four children, are among the lost. Mr. Heath was formerly a resident in this city, from whence he removed to New York. A gentleman named Palmer, an operator in Speed's Telegraph office, at Toledo, is also among the lost.

The Late Steamboat Explosion. Buffalo, June 18. The number of passengers on board the GRIFFITH, was - steerage, 256' cabin, 45; crew, 25; total, 326. Not a female or a child was saved excepting the barber's wife. None of the books were saved.

Steamer TROY furnishes some additional particulars. Among the lost are the wife and child of Wm. Tinckom; R. A. Pardu, of Beaver, Pennsylvania; Mrs. Wilkinson and daughters, F. J. Champson. The number lost amounts to about 230 - of whom the bodies of a 150 were lying on the beach, near the scene of disaster, when the TROY left.

The number known to be saved is about 40, among whom are Mr. Stubbins, first engineer, the clerk, Wm. Tinkcom, and Franklin Heth. The TROY has nine dead bodies on board. The flags of the shipping at this port were at half mast yesterday afternoon. The boat was insured for \$27,775.

Married.

In this town, 13th inst., by Rev. Mr. Mansfield, Mr. Jeremiah C. Thompson, of Belfast, to Miss Almedia H. Hanley, of Hope; by Rev. N. C. Fletcher, Mr. Henry Pease to Miss Nancy Jane Thorndike, both of Appleton; Geo. W. Cunningham to Miss Martha A. Holmes, both of Swanville.

In Boston, 11th, Capt. Robert H. Coombs to Miss Harriet E. Pendleton, both of this town.

In Palermo, by Stephen Strout, Esq., of Freedom, Mr. Jonathan Worthing to Mrs. Elizabeth Randall.

Died.

In this town, 11th, Miss Rhoda S. Davis, 23; Miss Sarah Rosetta, daughter of Robert and Ruth Clary, 18 years 3 months [Zion's Herald please copy].

In Searsport, 18th, Eleanor, wife of Joshua Black, 42; 10th, Miss _____ Ingersoll; May 28th, Wm. Merrithew, 94 years and 6 months.

In Monroe, April 25th, Alpheus, son of Levi and Jane Douglass, aged 12 years; May 18th, Alden M. Douglass, 17 years; June 5th, Albert Douglass, 14 years. Thus have these parents been called to part with all their children within the short period of six weeks.

In Palermo, 6th inst., Fanny, wife of Enos Greely, Esq., 40.

Ship News. Port of Belfast.

Arrived - 13th, RUSSIAN, Veazie, New York; 17th, A. WELD, Brier, and J. FREDERICK, Wheeler, Salem; CATHARINE, Ryder, Lynn; 18th, H. MCLEOD, Stanley, Boston; L. BROOKS, Mayhew, Salem; ALBERT, Carter, Boston.

Sailed - 14th, SAVANNAH, Smalley, Bangor; sailed 17th, ISAAC CARVER, Curtis, Bangor; MARIEL, Staples, do; CLARISSA, Griffin, do.

Launched. - At Machias, 8th inst., a fine schooner of 130 tons, called the "SARAH" was launched from the shipyard of Messrs N. & S. Longfellow.

Arrived at Gloucester 13th, N. TREAT, Machias for Boston; M. ANN, from Tremont for do; RIO, from Boston for Philadelphia; ALBERT, from Calais for New York.

Arrived at Salem 14th, M. THERESA,

Smally, Richmond; M. MARIA, Nickerson, New York; 15th, ELIZA ANN, Hampden; CONSUL, Drinkwater, Frankfort.

Arrived at Boston 13th, MARY, Whelden and VESTA, Flynn, Philadelphia; R. PATTERSON, Patterson, Jeremie 26th; SCIENCE, Staples, Cardenas 27th ult; W. H. SPEAR, Black, Darien, Georgia; VIATOR, Park, Wilmington, North Carolina; M. STANTON, Ryder, Baltimore; MYRA, Studley; A. LAWRENCE, Crowell; PAULINA, Flinn; P. R. HITCHBORN, Colcord; FLORENCE, Hopkins; COPIA, Sears; EDNA C., Crowell; M. WASHINGTON, Moore; HY ATKINS, Rendall; EDITH, Crowell; CHEROKEE, Gandy; J. W. ERRICKSON, Westcott; E. C. HORTON, Gandy; SEA MARK, Heagan; EUGENE, Brown; RIALTO, Colson; and PENNSYLVANIA, Erickson, all from Philadelphia; cleared J. BALCH, Gordon, Gibraltar and a mkt; MATAMORAS, Walton, Pictou; IRENE, Ross, Machias; BAY STATE, Harding, Baltimore; arrived 14th, H. MARIA, Howes, Baltimore; ELM, Taylor, Philadelphia; GIRARD, Chase, do; E. REED, Chipman, Cienfuegos, 13th ult; ATLANTIC, Brown, Cardenas; 1st inst; BRAZILIAN, Hodgdon; LAMARTINE, Center; AMETHYST, Brown, SUSSEX, Polleys; FRIEND, Hallet; F. A. HEATH, Carver; MONCLOVA, French; JOHN SNOW, Gordon, all from Philadelphia; U. STATES, Grant, Wilmington, North Carolina; ZULMA, Spaulding; and KIDDER & CO., Fletcher, Rondout; cleared ALPHAGE, Carlton, Tobasco; HENRICO, Small, Jacksonville; SEA BEAU, Merrithew, Pictou; J. W. PAIGE, Taylor, Baltimore; arrived 15th, AVLA, Kendrick, Charleston; COMMERCE, Greenlaw; and S. SPOFFORD, Philadelphia; MAJ. EINGGOLD, Richards, Wilmington, North Carolina; HARRIET, Crowell; E. HINDS, Perry; and ROXBURY, Sears, Baltimore; COLUMBIA, Kelley; DEMOCRAT, Derry; MT. VERNON, Lewis; and HENRY, Cotton, all from Philadelphia; CERES, Small, Rondout; BRIDE, Pressy; and AM BELLE, Baxter, New York; GEO & WILLIAM, Haskell, do; C. NORTON, Norton, Blue Hill; WILLIAM, Colcord, Bangor; cleared ORTONA, Colburn, Savannah; E. DOANE, Loring, Baltimore; CHARM, Berry, Richmond; L. H. NICKERSON, Nickerson, New York; L. PETERS, Treworgy, Blue Hill; arrived 16th, G. TURK, Merrithew, Philadelphia; MAGNOLIA, Stover, and VICTORY, Dodge, Blue Hill; M. FRANCES, Turner, Orland; S. MARIA, Foster, Franklin; YARICO, Davis, Tremont; M. JANE, Pendleton, Bangor; T. O. THOMPSON, Grant, Frankfort; arrived 17th, J. STORY, Ryder, Baltimore; T. A. THOMPSON, Nickerson, Norfolk; BAY STATE, New York; cleared NAUTILUS, Lincoln, Genoa; MARY H., Crowell, Philadelphia; POCOCKET, Brewer, Frankfort.

Arrived at Newport 15th, J. BALCH, Melville, Georgetown, South Carolina, for Mattapoisett; arrived 16th, CAMDEN, Shermna, from Providence for Pictou; J. H. COUNCE, Gilchrist, St. John, N. B., for Providence.

Sailed from New Haven 15th, CONSUELO, Thomaston, Boston.

Arrived at Providence 15th, ELLA, Kelley, Dennis; 16th, G. TURK, Berry, Boston.

Arrived at New York 12th, BELLE POULE, Wilson, Majorca; M. & J. C. GILMORE, Kendrick, Madeira; SCIOTO, McFarland, Jacksonville; ST. JAGO, Jordan; Mansanilla; EMILY, Nichols, and G. E. Prescott, Gilkey, Charleston; cleared ENTERPRISE, Funk, Liverpool; TORONTO, Parker, New Orleans; HECLA, Sanper, Matanzas; ALMIRA, Brown, Jacksonville;

Arrived at Gloucester 13th, N. TREAT, Machias for Boston; M. ANN, from Tremont for do; RIO, from Boston for Philadelphia; ALBERT, from Calais for New York.

Arrived at Salem 14th, M. THERESA,

Arrived at Gloucester 13th, N. TREAT, Machias for Boston; M. ANN, from Tremont for do; RIO, from Boston for Philadelphia; ALBERT, from Calais for New York.

Arrived at Salem 14th, M. THERESA,

Arrived at Gloucester 13th, N. TREAT, Machias for Boston; M. ANN, from Tremont for do; RIO, from Boston for Philadelphia; ALBERT, from Calais for New York.

Arrived at Salem 14th, M. THERESA,

Arrived at Gloucester 13th, N. TREAT, Machias for Boston; M. ANN, from Tremont for do; RIO, from Boston for Philadelphia; ALBERT, from Calais for New York.

Arrived at Salem 14th, M. THERESA,

For Sale
F/V SARI ANN



**41 foot wooden split wheelhouse lobster boat, Built 2006,
4 berths, Powered with 660-hp Volvo, \$300,000.**

**Contact Pete at John's Bay Boat Company
(207) 644-8261 for more information**

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

OSCEOLA, Baker, Realjo; MATAMORAS, Hopkins, Chagres; arrived 13th, BELLE CREOLE, Bentley, Charlestown; LANCET, Philbrook, Kingston, Jamaica; SHAKSPEARE, Pendleton, Cardenas; TORCELLO, Atwood, Tobasco; ZAVALIA, Friend, Falmouth, Jamaica; KOSSUTH, Allen, Arecibo; ORLANDO, Richardson, Galveston; ITALIAN, Fickett, do; cleared TIOGA, Collins, Wilmington, North Carolina; arrived 14th, H. GREELEY, Kelley, Machias; ZULETTE, Lufkin, Doboy Island, Georgia; cleared LIVING AGE, Snow, Liverpool; arrived 15th, AZOF, Furber, Palermos; OPHIR, Ingraham, Thomaston; SEA GULL, Sleeper, Aux Cayes; ALBERT, (new) Coffin, Milbridge; G. HORTON, Pendleton; J. FARWELL, Alexander; and E. H. HERRICK, Grant, Thomaston.

Arrived at Philadelphia 12th, GEM, Nickerson; and OAK, Ryder, Boston; arrived 13th, ELVIRA, Peters, Maracaibo; JUDGE, Whitman, Thatcher, Wilmington, North Carolina; HY PAYSON, Crowell, Boston; C. & MARY, Warren, New York; and cleared for Boston; M. KINSMAN, Bucknam, do. and cleared for Portland; J. WOODBURY, Webber, Calais; cleared MARIETTA, Shackford, and CHINA, Studley, Boston; J. CASTNER, Somers, Barbadoes; TRUXILLO, Robbins, and STATESMAN, Wass, Boston; arrived 14th, J. D. PENNELL, Stover, Portland; E. CHURCHILL, Hichborn, New York, and cleared for Boston; H. B. BASCOMB, Carson, Duxbury, and cleared for Roxbury; DELAWARE, Harding, Charleston; arrived 15th, ALBANO, Pitcher, New York; G. W. PICKERING, Park, Boston, and cleared for do; cleared OAK, Ryder; LACONIA, Howes; and ELK, Eldridge, Boston.

Sailed from Baltimore 10th, CANDACE, Mathews, Boston; OCEAN, Matthews; OCEAN, Parker, Savannah; arrived 12th, E. DWIGHT, Hallett, Boston; J. NICKERSON, Nickerson, do; cleared VANDALIA, Norton, Rotterdam; arrived

13th, ZION, Reynolds, Boston; M. EMILY, Spaulding, do; SYLPH, Ryder, Providence; ROCKINGHAM, Howe, Guayama and Ponce, PR; cleared JUNIATA, Webber, Holmes Hole; arrived 14th, W. R. GENN, Shute, Boston.

Arrived at Alexandria 8th, AGENORIA, Herrick, Georgetown.

Arrived at Charleston 8th, LYRA, Ross, Camden; sailed 8th, AVOLA, Kendrick, Boston; GEN. GAYLOR, Jordan, a northern port; arrived 9th, LAGUNA, Kellar, Camden; arrived 11th, H. M. JENKINS, Babbidge, do.

At Bucksville, South Carolina, 6th, SHAMROCK, Willard, for East Thomaston, loading; ALVARADO, Nichols, for Warren; ABEONA, from Charleston, arrived 6th, to load for Camden; ST. LEON, Balson, from Georgetown, for Bath, loading.

At Apalachicola 1st inst., J. TOURO, Nickerson, for New York, loading.

Arrived at Fredericksburg previous to 11th, T. F. KNOX, Taylor, Boston.

Arrived at Jacksonville 4th, J. B. LUNT, Hardy, Galveston.

Cleared from Savannah 10th, WETUMPKA, Fowler, St. Marks.

Foreign Ports.

Arrived at Havana 7th, brigs WM MCGILVERY, Hitchborn, Bangor; ROBT. PENNELL, Merryman, Boston; schooner ISABELLA, Gage, Charleston; in port 8th, CAROLINE C. DOW, Blanchard, for Boston 3 days; MARION, Sampson, for Trieste, 10 days; CLARA ANN, Reed, disg; OZARK, Davis, for firt or chr; MONTEREY, Crowell, disg; MAZATLAN, Oxnard, from Bath, do; WILLIAM, Hall, for _____, loading; C. REED, Weeks, for New Orleans soon; R. PURRINGTON, Purrington, for Cowes, loading; HELICON, Adams, for Cronstadt, do; INDIAN QUEEN, Drummond, firt or chr; GLEANER, Hamlin, for Cronstadt, do; JNO W. ANDREWS, French, disg; JNO, Nickels, do; VICTOR, Clark, for Cronstadt, loading; LUCERNE, Nichols, disg; JA-

PONICA, Shankland, for Philadelphia 8th; ZUYDER ZEE, Fosset, wtg; C. A. LAMAR, Lightbourne, for Savannah soon; sailed 7th, THORNDIKE, Perkins, Cowes; MARATHON, Fulton, Bath; ADELAIDE, Cobb, do; bark ANTELOPE, Crosby, Cowes; A. FIELD, "Getchell," Mariel; cleared BRUNETTE, Preble, San Juan los Remedios; MARY ELLEN, Kinsman, Sagua.

Havana, June 8, 1850. - Freights are certainly not improving, by the numerous recent arrivals of ships. Lard, with 7000 kegs stock, is worth 12 1/2 to \$13; W. P. boards 22 - 24; box shooks from 4 1/2 to 5 1/2 rials, and Exchange on London 11 to 11 1/2 p.m.; N. York par to 1 per cent prem. These last quotations of Exchange certainly do not corroborate the belief in a state of insecurity, much less of consternation.

Spoken. - May 25th, off Key West, A. H. WASS, Pendleton, from New York for Velasco.

May 27, off D. H. Shot Keys, SARAH HAND, Nichols, from Matanzas for Cowes.

June 6, lat 34 32, lon 74 10, LLEWELLYN, from New York for St. Marks.

No date, lat 36, lon 30, E. WILSON, Colson, from New York for Cadiz - (before reported May 18, off Western Islands).

Brig ORRAY TAFT, Crowell, at Charleston, from Providence, on going over the bar at Charleston, struck on the inner shoal, fell off and went on to the south breakers, where she struck for some time, knocking off part of her keel, and causing the brig to leak.

Schooner MONTROSE, with laths, is reported ashore (no date given) at Bog Brooks, near Calais, and is supposed to have received considerable damage. No particular given.

Brig BELLE POULE, of Milbridge at New York, from Palma Majorca, had a severe gale 13th March, on outward passage - was knocked on beam ends, started deckload, &c. Had strong westerly gales on passage home.

About 12 o'clock night of 18th inst., brig ELLA, from Sydney for Boston, off Cape Elizabeth, came in contact with schooner

CHIEF SACHEM, from Lubec for New York. The schooner sank in five minutes; crew saved. Brig lost cutwater, jibboom, &c.

28 June
Page 1.

Icebergs in the Atlantic. - Intelligence has been received at Lloyd's, from Newfoundland, of an enormous field of ice, upwards of one hundred and fifty miles in length, floating in the Atlantic, about the latitude of 46°. Several vessels were beset, and it is strongly feared that, as the ice lies in the direct track of vessels crossing the Atlantic, some serious disaster will be caused. This early drifting of the ice from the Polar seas is considered extremely favorable to the expeditions in search of Sir John Franklin and his brave companions.

Mesmerism and Sir John Franklin. - A writer in an English paper details some singular circumstances in connection with the arrival of a whaler at Peterhead. She made the voyage ut and in unprecedentedly quick time, and the minutest circumstances attending her voyage were narrated by a boy in a clairvoyant state, and the hour of her arrival was predicted, but no one had faith in it till the appearance of the vessel proved it. The same boy says Sir John Franklin is alive and well, and will return. "Nous Verrons," as Father Ritchie says.

The whole number of vessels which have gone in search of Sir John Franklin, is sixteen.

Later from California.

The steamer CRESCENT CITY, arrived at New York on Monday morning with news fifteen days later from California.

She brings \$250,000 in gold dust in the hands of the passengers. Total number of passengers, 156.

The steamer ISTHMUS arrived at Panama 16th inst., having left San Francisco 15th of May. She brought the mail, \$300,000 in gold dust, and 134 passengers.



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

207-443-4254

www.newmeadowsmarina.com

Moose Island Marine

Boats for Sale

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

207-853-6058

www.mooseislandmarine.com

HELP WANTED

John's Bay Boat Company, located in South Bristol, Maine, is looking to hire an experienced boat carpenter to join our small crew building custom wooden boats.

Please call Pete at (207) 644-8261 days or (207) 644-1023 nights.

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.

\$40,000, located Round Pond, ME.
(207) 529-2222.

HELP WANTED

Sail Loft Manager

Repair and Maintain Sails · Build some new sails · Rigging

Royal River Boat Yard

307 Bayview Street, Yarmouth, Maine (207) 846-9577

CLASSIFIED

POWER

Used North Atlantic Inflatable inflatable dinghy - 8' 8" soft bottom (roll up) PVC tubes, aluminum panel floor, 2020. \$700 (retail for new one \$1533) Check our website (northatlanticinflatables.com) or call (207) 844 1742.



13' BOSTON WHALER 130 Super Sport, 2018. With Mercury 40 ELPT Outboard 86 Hours & 2018 Trailer. Asking \$17,500 Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



14' MCKEE CRAFT, 1985. Powered by 2010 Yamaha F40hp. Includes trailer, chartplotter, depth sounder and compass. \$7,495. New Meadows Yamaha Freeport. (207) 869-4008.



17' SCOUT 175 SPORTFISH. NEW, 2024. With Yamaha F90 Outboard, White Hull Color, Reversible Pilot Seat w/Under Seat Cooler, Bimini Top, Bow Cushion & 2023 Venture Trailer. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



17' SCOUT 175 SPORTFISH, 2023. 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

POWER

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 SPORTFISH, 2022. With Yamaha F90 Outboard 36 Hours, Midnight Blue Hull Color, Stereo, Garmin 74 EchoMap, Bimini Top & 2022 Venture Trailer. Asking \$39,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



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



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



18' SCOUT 187 SPORTFISH, 2008. With Yamaha F115 Outboard 906 Hours & 2008 5 Star Trailer. Asking \$20,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com

POWER



19' SCOUT 195 SPORT DORADO, 2024 NEW. With Yamaha F115XB, Crystal Blue Hull Color, Bimini Top, Powder Coated Ski Tow - Center Stern Seat - Backrest & 2023 Venture Trailer Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



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 Maine (207) 865-4103. www.cascobayyacht.com



20' GRADY WHITE ADVENTURE 208, 1997. With Yamaha 175hp Saltwater Series II Outboard, Bimini Top & 1997 Load Rite Trailer. Asking \$19,900. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine. Extras include, 9" Garmin GPS/

ROLLINS BOAT SHOP
2 Scotland Bridge Road
York, Maine 03909
New construction &
Overhauls.
(207) 351-7609

POWER

depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/heated. \$47,000. New Meadows Marine, (207) 869-4008.



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



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



21' ZODIAC PRO 650, 2017. With Yamaha F150XB - 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$54,000. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



23' MAKO 238, 1976. Completely Restored w/ 2015 Evinrude 250

POWER

E-TEC Outboard 100 Hours, Custom Awlgrip, Garmin VHF, Fusion Stereo, Trim Tabs, Custom Powder Coated Aluminum T-Top, New Fuel Tank, Hinged Swim Platform & Much More. Custom Rebuild Inside & Out. Asking \$59,900. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103



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



24' SCOUT 240 XSF, 2024. NEW w/ Yamaha F300 XSB DES Outboard, Shark Gray Full Hull Color, Garmin 8610 GPS, Garmin 315 VHF, JLAudio Speaker Upgrade, Upgraded Leaning Post, Rocket Launchers, Fresh Water Washdown, Self-Contained Porcelain Head, Diaphragm Overboard Discharge, Seadeck Helm Footrest & Helm Pad, Powder Coated Split Bow Rails, Bow Rod /Cup Holders & Hardtop T-Bag Storage. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, ME - 207-865-4103



28' SEA RAY 280 Sundancer, 2007. With Twin MerCruiser 4.3L 260-hp I/O 700 Hours, Full Canvas Enclosure, Bimini Top, Full Galley, Head, Shower, Wet Bar, Transom Shower & Much More. Asking \$59,900. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



30' CHRIS-CRAFT LAUNCH 30, 2019 w/ Twin MerCruiser V8 300-hp I/O 65 Hours, Blue Hull, SS Hardware, Teak Throughout, U-Shaped Aft Seating, Head, Bow & Cockpit Covers, Clean & Loaded Asking \$184,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103



30' SCOUT 305 LXF, 2023. With twin



Used Outboats for Sale

6 hp '00 Johnson. Just replaced fuel pump.	\$750
6 hp '17 Suzuki	\$1,195
9.9 hp '01 Johnson. Rebuilt motor.	\$1,495
25 hp Evinrude E-tec. 300 hours.	\$3,995
25 hp Evinrude E-tec. Less than 100 hrs.	\$3,500
115 hp '05 Yamaha. With all controls.	\$5,800
115 hp '19 Evinrude. With all controls.	\$4,995
150 hp '01 Johnson. With all controls.	\$3,500
175 hp '00 Johnson. Very clean.	\$4,995
225 hp '06 Suzuki	\$7,500
MinnKota Ultrex Mounted Trolling Motor	\$3,100

163 Orion Street, Brunswick, Maine

207-729-3303

www.bamforthmarine.com

EXHAUST BLANKETS

INFAB

SPECIALTY MARINE FABRICATOR

(207) 786-0004
Maine Made
Lewiston, ME

www.infabrefractories.com

Soundown Distributor

ZERO EMISSION | QUIET | ODOR FREE

Maine Electric Boat Co.

Serving New England's
All-Electric market
at Rumery's Boat Yard
on the Saco River



Purchase & Rentals
Conversions &
Installations

Rumery's Boat Yard
(207) 283-0607
www.MaineElectricBoat.com

RELIABLE | FAST | ECONOMICAL | QUIET | EFFICIENT | ODOR FREE | ZERO EMISSION

CLASSIFIED

POWER/SAIL

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



33' GRADY WHITE EXPRESS 330, 2015. With Twin Yamaha F350NCB Outboards 480 Hours, Custom Hardtop w/ Rocket Launchers, Interior A/C & Helm A/C, NEW Optimus 360 Steering w/ Helm Master Joystick - Seaways Auto Pilot & Digital Anchoring, Dual Garmin GPS Plotters, Garmin HD Radar, Bow Thruster, Anchor Windlass, Outriggers, Fisher Panda 4200 Diesel Marine Generator w/ Sound Shield 25 Hours, EPIRB and Much More. Clean, Loaded & Water Ready. Asking \$279,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com

SAIL

39' YORKTOWN SAILBOAT. With cradle, 2004 Nanni diesel with tender 2hp Mercury. Many amenities. \$34,500. Contact Moose Island Marine (207) 853-6058.

ELECTRICAL PANELS

OCEAN PURSUITS, custom made electrical panels. We make panels to suit your boats needs. AC, DC, bilge alarm, accessory aluminum panels. Complete with your builder's logo or boat name. 75 Front St. Rockland, ME 04841 (207) 596-7357.

ELECTRONICS

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. Deep discounts on major manufacturers. Hamilton Marine, Searsport (207) 548-6302.

OCEAN PURSUITS, marine electronic sales & service. Discount sales for *Furuno, Raytheon, Data Marine, Garmin*, 1 year warranty. Let us install and interface your electronics properly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

ENGINES

Used Outboard, Tiller, Motors - 9.9h manual, 9.8h manual, and 6h manual - Tohatsu, short shaft, 4-stroke. All have some of the 5-year warranty remaining! Priced to sell this winter! Check our website (northatlanticinflatables.com) or call (207) 844-1742.

ELECTRICAL

Barely used ePropulsion electric outboard Spirit Plus short shaft, tiller, 3h equivalent. (Owner is switching to the remote steering version). \$2350. Check our website (northatlanticinflatables.com) or call (207) 844-1742.

Used 15h EEFS Tohatsu motor (Electric start), tiller, 4-stroke, fuel injected, short shaft, 2023-warranty until 6/21/2028. (Owner is trading for a 20h) - \$2745 (retail new would be \$3274) Check our website (northatlanticinflatables.com) or call (207) 844 1742.

MARINE WOOD

Marine Grade Lumber in stock! Custom Float Services now stocks a large lumber yard with .60 cca pressure treated southern yellow pine boards and timber with 20' and 24' lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60' in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

MARINE SYSTEMS

OCEAN PURSUITS specialty is in marine systems. Electrical rewiring, engine overhauls, refrigeration. Certified technicians and mechanics. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

MISC.

MARINE SURVEYORS COURSE - Recreational, commercial. Fishing program available, guidelines, USCG NVCS, regulations, forms. Diploma upon completion. Best course in business. Membership/certification. Call 1-800-245-4425. www.navsurvey.com.

LOWEST PRICE ON CHAIN IN MAINE! By the barrel or by the foot. Made in USA. Rope, buoys, hardware, complete supplies. LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. HAMILTON MARINE. (207) 548-6302 or www.hamiltonmarine.com.

MOORINGS/SLIPS

Call OCEAN PURSUITS on the north end of Rockland Harbor to reserve your mooring. Seasonal, monthly or weekly. 75 Front St. Rockland, ME 04841 (207) 596-7357.

RC MODELS

RC MODELS - Lobster boats, Sail

RC MODELS

boats, Half-models, etc. Great prices. Call Al (207) 200-6977.

REPAIRS

SPECIALIZING IN WOOD & FIBERGLASS - Structural, Mechanical, Electrical, Cosmetics - new spray booth for Awlgrip systems, Paint, Varnish - Professional Service. Royal River Boatyard, Yarmouth, (207) 846-9577.

SCHOOLS

BECOME A MARINE SURVEYOR - USCG Fishing Vessel Inspection. 800-245-4425. NAVTECH US SURVEYORS. Best in Business!

SERVICES

CASCO BAY MARINE SERVICES: From spring commissioning, bottom paint and spring launching to fall haul out, winterization, shrink wrap and storage and everything in between, we've got you covered. Along with being an AUTHORIZED YAMAHA

SERVICES

and MERCUISER dealer and full service center with factory trained technicians, we have the experience and staff ready to service all other brands of outboards and I/O. CASCO BAY MARINE SERVICES 291 US ROUTE 1, (207) 865-4048; www.cascobayyacht.com

OCEAN PURSUITS Marine Systems & Services. Systems repaired, installed & designed. Complete boat repairs, painting, varnishing and Awlgrip available. 75 Front St. Rockland, Maine 04841 (207) 596-7357.

STORAGE

STORAGE at Royal River Boat Yard with 50-Ton Travel Lift or Haul for

WANTED

MARITIME BOOKS, MAGAZINES, DOCUMENTS, POSTCARDS and PHOTOGRAPHS

Jon Johansen
P.O. Box 710, Winterport, Maine 04496
(207) 223-8846

STORAGE

Repairs (207) 846-9577.

SUPPLIES

LARGEST DISCOUNT MARINE STORE NORTH OF BOSTON. Fishing, boatbuilding, sail, pleasure. We discount everything. Hamilton Marine, Searsport, (207) 548-6302.

WANTED

NEW LISTINGS. Let Casco Bay Yacht Sales sell your boat. We have over 25 years experience, and always have clients in search of the perfect boat. Call or stop by Casco Bay Yacht Sales, Route 1, Freeport, Maine (207) 865.4103.

LOBSTER BOATS FOR SALE

Lobster Boats / Federal Permits

Downeast Tuna Boats

Hal Oakes 207-691-8601 - Dave Earl 207-390-5146

MidcoastBoat.com

FIND YOUR NEXT BOAT ~ SELL YOUR BOAT

Subscription Form

1 YEAR - \$20.00; 2 YEARS - \$37.50; 3 YEARS - \$55.00
Foreign Subscriptions add \$20.00 per year. All prices include tax.

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

Credit Card Type: Visa Mastercard

Acct.# _____ Exp. date _____

Signature: _____

Make checks payable to Maine Coastal News, P.O. Box 710, Winterport, Maine 04496
Charge to a credit card by calling (207) 223-8846

For Classified Ads

Contact us at:

Maine Coastal News

P.O. Box 710, Winterport, Maine 04496

Call: (207) 223-8846 or Email: igmatats@aol.com

**Want to know more about the boats built in Maine?
Go to our website!**



www.mainebuiltboats.com

CUSTOM FLOAT SERVICES
DESIGN • SUPPLY • BUILD • SERVICE



THE MAIN SOURCE FOR:

<p>FLOTATION</p> <ul style="list-style-type: none"> • ACE Roto-Mold Float Drums (58 sizes) • Capacity to 4,600lbs. • 15 yr. ltd warranty 	<p>HARDWARE</p> <ul style="list-style-type: none"> • 1/4" & 3/8" plate • Hot dipped galv. • 1" Connecting pin • Cleats, anchor, chain 	<p>LUMBER</p> <ul style="list-style-type: none"> • Marine grade PT SYP • CCA and ACQ • Duralife Composite Decking • IPE (ironwood) • CCA Parallam eng. beams up to 60' lengths 	<p>DESIGN FOR</p> <ul style="list-style-type: none"> • Marine Contractors • Homeowners • Yacht Clubs • Boatyards • Marinas • Towns & Municipalities • Colleges, Schools & Clubs
--	--	--	---

Custom Float Services
11 Wallace Ave, South Portland, ME 04106
207-772-3796 • Toll Free 1-888-844-9666
info@customfloat.com

You can build it or We can build it for you

www.customfloat.com


CASCO BAY YACHT SALES

Specializing in Buying, Selling & Trading Quality Pre-owned Boats
Since 1987

13' '18 Whaler 130 SS - 86 hrs \$17,500		21' '23 Scout 215 XSF \$CALL
17' '23 Scout 175 Sportfish \$CALL		21' '17 Zodiac Rec Pro 650 \$54,000
17' '22 Scout 175 Sportfish \$39,000		24' '22 Scout 240 XSF, Gray \$CALL
18' '08 Scout 187 Sportfish \$20,000		28' '07 Sea Ray 289 DA \$59,000
20' '97 Grady Adventure 208 \$19,900		30' '19 Chris Craft Launch \$184,000

33' 2015 Grady White Express 330 with Twin Yamaha F350s - 480 hours, Clean, Loaded & Water Ready! \$279,000


**We service what we sell. Full service facility. Over 150 boats to choose from.
We take trades and arrange financing. Visit us on the web: www.cascobayyacht.com**


291 US Route 1 Freeport, Maine (207) 865-4103 Fax (207) 865-0759


163 Orion St., Brunswick, Maine
207-729-3303
www.bamforthmarine.com

Used Boats for Sale

Fiberglass Rowing/Sailing Dinghy. Oars, mast, rudder, sail.	\$1,500
1980 13' Boston Whaler. With '10 30 hp Evinrude E-tec. Trailer included.	\$13,500
2016 16' SSV Lund. With '16 30hp Evinrude E-tec. Trailer Included.	\$12,500
2006 17' Seaway. With '50 hp Evinrude E-tec. Trailer & Garmin GPS included.	\$3,500
2004 18' Searay. Powered with 3.0L Mercruiser. Trailer included.	\$4,500
1999 20' Aquasport Osprey. With 150 hp Johnson. Trailer included.	\$17,900
1983 20' Grady White Overnighter. With '13 150 hp Evinrude. Trailer included.	\$23,900
2008 20.5' Sea Pro. With 200 hp Mercury. Trailer included.	\$24,000
2015 21' Steiger Craft Miami. With 250 hp Yamaha. Trailer included.	\$49,995
1997 24' Hydrasport Walkaround. With '06 225 hp Evinrude. Needs gas tank.	\$24,900
1966 25' Pearson Ariel Sailboat. With '90 8 hp Evinrude.	\$3,500
2006 25' Hydra Sports 2500. Powered with twin '19 200 hp Evinrudes. Trailer included.	\$69,995
2008 25' Monterey. With 5.7 Mercruiser I/O. Trailer included.	\$38,500
2002 27' Grady White. With twin 200 hp Evinrude E-tec. No trailer.	\$79,900

SAVE MAINE
TRADITION HERITAGE

LOBSTERMEN



www.mainelobstermen.org


Perfectly located between the Pemaquid and Boothbay peninsulas for all your Mid-Coast Maine activities



MARINE INDUSTRY TRADE DISCOUNT
10% off
subject to availability

www.codcoveinn.com | Reservations: 207.882.9586
Corner of US Route 1 and Maine State Route 27 | Edgcomb

Full Service Hotel, Restaurant, Lounge & Marina
Open May thru December



TUGBOAT INN
ON THE WATERFRONT
in the village of Boothbay Harbor

80 Commercial Street Boothbay Harbor, Maine 04538
207-633-4434 www.tugboatinn.com

207.633.0773 www.boatus.com



Based in East Boothbay, covering Casco Bay to Penobscot Bay

Service, Savings & Representation Since 1966, See Why It Pays to Belong!

<p>Towboat Services All BoatUS Towboat Ports offer Towing, Soft Ungroundings, Battery Jumps & Fuel Delivery.</p> <p>Repairs The towing company either has their own dock, or contracts with a third party to provide repair services.</p> <p>Salvage The towing company offers salvage assistance. Includes recovery of property, refloating the vessel, and towing it to a safe harbor.</p> <p>Personal Coverage Provides for any recreational boats that you own, borrow or charter. 24 Hour dispatch/365 days a year.</p> <p>Transportation The towing company can arrange local transportation to transport you to a hotel or other local destination.</p>	<p>SPECIAL JUNE OFFER FOR NEW MEMBERS!</p> <p>Unlimited Towing Membership</p> <p>\$5000 Rebate</p> <p>33% SAVINGS!</p> <p>Use Source Code WT10898A On Application</p>
---	---



CAT[®] Marine Power - C18

Available for new boat installations and repowers.



Ask us about our Customer Value Agreements (CVA)



C18 RATINGS

470/600@1800rpm A Rating

670/715@1800-2100rpm B/C rating

803@2100rpm D Rating

1015/1150@2300rpm - T4 Exempt ratings for light commercial

AUTHORIZED MARINE DEALERS

Billings Diesel & Marine Service
Stonington, ME

Dennis' Welding & Marine
Beals, ME

Front Street Shipyard
Belfast, ME

Lyman Morse at Wafarer Marine Corporation
Camden, ME

Journey's End
Rockland, ME

Fairhaven Shipyard & Marina, Inc.
Fairhaven, MA

Guy Crudele Repair
Gloucester, MA

Sacchetti Marine and Industrial, LLC
Plymouth, MA

Windward Power Systems
Fairhaven, MA

DePaul Diesel Services, Inc.
Portsmouth, RI

Hinckley Yacht Service
Portsmouth, RI

Rhode Island Engine Company, Inc.
Narragansett, RI

Milton



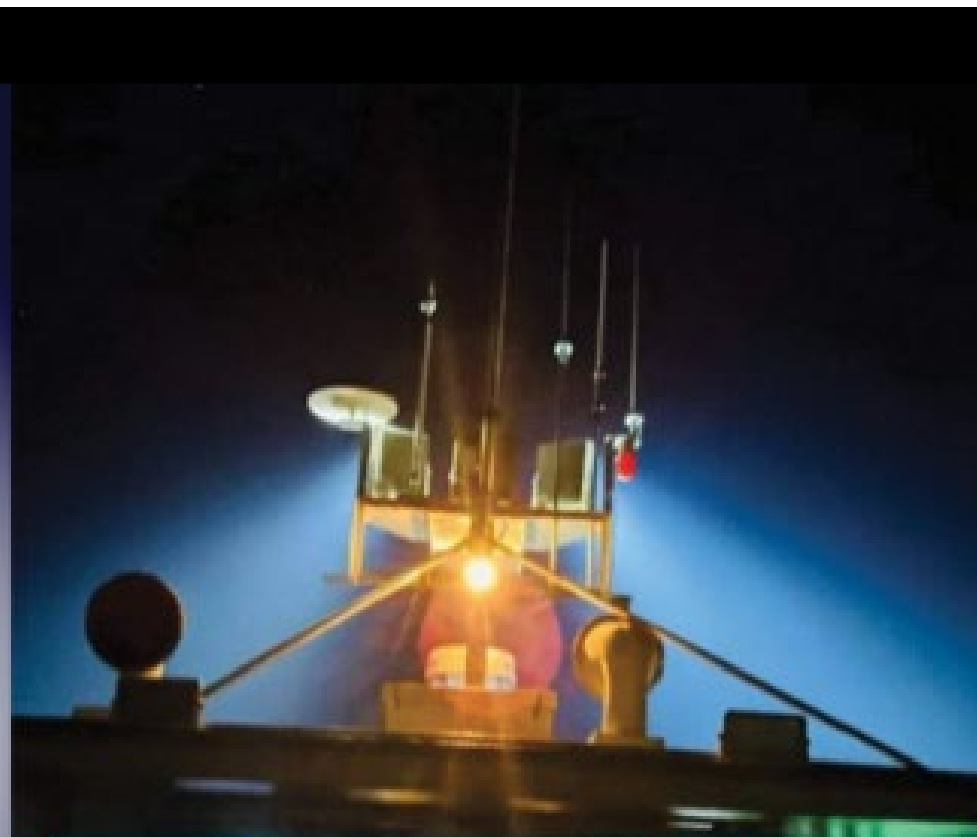
miltoncat.com

For Marine Engine Sales, contact:

John Dendas, Marine Market Manager
774-573-6385 John_Dendas@miltoncat.com, or

Evan O'Connor, Marine Sales Representative
603-493-2139 Evan_O'Connor@miltoncat.com

TURN NIGHT...



...INTO DAY

WWW.DURABRITELIGHTS.COM



HAMILTON MARINE

Kittery • Portland • Rockland • Searsport • SW Harbor • Jonesport

BOATERS STORE™

800-639-2715

hamiltonmarine.com

2023

PREPARE YOUR BOAT IN THE *New Year!*



PROUD SPONSOR OF

MLA Legal Defense Fund
MFF Scholarship Fund
Traps 2 Treasure

#SaveMaineLobstermen