

Maine Coastal News

Volume 37 Issue 2

February 2024

FREE



Plenty of News Around the Yards

A classic Alden schooner being restored by Richard Stanley and Sawyer Theriault and the 32-foot aluminum boat under construction by Fogg Boat Works in Brunswick.

Atlantic Boat Brooklin, ME

In December they launched a 26-foot launch, which is not unusual since they build several every year, but what was unique was that this one was powered with twin 60-hp Suzuki outboards. The launches are based on the Duffy 26 hull, usually powered with a Yanmar diesel engine, and certified for 24 passengers. They started building them back in 2005 and the only major change was when they added a canopy and were still able to be certified for 24 passengers. Then came a customer from Lemon Bay, Florida who wanted an outboard version with the canopy and maintain the same capacity. Alex Loer said, "It is going to run across the Intracoastal between the mainland and one of the barrier islands. They are limited in terms of the water depth. I have always wanted to build the outboard version of this boat. We had the bracket already designed and made for it and we laid up a keel-less 26 hull, put the bracket on it, which made it a 29. We went with low horsepower because that is what the Coast Guard wanted for requirements. We also, on the request of the owners, have put a bow and stern thruster in and kind of tricked it out with some nicer woodwork on the inside. The initial sea trials have been really good. We are just waiting our final Coast Guard inspection. All of the paperwork has been done on it. Looking

forward to seeing it in action."

When asked how he liked it, Alex explained, "It is a lot quieter. That is one thing that we noticed right off. The two 4-stroke engines are all the way on the back, and it is a whole different noise game instead of the engine underneath you. Handling-wise, it is nice, it has got an excellent turning radius. You might not be able to jockey it like a standard yacht club launch with a tiller steering system, but it is certainly plenty maneuverable with the thrusters. It is a little bit more complicated in terms of all your hand movements and running it with a wheel, but I think for a water taxi application it is a perfect solution."

The same customer has another one on order. Alex said after the first of the year they will start getting the word out on this version. They are also working with a broker, Stellwagen Yachts in Massachusetts, and they are going to market it in southern New England.

For winter work they have a Duffy 37 from Long Island, New York undergoing a refit. They are redoing the V-berth, so the mattress has a better fit, extensive galley upgrade including new counters, modifications to the head, new deck hatches in the platform, tuna door and maybe a swim platform.

A Duffy 35 from Massachusetts is in to have her platform replaced. Once they got

the platform up, they realized that the muffler system needed work. This is being done by Billings Diesel & Marine in Stonington.

They have two sailboats in for refits. One is an older wooden ketch owned by an Italian customer, which needs work done on her mahogany deck, garboard plank replacement and some rudder work.

The other sailboat is a Tripp designed cruiser, which is having her interior joiner work redone. This includes new cabin sole, galley cabinetry, new refrigeration system and some varnish work.

There are three repowers, one on a Rob-inhood 33, which is getting a new Yanmar diesel engine.

The Duffy 26, which was fitted with an outboard motor, was delivered to her owner in Portland the end of Spring. Alex said that the owner absolutely loves it, and she is back for the winter. They have some minor changes the owner wanted to make. Alex delivered the boat in the spring and said, "I loved it. She is very comfortable to navigate and has good visibility. We did about 25 knots and made it in about 4½ to 5 hours. She handled great. It is different. It tops out at 35 knots, but its sweet spot is kind of high 20s-30. It tracks really well, does not plow, kind of jumps right up on plane. At top end it gets a little squirrely. We're going to toy with it a little bit in the spring, maybe add another fin. She has got two fins under her right now

and the owner was asking us maybe to try one more and see how it handled. We will give it a try and see if it works. With the outboards, again very quiet and having no engine boxes is really nice. You are able to get around easily and you can have more seating."

There is a lot of interest in this one, but no one yet has stepped up and placed an order.

So, besides the repair work, they also have five launches on order and a number of parts. One of the parts was top for a BHM 31, which is being redone on Long Island, New York. They are being careful as help is very hard to find. Alex said that they have two 35s pleasure boats on order and they will probably start them this summer for a 2025 delivery.

As for the storage customers they were all hauled out before Thanksgiving,

Richard Stanley at Yankee Marina Yarmouth, ME

It is always a pleasure to stop in and see what Richard Stanley is up to. For a number of months, he has been working on an Alden schooner in Brunswick. However, in December he began work on the 60-foot motor yacht IROQUOIS at Yankee Marina in Yarmouth. When I arrived, he was work-

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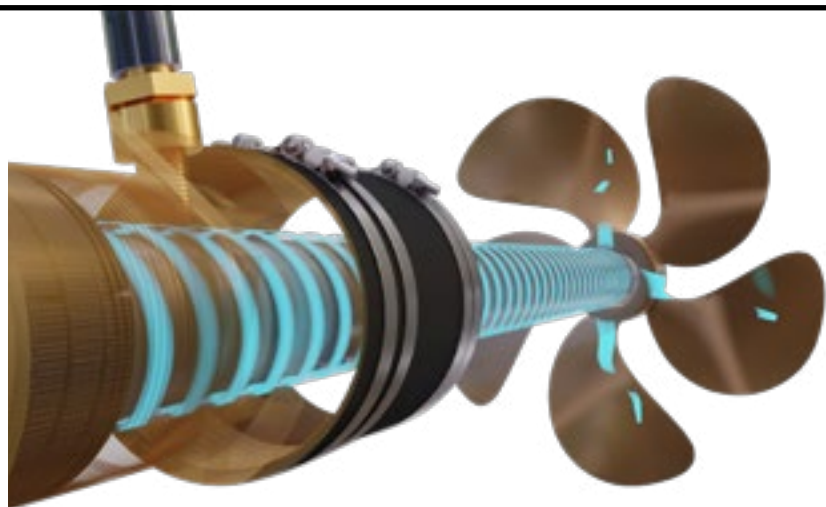
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Advertising Deadlines: The deadline for the March issue is February 2.
The deadline for the April issue is March 1.

Publisher's Note

I wish I could make as much hype and be totally wrong like the weather forecasters with no consequences. There was a forecast for a huge snowstorm on Sunday (7 January) starting at 0700. The problem was I still needed to pick up the peapod in Searsport and bring her home. She had been used in a Christmas display on the crescent at the Penobscot Marine Museum, so the plan was to run down and bring her back first thing before the storm arrived. I hit snow after passing through Prospect and when I got to Searsport there may have been an inch on the ground. I hooked up the trailer, put air in the flat tire and I was off. Driving was fine as I headed back to Winterport. In Frankfort, the snow stopped. As I was working on the interviews for this issue, which took all day to go through, I kept waiting for this huge snowstorm to hit. When I got up the next morning, we had maybe two inches, what a dud. Now, there was just a notice that we are in for a terrible cold spell. So, when I looked at the two-week forecast the lowest temperature was 13 degrees with most lows in the 20s. Who thinks this is extreme cold?

As I am putting the finishing touches on this issue there was a forecast for 5 to 8-inches of snow, some strong winds with lots of rain and flooding and temperatures in the 40s. Well, I may have had three or four inches, the wind was strong, maybe gusts up to 40 or 50 mph, but they did not tell us about the storm surge. Milbridge was devastated again. Chipman's Wharf is gone. What did they do in Milbridge to make Mother Nature that mad? There was also plenty of flooding. Front Street Shipyard in Belfast had water start to enter one of their buildings, Helen's in Machias was threatened and the Dike, which was just repaired there was closed until further notice.

I will say that this winter has yet to be very cold and looking at the future forecast for the next two weeks it seems like it is staying warmer than usual. By the time you read this we will be more than halfway through the worst part of winter, but that does not mean we do not go into a deep freeze for the next month and a half. You know how they want us to burn less fuel, well if it stays like this for the rest of the winter, we would have burnt a lot less fuel and that means a lot less carbon going into the atmosphere, which should mean that global warming, which has been happening the last 8,000 years, will reverse.

The learning curve at Jonesport Shipyard is still straight up and will be for a while. Ann and Shelby are getting the office in order, Carrie is coming in part-time to straighten out the stockroom/store and Alonzo and Destiny have all the trailers unloaded and will soon begin working on a couple of projects coming in this and next month. We also have a new employee starting the middle of January who has a lot of experience in glass and electrical/electronics work. The biggest problem has been logistics and trying to figure out the best way things should be organized. It is obvious that we need more space and bays with bigger

doors. The initial plan was to make repairs to Bert Frost's old shop, but I am being told by the experts that it would be cheaper to replace it with a steel building. This building was built in the 1950s and was constructed with 2x4s and plywood. The roof is sinking and that is pushing the sides out. Today, the questions were all about pay and personal time. Thank God I love a challenge!

Most of us have done work on our own boats. The brave have done some extensive repairs and the rest, whatever needs to be done in the spring and fall, and we do our best to get it done right. My problem is usually finding the time, but I enjoy working on my boat and I will make the time. I have been fortunate over the years to have observed and listened to a lot of boatbuilders and repairers explain projects. When I stopped at Yankee Marina in Yarmouth to see how Richard Stanley was doing in early January, I found him working on the shafts of the 60-foot motor yacht IROQUOIS. He was explaining that he was trying to get the two sides to be exactly alike. He told how he made a special tool to get the cutlass bearing out and how he was going to make the adjustments to align the shafts correctly. He went into the details and said how many will make mistakes aligning shafts. Joe Lowell is another one that is fun to be around as he explains how things should be done. During the process of cleaning out Wilbur Yachts and moving everything to Jonesport Shipyard he has given me invaluable advice. There are so many builders and repairers on this coast that are a wealth of knowledge. Every one of them knows the basics, but there are a number that know those intricate details, and, in the end, it saves you from making a mistake that could cost you a lot of time and money. Yes, today you can go to the Internet, but we all know how much we can trust some of the information there. If you watch some of the advice offered on some of the websites it might be the correct method or it might not be. I also think going in and talking with a boatbuilder, whose reputation you know, is much safer. You also know that there might be a story or two tied to the discussion and that makes it more than worth it.

The new 2022 GMC has gone just over 8,000 miles in the first two months. I was trying to keep this year's mileage total below 45,000, but the year-end total was 47,530.7 miles. I was doing well until I needed to run back and forth to Jonesport a number of times. Now, with a place at the Shipyard I might be able to get it down to 45,000. I just need to set up an office with bookcases and a desk with three computer screens so I can do my data entry. Ann has already told me I cannot fill the place with books. The 2014 GMC, which was supposedly condemned, was found not to be as bad as thought so she has had repairs made, but still needs to go to the dealer to have her computer checked out. The plan is to run them both, so the new GMC does not wrack up the number of miles in a six-year period like my others have. It is a theory that might work.

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



Even Keel and the Boats They Built

YARMOUTH, MAINE – In the last issue we covered the genealogy of the Lowell family and some of their early boats. In the interview I did with Joe Lowell, he discussed Even Keel Boat Shop, which was a partnership between Carroll Lowell and Archie Ross.

Joe explained, “They bought this place in ‘61 or ‘62 and he built this place. He sold the land to Casco Bay Ford to pay for the materials for this building. He built the building and started the business here. He had a few hard years. One winter I know of, he went to work for someone else. Royal, at that point, had gone to Portland. He was building where Key Bank is on Commercial Street in front of DiMillo’s. He built a few lobster boats, some real big boats there. He built some 58-footers, some big yachts and he built the BONAVENTURE, which was like a 75 or 78-foot dragger. Dad started building here. About ‘89 I asked him how many boats he had built in here and he said about 100. He did a lot of small boats too. There are some older pictures where he has got three boats going in here. So, he built a lot of smaller boats. Dad built his first boat by himself and paid for all the materials in ‘57. It was a 22-footer that is still around. She was in Harpswell, now she is up in Newcastle. Then he sold that, and he built a 28-footer for himself and that one is still around. She is down in Massachusetts, but she used to be out on Chebeague. He just started to build some of those boats. He built the MAY BELLE which was his own design. I believe she was 30 feet, clipper bow, beautiful little boat. That is what really set off Even Keel. He was building 36-foot lobster boats and the 33-footers, one every three months. Gramp Frost was building his 34-foot models in six weeks. They really had to have their crap together to snap them out like that. Watching my uncle’s work was phenomenal, because they did not have to think about it, it just happened. You’d watch Dad and you would sit there and you would wonder if he was going to get the work in that day. In a matter of three hours, he would do the amount of work that somebody else would do in eight hours. He would not even break a sweat. He had the knowledge and skill to do that, and they were all like that.

“Royal closed down Portland,” continued Joe. “He was pretty much just designing at that point in time and Malcolm came to work here. Donnie was still only on the weekends and Danny came back after Bruno, which was late 60s or early 70s. They were here and they just put out a lot of boats, and they were meticulously done.”

Joe was born in 1977 and at that time Carroll was building TAM O’SCHANTER, which was a 42-footer of Royal’s design, the first split wheelhouse lobster boat, built for

John Coffin. My brother Jamie was born in ‘72 and Jesse was born in ‘74. In the early 70s during the gas crunch is where it really put a hurting on this industry. Both of us were really starting to come up through the ranks at that point in time.

“Back then there was a lack of timber,” said Joe “a lot of it went to the house industry. Lack of how to cut it right and they don’t twitch stiff out of the woods in full-length. They used to forward it out in 16s and 14s and 12s and 8s. It is pretty hard to get a 30-foot keel out of the woods in 16 feet so that is what you have to find. Carroll built some sportfish cruisers in the early ‘70s, which went down to Long Island. They built a 58-foot three-story yacht over at Dugas’s railway. She is still going to this day. She is down in Bermuda or Bahamas. He built the 49-foot Cobra. three engines. He built GANNETT III, which went down to Montauk. He built the 36-footer that was in Royal’s book and another 36-footer. Originally the one in the book was MARY LEE. The book says Bruce Cunningham, built it, but Royal had a tiff and he wrote my dad out of the book. If you look in the picture, it is my dad running the boat and my godfather, who I am named after. Bill Ganski is a guy who had her built in Cundy’s Harbor. Then Charlie Barnett bought her from Freeport and named her the LITTLE FEATHER. Charlie had her, he sold her around 1990 to a fellow in Harpswell. He built a second LITTLE FEATHER at that time. That model was a different model that was my dad’s model off Ed Drisko’s boat. She was a sheer plank higher and Pete Kass built the boat. So, the original LITTLE FEATHER went to Harpswell, I can’t remember the fellow’s name who had it and then Clayton Whitten bought her from him in the late 90s. He fished her for a few years and then he got a Young Brothers and he asked Jamie and I if we wanted the boat. We ended up finishing off a Young Brothers 40 for the boat. We brought her back here and started to take her apart and unfortunately both did not see eye to eye on working on her so she did not get done. When we split up, we sold the boat to a friend and he kind of took it apart the rest of the way and he just recently called me and asked me if I wanted the boat back. It is a lot of work. I do have the original engine for it. She was a beautiful boat.

“My dad’s favorite boat that Gramp built was the MERGANSER,” continued Joe. He just absolutely loved that boat. He owned her in ‘68 and ‘69 and sold her so he could buy a house. If you look at that Drisko model it is like a modern version of the MERGANSER without the tumblehome and just a little bit bigger. When you look at Royal’s 36-footer and you look at that, that is his idea of MERGANSER with the tum-



Joe, Danny and Jessie Lowell at Even Keel Boat Shop.

blehome. Two completely different boats.”

While TAM O’SCHANTER was under construction, Royal had built a shop in Durham and was saying that Carroll was not building boats anymore. He also had taken the crew. When TAM O’SCHANTER was finished Carroll owed money to the Harris Company for supplies. They had a boat, a 42-foot Harold Gower that had been burned. She was originally built for Pete ‘Claw’ Kelley in 1966, who used her as a gill-netter. The Harris Company and dad made a deal, and he rebuilt her for what he owed them. Joe added, “They left him cold, his nephews and brothers. He came through it. He loved his family and just let it go, just let it go.”

Carroll did a lot of repair work and then in the early 1980s he built a number of models for Lee Wilbur. Most were wood

on mahogany backboards, and some were fiberglass models based on the Newman 46, which he had made a mould for.

Then came SEA SCRIBE. “Originally started for Richard Gilmore, of Gilmore Seafood in Bath in ‘81,” said Joe. “I can remember going in the woods, I was four years old, in the middle of winter, in the middle of a blizzard, looking for the keel timber on a wood lot in Gray. I can remember riding out there with the old man who owned the lot and dad, and it was cold. I remember standing in front of that truck to try and stay warm as they picked out the keel timber. Then dad started building it. Well, what it started as and what it ended as was two different things. They had seen

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Andy Valvolotis - It is All in the Book!

ROBINHOOD – There are a number of people in the marine industry you just love sitting down with and hearing their life story. Many of them have had a remarkable career spanning a number of decades. One person I have always wanted to do this with was Andy Valvolotis, who was owner of Robinhood Marine in Robinhood and before that Cape Dory. I also knew that he had been involved with other marine businesses. When he stepped away from Robinhood Marine it was always interesting to see what he was developing from multihulls, rowing seats or the floating motel rooms on the water. Over the last year, he hooked up with author James Nelson and wrote an autobiography, which anyone interested in the marine business will enjoy reading.

Unfortunately, three years ago Andy developed a blood condition and his doctors said that he was not allowed to work in his shop anymore. This must have been a tough pill to swallow because Andy absolutely loved developing boats or items for boats. Andy added, “The brain is still intact, and I can recall a lot of wild and crazy things that went on during those days building Cape Dories. I started scribbling down notes about all of the different adventures that went on there. I also thought a lot of these guys are still living and I am going to call them and see if they would be interested in writing. Well, they all jumped on board, it was fabulous.”

Andy starts right at the beginning, which started in Taunton, Massachusetts where he spent his youth. Taunton is not on the water, but it does have a river running through it. What fascinated Andy was the many manufacturing companies. There was a locomotive building company, big foundries, and the Taunton Stove Works. His father came from one of the largest islands in Greece and his grandfather also came from an island off Lesbos, Greece.

Early on, Andy was always building

something. He explained, “I built models, maybe some aircraft models, a few ship models. So, I was into boats. Of course, I would read all of the magazines like Popular Mechanics, Science and Mechanics and Mechanics Illustrated. They would have a feature of building a boat or how to build 20 boats. I just loved to read all about that. I created my own little workshop down in the cellar of the house. My father was a chef and restaurateur for all of his life and he was great in the garden, but he was not a craftsman. I was taken to working with tools from an early age. There were some old derelict tools down in the cellar that had been left there from the previous owner. When I was probably 10 or 11, I thought ‘wouldn’t it be neat to have a table saw?’ Of course, I do not have any money for a table saw. I used to spend time in the equipment section of the Sears Roebuck catalog. I would read about all of the machines. Maybe I could work with a power arbor, which had a couple of shafts sticking out of it. It was like \$299 for this arbor so I took that gizmo and mounted it on a platform and built a box around this arbor and put an 8-inch circular saw blade in it. The arbor already came with a v-belt. Over in the corner was a decrepit washing machine and the motor was still good. I hooked the motor up and then built a tabletop and I had a table saw. That was the beginning of my building a shop. I always had a respect for machinery.”

At this time Andy started building various boats. The first was a skin boat followed by some plywood boats. When he was 16, he built an 11-foot Class B utility racing boat. The motor he found in a hardware store in Buzzards Bay, which was a Mercury 20H Golden Hurricane. Andy added, “That was a pretty hot engine. Maybe the ccs were in the same range, but they had an incredible exhaust port that was big and came down to the water and when you turned the engine on you would swear it was 500 hp. I pleaded

with my mother; I really need that motor. That was my intro to high-performance, that thing would do 50 mph. I almost started to race outboards with my buddy, but a young lady entered the picture, and all bets were off.”

Andy went to work for Al Gray at Gray’s Boatyard when in high school. He said, “Al Gray was a master shipwright. When I was there, 15, I think, I was doing odds and ends. He had me doing some planking on the bottoms. I also noticed what they were building in the main shed, I think it was a 49-foot Eldridge McGinnis sport fishermen. That thing was unbelievable, teak cabinetry in the cockpit.”

After graduating from high school Andy went to school for drafting and engineering in Chicago. He also went to work for the world’s largest lampshade manufacturer. It was a huge complex with lots of sophisticated machines some of which came from Taunton. He returned to Taunton and went to work for one of the local mills working as a draftsman in engineering department and demonstrating to clients how their fabric would run through a machine, they were interested in. At the same time, he built a fiberglass hardtop for a 1940 Packard convertible. He built a plug out of clay and then fiberglassed it. He then modified it by cutting it just behind the front seat and that gave him two removable sections. This was done in the mid-fifties, which was very early in the development of fiberglass.

After a short time at Mount Hope Machinery, he went to work for Boston Whaler for almost two years. He started in the moulding shop, then to the finish department and then to R & D in the engineering department. He was always reading the technical journals and noticed that a company, the Rand Corporation, had developed a machine for spraying fiberglass. When he got to Boston Whaler, they had machines similar, but they had built their own. He said it was all a learning experience as to the pros and cons and the ins and outs.

Then Andy thought he needed to make more money and decided to go into the real estate business thinking he could make a fortune so he could get into the boat business. So, he left Boston Whaler and became a broker in Brockton where he was living at the time. He was there five months, and no one had sold anything, but Andy who had sold five houses. Realizing this was not going to make him a lot of money, he left. It was also the time that he sketched his first Cape Dory. He explained, “Phil Bolger had just designed the Gloucester light dory and I built him a dozen of those with a fiberglass joint. That was the forerunner of Cape Dory. I designed a Swampscott type dory which had panels, with the same idea as the glass joints. We did maybe 15 of the Cape Dory 15s. The 14 came after them, and that was a round bottom boat, narrow, good rowing and sailing boat. The 10 came after that and that became an all-purpose boat, good for kids and good for towing behind a larger vessel. That really got us going.

“I just love to get into the shaping and styling and creating and then to be able to

build it,” said Andy. “It is one thing to design a boat, but can you make the thing, make it profitable and sell it at a price that people can afford? How can we build it better? Timing is everything and certainly luck is involved. I stumbled across certain things like the Typhoon and then the relationship with Carl Alberg. One phone call was the difference between success and failure.”

Naugus Fiberglass was going out of business on the North Shore of Massachusetts and Andy noticed that they had two models, the Typhoon and a 30-foot Hood auxiliary sailboat. He wanted the 30-foot Hood and was able to win the bid. This consisted of just the hull. However, they had not done anything with it as they were so busy selling the dinghies. The Typhoon was purchased by a company on Cape Cod. A couple of years later Andy gave them a call and asked if they were doing anything with it. They said they had not, and he asked if they would be interested in selling it, which they were. That was an incredible purchase and became one of their best sellers. It was also Andy’s introduction to Carl Alberg, the designer of the Typhoon. He called him and told them he would be interested in paying him a royalty on the ones he sold. Every month a check went out for every one they sold. Andy added, “In many ways that was such a key to the company. It was a full keel boat, small, and it was great for entry-level people just getting into sailing. The demand in the market was just unbelievable. The timing was perfect, everything fell into place and basically the best salesman that we ever had was the Typhoon. That boat would sell the next boat, you know the 25 to the 27 to the 28 and to the 30.”

They were using fittings from several manufacturers, but they did not work or look right. That is when they formed Spartan Marine, and they built their own hardware for all their boats.

Carl was going to the Newport Boat Show one year, and as he passed West Bridgewater, he stopped at Cape Dory and went into Andy’s office with a big manila envelope under his arm. Andy added, “He pulls out the drawings and it is the 28-foot Alberg. It was like an Alberg Triton, but on steroids. He lengthened the water line and beamed it out a bit, but still very moderate. In later years I would plead with him that I needed more beam. I have got to have more room inside, the other guys in the market are killing me. I also need the keels to be a little shallower. He liked my R & D department because even before I would think about it, he would be looking at my product line and he was right there with new designs. If I had not picked up the phone and called him, I would have lost that whole opportunity.”

The energy crisis in the early 1970s hit the boatbuilding world hard. Andy was wondering if he would ever build another fiberglass boat. There was no resin to be had and they did not know when any would be available. What could they build that would keep them in business? The thought was a commercial boat. He liked Royal Lowell’s designs, and he went to him for a dragger. “I want the boat to be slow,” said Andy, “but powerful and not cost anything for fuel to run it. This 38-footer started with 100 hp motor, John Deere, the problem is you need a lot of horsepower for hydraulics and things that you are running on the boat.”

It was this boat that brought Andy to look for another facility, preferably on the water, and that took him to Maine. This was when he discovered Robinhood Marine. The owner, Ralph Becker, wanted out and Andy jumped in with both feet.

Continued on Page 7

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National Transportation Safety Board News

NTSB Recommends New Alarms, Procedures and a Change to the Anchorage Area off California Coast Following Oil Leak

NTSB recommends all pipeline operators voluntarily implement safety management systems

12/5/2023

WASHINGTON (Dec. 5, 2023) — The National Transportation Safety Board recommended new notification alarms and procedures for potential incursions on pipelines and a change to an anchorage off the California coast following a crude oil release in 2021 caused by ship anchors damaging an underwater pipeline.

NTSB investigators determined that the oil leak, which began on Oct. 1, 2021, in San Pedro Bay, resulted from an anchor strike on the pipeline that occurred eight months earlier, when anchors from the container ships Beijing and MSC Danit dragged and contacted the pipeline during high winds and seas caused by a cold front. The proximity of the anchorage positions the vessels were assigned to did not give the crews sufficient time or space to heave in their dragging anchors before contacting the pipeline. The NTSB determined the MSC Danit anchor's contact with the pipeline was the initiating event that led to the crude oil release.

An estimated 588 barrels of oil leaked from the pipeline, resulting in approximately \$160 million in damages, including cleanup costs.

The NTSB recommended the U.S. Coast Guard implement a proposed change to the anchorage where the Beijing and MSC Danit were located when they began dragging their anchors, which would move the boundary of the anchorage farther away from the pipeline. The NTSB also recommended the Coast Guard develop and implement audible and visual alarms for Vessel Traffic Services, or VTS, watchstanders when an anchored vessel is encroaching on a pipeline, and to develop procedures for VTS to notify pipeline and utility operators following potential incursions on submerged pipelines and utilities. VTS provides active monitoring and navigation advice for vessels in confined and busy waterways.

"Anchorages need to be designed to account for the size of vessels using them and the time it takes for these ships' crews to react when anchor dragging occurs," NTSB Chair Jennifer Homendy said. "Potential damage to a pipeline needs to be reported immediately because the consequences of a pipeline leak are so great. NTSB investigators identified instances where this leak could have been avoided or mitigated, including making the pipeline operators aware of potential anchor dragging so damage could be identified and repaired before an oil release. Investigators also found that the controllers were not adequately trained to handle abnormal operating conditions, which delayed shutting down and isolating the pipeline."

Contributing to the leak was the undetected damage to the pipeline, the pipeline operator's insufficient training of the pipeline controllers, and the pipeline controllers' inappropriate response to the leak alarms due, in part, to frequent previous communication-loss alarms.

It took eight total leak alarms before controllers shut down and isolated the line. Had the San Pedro Bay Pipeline controllers responded in accordance with company procedures and shut down and isolated the line at the first alarm, it would have significantly reduced the volume of crude oil released and the resulting environmental damage. The NTSB found insufficient training of the pipeline controllers contributed to the 14-

hour delay in stopping the pipeline's shipping pumps, which consequently increased the volume of crude oil released.

The NTSB also issued recommendations to the Pipeline and Hazardous Materials Safety Administration, or PHMSA, the Marine Exchange of Southern California, and owners and operators of pipelines regulated by PHMSA.

The meeting summary, probable cause, findings and safety recommendations of the investigation are available on the investigation webpage. The final report will be published on the NTSB's website in several weeks.

The public docket for the investigation includes more than 4,000 pages of factual information such as reports, interview transcripts and other investigative materials.

Corroded Wire Rope Leads to Crane Failure on Bulk Carrier

12/13/2023

WASHINGTON — Undetected corrosion and wear led to an equipment failure on a cargo ship while offloading cargo last year in Houston, the National Transportation Safety Board said Tuesday.

On July 23, 2022, the cargo ship Thorco Basilisk was offloading a wind turbine component at the Greensport Terminal on the Houston Ship Channel when the hoisting wire rope on one of the ship's cargo cranes failed, causing the component to drop onto the vessel's cargo hold tween deck.

No injuries were reported. Damages to the ship and cargo were estimated between \$3-5 million.

An examination of the hoisting wire rope showed significant external corrosion and wear; however, the visible signs of external corrosion could not be fully seen until the grease on the rope was removed. While annual surveys were performed on the wire ropes, the surveys primarily involved visual inspections to look for wear and would not have identified the underlying corrosion below the grease.

While the hoisting wire rope had been in use for 9 years, still within the standard 10-year period of use, a postcasualty examination found "the wire rope was near the end of its service life and probably should have been discarded." The operating company has since updated their planned maintenance system to require crane wire rope replacement every 5 years.

"Saltwater and humid ocean air cause corrosion of metals, presenting challenges for the maintenance of high-strength steel wire ropes on vessels," the report said. "A deteriorated wire rope directly affects a crane's ability to safely and reliably handle loads up to its rated capacity (safe working load). Therefore, diligent inspection, maintenance, and management of wire ropes are essential. Working wires should be changed at recommended intervals, or more frequently, depending on operating conditions and use."

NTSB Determines Cause of Containership and Fishing Vessel Collision

WASHINGTON (Jan. 3, 2024) — A fishing vessel mate not maintaining a proper lookout and conducting maintenance on critical equipment while underway led to the collision of a containership and fishing vessel, the National Transportation Safety Board said Wednesday. No injuries were reported. Damage to the vessels was estimated at \$6.25 million.

On Oct. 28, 2022, while the containership MSC Rita was transiting southbound in the Atlantic Ocean, the fishing vessel Tremont was transiting north-northeast in the same area. The Tremont passed ahead

of the MSC Rita, but then made a sudden turn back toward the containership. Shortly after, the vessels collided. The collision resulted in hull damage to the Tremont, which eventually sank.

The mate on board the Tremont told investigators he was attempting to fix the vessel's gyrocompass while the vessel's autopilot was engaged. The Tremont's autopilot required heading feedback from the vessel's gyrocompass and needed a user to input the desired course. As the mate adjusted the gyrocompass to troubleshoot the error, the autopilot processed the heading feedback, causing the vessel to turn toward the MSC Rita.

"In this collision, maintenance of a gyrocompass was being conducted while the vessel was underway with its autopilot—which was receiving heading information from the gyrocompass—engaged," the report said. "Simultaneous operations, often referred to in safety management systems, is a situation where two or more operations occur in the same place at the same time and may interfere with each other. Managing simultaneous operations is an essential element of safety management and safe vessel operation. Before beginning work,

mariners should identify hazards associated with working on one piece of equipment that may affect another, such as sensors feeding information to other equipment, and manage those risks to avoid unsafe conditions."

The NTSB report also emphasized using digital selective calling on modern VHF radios to communicate distress. In this collision, the Tremont captain used VHF to signal distress, but because of the distance between the vessel and the nearest Coast Guard station ashore, the distress call was weak.

"Modern VHF radios are equipped with digital selective calling (DSC)," the report said. Pressing the VHF-DSC button alerts search and rescue authorities and nearby vessels, and automatically provides the vessel's position. Time permitting, mariners can also select the nature of distress on the radio and verbally communicate with nearby responders. When a vessel is in distress, mariners should use all available means to signal emergency responders, including VHF-DSC."

The 13 people aboard the Tremont abandoned the vessel and were rescued by good samaritan vessels and a Coast Guard helicopter.

Andy Valvolotis - It is ...

Continued from Page 6

Then Cape Dory hit hard times and Andy was not sure if he could save them, Spartan Marine or Robinhood Marine. He explained, "The sailing market was saturated by '85, and it was like the whole market shutdown, and everybody was moving into power. That was the beginning of our powerboat ventures and that came at a key time. Before Cape Dory closed down, I bought a Webco 22 hull. This was what I wanted to build. I built it in my garage in Lakeville at the time. I finally finished this boat, just about the time Cape Dory was closing and this boat went to Robinhood. I can build a product like this that the market would have an interest in. But we did not go that route. Fortunately, Robinhood was okay. These things happen and you know you can't plan it. I did not plan any of it. I was going about my business doing things that I felt I needed to do, and it just so happens that they kind of fall in place."

While running Robinhood Marine Andy built a number of sail and power yachts. He also developed all sorts of marine items and boats that he felt the market would like. Then several years ago, he sold the yard and went into his shop at his home just around the corner from the yard and

continued developing items and boats.

There is no question Andy has had a very interesting life and he wanted to tell his story. He first contacted a neighbor, who was a writer, but he did not want to get involved in a big project. Other people were recommended and the one he settled on was James Nelson, who was still working on the Virginia Project in Bath. The two made an agreement and after numerous interviews, with the inclusion of others that had worked with Andy over the years writing their own parts, they had a book that Andy has every right to be proud of. For those interested in a copy of this book, turn to the advertisement on Page 18.

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U. S. NAVY NEWS

Navy Locates and Recovers Downed Blackhawk in the Mediterranean Sea

From Commander, U.S. Sixth Fleet Public Affairs Office

21 December 2023

MEDITERRANEAN SEA - A team of deep ocean salvage experts located and recovered the downed MH-60 Blackhawk that crashed into the Mediterranean Sea on Nov. 10. The aircraft was conducting routine training when it experienced an in-flight emergency resulting in the crash.

Under the direction of Commander, Task Force (CTF) 68, the Navy embarked experts from Supervisor of Salvage and Diving (SUPSALV), Phoenix International, Explosive Ordnance Disposal Mobile Unit 8 (EODMU 8), and U.S. Army Special Operations Aviation Command (USASOAC) aboard the contracted multipurpose vessel, NG Worker, and proceeded to the crash site on Dec. 8. Once on station, highly skilled operators located and recovered the aircraft using state-of-the-art underwater survey and recovery equipment mounted on the Deep Drone remote operated vehicle (ROV). The Deep Drone is a 4,100 pound ROV designed to meet the Navy's mid-water salvage requirements to a maximum depth of 8,000 feet.

"The success of this mission can be attributed to highly trained Sailors, Soldiers, and civilians from the combined Army-Navy team who came together and displayed extreme skill to safely recover the helicopter," said Cdr. John Kennedy, Commanding Officer of EODMU 8 and Commander, Task Group (CTG) 68.1. "Everyone onboard was humbled by the opportunity to play a small role in helping to bring closure to grieving families."

Assigned to U.S. Army Special Oper-

ations Command, the MH-60 Blackhawk was carrying five special operations aviation Soldiers when it crashed. All Soldiers on board were killed. The remains of two Soldiers were recovered during initial search and recovery efforts.

The remains of the three other Soldiers were recovered and will be flown to Dover Air Force Base and returned to the families. The identities of the Soldiers recovered will be withheld pending notification to next of kin.

The cause of the crash is under investigation. For information regarding the incident, contact the U.S. Army Special Operations Command Public Affairs office at 910-432-6005, or by email at PAO-USASOC@socom.mil.

SECNAV Del Toro Honors Former Navy Secretary at Keel Plate Ceremony, and Outlines Continued Efforts to Strengthen Maritime Dominance

11 December 2023

The Secretary of the Navy Carlos Del Toro celebrated the Keel Plate Unveiling ceremony for one of the Navy's future Arleigh Burke Class Flight III destroyers at an event hosted by the Naval War College in Newport, RI., Dec. 11.

Secretary Del Toro was the featured speaker at the ceremony in honor of J. William Middendorf II, who served as the former U.S. Ambassador to The Netherlands, the 62nd Secretary of the Navy, and is the namesake of the future USS J. William Middendorf (DDG 138).

During his tenure as Secretary of the Navy, Middendorf shepherded through Congress four new major Navy programs: the F/A-18 Hornet carrier-based attack air-

craft; the CH-53E, heavy-lift helicopter for the Marine Corps; Ohio-class submarines and the accompanying Trident missiles; as well as the Aegis surface-launched missile system.

"It's hard to believe that 50 years ago Ambassador Middendorf was championing the Aegis Weapons System as the Secretary of the Navy. Today, our Aegis-equipped Arleigh Burke-class destroyers remain the workhorse of our force," said Secretary Del Toro. "Ambassador Middendorf also championed the Ohio-class ballistic-missile submarine. Today, we're working to continue that legacy. Indeed, of our nearly 100 ships under contract and more than 50 in construction, many of them can trace their lineage back to the systems and platforms he played a large role in shepherding through Congress."

Secretary Del Toro added that the Department of the Navy continues to build on the foundation laid by Middendorf.

"Our number one acquisition priority, USS Columbia, represents the future of our ballistic missile and strategic deterrence force. We're building Ford-class carriers, Virginia-class submarines, Constellation-class frigates, San Antonio-class LPDs, and Arleigh Burke-class destroyers. This year, we commissioned the first Flight III destroyer, USS Jack H. Lucas, which represents the most technologically advanced surface combatant ever built. When commissioned, USS J. William Middendorf will become part of that storied line of ships. She will be the most capable surface combatant ever built," said Secretary Del Toro.

The ships we're building across the country are foundational to the department's ability to deter adversaries, support our allies and partners, and, if necessary, fight and win our nation's wars, Secretary Del Toro continued.

"A ready, combat-credible, forward-deployed fleet remains the most potent, flexible, and versatile instrument of military power. It ensures that the seas remain free and open, allowing for the peaceful flow of goods, ideas, and people," said Secretary Del Toro. "With this in mind, in September, I called for a new approach to maritime statecraft – a return to a national, whole of government effort to build comprehensive U.S. and maritime power."

To that end, Secretary Del Toro outlined significant strides and new initiatives from the past year, including: the Marine Innovation Unit, the Navy's Disruptive Capabilities Office, the department's Science and Technology Board, and the Government Shipbuilder Council.

"And, this Administration and Navy continue to develop high-paying, high-skilled 'new-collar' jobs that restore America's manufacturing prowess by combining traditionally blue-collar trades with cutting-edge manufacturing technologies of today," said Secretary Del Toro.

Before closing, Secretary Del Toro stated that for the first time in more than 100 years, we face intense peacetime competition from a global, full-spectrum maritime power.

"The People's Republic of China is our pacing challenge, and we must restore our Nation's maritime power to meet it," said Secretary Del Toro. "The future USS J. William Middendorf is key to that goal. We look forward to welcoming her into our fleet and are excited for its future crew to represent our nation on a global scale, just as her namesake did throughout his life."

ONR-Sponsored Research Could Potentially Lead to Millions of New Materials
Extraordinarily rugged with a melting

temperature of several thousand degrees Fahrenheit. That describes the results of research into new ceramic materials sponsored by the Office of Naval Research (ONR) and recently published in the Journal Nature.

05 January 2024

A research team, led by ONR's Principal Investigator, Dr. Stefano Curtarolo, Duke University, developed a computational method for creating new types of ceramics using transition metals – carbonitrides or borides – through a process called Disordered Enthalpy-Entropy Descriptor (DEED).

The applications are endless, said Dr. Eric Wuchina, a research materials engineer who was the program officer with ONR's Sea Warfare and Weapons department when Curtarolo's research team was awarded the Multidisciplinary University Research Initiative (MURI).

According to Wuchina, the variety of new compositions could create potentially millions of new materials.

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"Wuchina said. "Now we can help design any material for high voltage, breakdown resistance for strength, for high temperature capability, for high or low thermal conductivities – a variety of things that you can do because of the thermodynamic database that Professor Curtarolo has been putting together for the last 20-25 years."

Curtarolo's team maintains the Duke Automatic-FLOW for Materials Database (AFLOW)—a database that allows algorithms to accurately predict the properties of unexplored mixtures without having create them in the laboratory.

"We've used the same iron, copper, nickel and other alloys throughout history and just added stuff in to change the properties," Wuchina said. "Rather than limit ourselves to just 10 chemical elements, this allows us to look at the whole periodic table of 100 elements – and to look at a variety of different compositions."

According to Wuchina, the variety of new compositions could create potentially millions of new materials.

"Professor Curtarolo has developed the ability to for us to look at a wide variety of materials and potential materials that have never been made and predict what their properties are going to be. And then how to make real materials out of those for applications for specific applications."

So far, DEED has predicted 900 possible new formulations of high-performance materials – 17 of which have already been successfully created in laboratories.

Instead of focusing solely on the orderly atomic structure of conventional materials, Curtarolo's team worked to develop the predictive properties of "high-entropy"

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U. S. NAVY NEWS

materials – that is, materials that could be created through a chaotic mixture of atoms.

“The high-entropy carbides all had a relatively uniform amount of enthalpy, so we could ignore part of the equation,” Curtarolo said. “But to predict new ceramic recipes with other transition metals, we had to address the enthalpy.”

Enthalpy is a measure of the sturdiness of a design while entropy is the number of possible designs that have similar strength. Curtarolo’s computational method not only calculates what elements need to go into creating a ceramic for a certain application, but how to arrange the microstructure – the atoms – so that it has also high temperature capabilities.

“Typically to get higher or lower thermal conductivity you will use a ceramic,” Wuchina said. “You might make it a little more porous so that it has better insulating properties, right? Well, how do you do that without harming the mechanical properties?”

That’s what makes Curtarolo’s research and computational method so unique. It allows him to predict how different compounds will behave and to what applications these new compounds would be best suited.

Wuchina said. “The DEED process can capture and develop a wide range of materials and the materials properties that we don’t have now, and it allows us to use computational tools to tell us what compositions and what microstructures are best and how to make them. And that’s something that has historically been trial and error.”

The results of Curtarolo’s research were published online, Jan. 3, in the journal Nature, which includes contributions from collaborators at Penn State University, the Missouri University of Science and Technology, North Carolina State University and the State University of New York at Buffalo.

SWOBOSS Highlights The Fight, The Force, The Future at 2024 Surface Navy Association National Symposium From SURFOR Public Affairs

ARLINGTON, VA — Vice Adm. Brendan McLane, commander, Naval Surface Force, emphasized warfighting effectiveness during his keynote remarks at the 36th Annual Surface Navy Association (SNA) National Symposium in Arlington, Va., Jan. 9.

McLane outlined his vision for the Surface Force centered on progressing the Competitive Edge strategy and achieving the North Star goal of 75 mission capable ships on any given day that are sufficiently manned, trained, and ready for the fight. “My vision for the Surface Force is one of 75 warships ready to fight, operated by courageous, well-trained, and sufficiently

manned crews to achieve the Navy’s mission in peace and war,” said McLane. “It is an agile, lethal, distributed, and persistent force that gets ready quickly and stays ready through continuous improvement. This year’s theme—The Fight, The Force, The Future—captures this vision.” The North Star goal of 75 mission capable ships is enabling Surface Warfare leaders to better understand and quantify the readiness of the Surface Force. The establishment of the Surface Readiness Groups (SURFGRUs) will play an integral role for achieving and sustaining 75 mission capable ships.

McLane thanked industry partners and NAVSEA for their teamwork in achieving readiness during dry-docking maintenance periods and encouraged the broader Surface enterprise to redouble efforts and work together to reduce days of maintenance delays.

McLane also discussed the implementation of the new Afloat Team Training Accelerated Certification (ATTAC), which gives warships ten uninterrupted weeks of Basic Phase training, including five to seven weeks underway. He acknowledged the success of Warfare Tactics Instructors in enhancing combat performance at sea.

“We are nine years into Warfare Tactics Instructor production by the Surface and Mine Warfighting Development Center (SMWDC). I can say with confidence it is the best program we’ve ever started for our officers and warfighters,” said McLane. “Our WTIs at SMWDC, in the program offices, and in the fleet are improving our tactics, techniques, and procedures every day—getting ready and staying ready through continuous improvement!”

Further emphasizing “The Fight, The Force, The Future,” McLane reinforced that amphibious ships crewed by the Navy-Marine Corps team fulfill the Competitive Edge strategy.

“Day in and day out, we work with our closest partner, the United States Marine Corps, supporting them as they implement Force Design 2030, expand Littoral Operations in contested environments, and enhance the amphibious force readiness needed for crisis response and conventional deterrence around the world,” said McLane. “In conjunction with this imperative, for the first time, we sent six Littoral Combat Ships armed with Naval Strike Missiles west of the International Date Line. These ships are yielding considerable operational dividends. Dividends earned from the execution of our Competitive Edge strategy.” The Competitive Edge Strategy details five broad lines of effort, assigning accountability, responsibility, and leadership roles while providing action items with prescribed timelines. Those lines of effort are: - Develop

the Leader, Warrior, Mariner, and Manager - Produce More, Ready Ships - Achieve Excellence in Fleet Introduction - Create Clear and Innovative Operational Concepts - Establish Infrastructure for the Future Force These efforts point toward the North Star goal of 75 mission capable ships while illuminating future needs for DDG(X). The future of the Surface Navy includes rapid Flight III production, high-power directed energy weapons, and a continued press on unmanned programs.

“Today, the fight in is the Red Sea. Tomorrow, we may be asked for prompt and sustained combat operations in other parts of the world,” McLane concluded. “It’s imperative our force is ready and stays ready. This requirement demands every member of our Surface Force team—uniformed, civilian, or in private industry - to work together to innovate, improve, and adapt for overall mission success.” SNA was incorporated in 1985 to promote greater coordination and communication among the military, business, and academic communities who share a common interest in naval surface warfare and to support the activities of surface naval forces. SNA is dedicated to recognizing the continuing contributions of the United States Navy and Coast Guard’s surface forces. It showcases professional excellence within the surface naval forces, deals with the challenges faced by surface naval

forces, nurtures communication among military, academic, and business communities, enhances and preserves the heritage of surface naval forces, and provides forums on professional matters affecting the surface naval forces. The mission of CNSP is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore. For more news from Naval Surface Forces, visit <https://www.surfpac.navy.mil/>. For a transcript of SWOBOSS’ keynote, visit <https://www.surfpac.navy.mil/Media/News/Article/3639756/swoboss-keynote-transcript-from-sna-national-2024/>.




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Case in Point Explained

By Sheila Dassett

In last month's article, it was called "Where's the Logic?" I'd like to explain just a little bit in this article what I am driving at. The article went over such issues as the expense of setting up windmills in the water, which is totally not feasible. The expenses and the erosion and chances that are being taken just don't fit into a logical plan. These windmills are just another brainstorm aiming at green energy. Now I understand why folks may want to do their part about green energy, but let's be fair about this. One question that we're all pondering about is "why is Maine such a target for all of these issues?" Whales, windmills, ropeless gear?

An issue that the State of Maine lobster industry is contending with now is the science behind the status of our lobster biomass. The science is showing (according to people behind a desk) our lobster biomass is not as strong as it once was. In the year 2000 Maine landed over 53 million pounds of lobsters to a high of 132 million pounds in 2016. Since then, our landings have tapered off. The question is, what is happening?

People are saying that we should react now before it's too late or our fishery could collapse. Around 1990, Maine increased their measure and escape vents to try to rebuild our depleted lobster stock. Many people contribute the success of the lobster increase on this particular move. This is possibly true, but at the same time, we also

had a collapsing ground fish fishery. It is of some opinions that the collapse of the ground fish played a roll in the survival of many juvenile lobsters. Another point that could be thought about is the fact that many ground fishermen went lobstering after the collapse. Maine saw an increased effort put on the lobster fishing with more fishermen and more traps. So over a period of time, it would only increase our landings because of increased effort. The bottom line here basically comes down to less predatory fish to eat the juvenile lobsters so they had a higher survival rate also being protected by the vent and gauge increase.

Some say that this is a great success which at the time, it was. Another helping hand was the moratorium put on lobster licenses and the introduction of zones and trap limits. The Gulf of Maine and Southern New England as well as Mid Atlantic waters were turned into management zones overseen by the Atlantic States Marine Fishery Council. With this, also the State of Maine divided into several zones as well.

With all of this being said, Maine has always maintained the strictest lobster conservation plan to date. We maintained our minimum size measure, protection of over-size lobsters as well as our female eggers by V-notching. Many of the other states were late to adopt to these principles and their fishery for lobster is basically collapsed. One other thing that the State of Maine banned

was the landing of lobsters by drag. What makes it hard for the fishermen of Maine to accept is when ASMFC tries to tell us that we need to increase our gauge in two jumps to 3-3/8 measure which would put us at the minimum size of areas that do have a larger oversize measure than we do, (if they have one). They say that this makes an "even playing field" if we all have the same minimum gauge. I would have to say, if they come down to a five inch maximum size, then we would have an even playing field.

If Maine were to do this gauge increase, it also means that we would have to go along with a vent increase. Reasoning behind this is that basically we would be handling more juvenile lobsters that are being caught in the traps. It has been proven that mishandling of lobsters only increases to higher mortality. With all of this increased volume, we would probably end up with at least a two inch vent.

The biggest controversy in science data is exactly how accurate is our v-notch policy working? It is being said that our v-notch count during sea sampling has declined. Is this true? Personally, I feel that the v-notch volume of lobsters that are seen in the traps is staggering. It is nothing to throw back at least 250 lobsters a day in total between shorts, eggers and notched. I know many fishermen have been saying the same thing. Is it possible that some guys don't notch,

maybe so. I will admit myself, sometimes when you are picking a trap, it's hard to keep up with what is what.

Well, with what we just covered, it just shows, that there are many variables to why our catch could be declining. One thing could be that the ground fish are coming back, This puts another predatory pressure on the lobsters. Another stressor on the lobsters is the striped bass which is a recreational prize fish. Probably one of the biggest issues that could be affecting lobsters is the fact that their habitat is being overrun by sea-squirts. These little @*****'s are just consuming every nook, cranny or hole that a lobster could go into. They blanket the bottom like a rug, so there's no place for the lobsters to shed. As you can see, there are many variables to this situation. If we do increase our gauge and vents, how long will it take for the catch to re-coupe? There will a downturn in our catch for a few years anyway. Will our price increase? What about the ground fish as the stocks rebuild? What about other states matching Maine's conservation standards? These are all questions that need to be addressed and answered. Let's get this figured out before we go too far and make sure there is a fishery for our next generation.

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

Maine Dept. of Marine Resources

Maine DMR Receives \$17 Million to Support Maine's Lobster Industry, Improve Flawed Right Whale Data

December 11, 2023

AUGUSTA – Governor Janet Mills and Department of Marine Resources (DMR) Commissioner Patrick Keliher announced that Maine has received \$17,252,551 from the National Oceanic and Atmospheric Administration (NOAA) to help improve data on endangered North Atlantic right whales (NARW).

The money was the result of The Consolidated Appropriations Act passed by Congress in December of 2022 which established a \$26 million fund for states with lobster fisheries. This fund is administered by the Atlantic States Marine Fisheries Commission which divided the money among states based on active lobster harvesters.

"Maine's lobster industry has a long and

proud tradition of responsible harvesting practices and good environmental stewardship, including significant investments by lobstermen in to protect right whales," said Governor Mills. "These funds will ensure that federal regulators can no longer burden this vital industry with management decisions based on poor data that threaten the livelihoods of thousands of Mainers. I thank Maine's Congressional Delegation for its work to secure this important funding."

"The goal of this research is to collect data that tells us what is happening in the Gulf of Maine, so we can be protective of whales in a way that also doesn't devastate Maine's critically important lobster industry," said DMR Commissioner Patrick Keliher.

The lack of data on NARW presence and fishing effort in the Gulf of Maine (GOM) has resulted in high uncertainty in existing models that the federal government uses to determine the risk of serious injury and mortality to right whales by lobster gear. This funding will allow DMR to expand NARW research and improve the assessment of risk to NARWs posed by fixed gear fisheries in advance of future federal rulemakings.

"That uncertainty has caused federal regulators to make assumptions that have resulted in sweeping regulations which have caused significant economic hardship for Maine's critically important lobster industry," said DMR Commissioner Patrick Keliher.

DMR will use the funds to improve data on NARW presence by conducting passive acoustic monitoring (PAM) at 26 sites throughout the Gulf of Maine (GOM). These sites will be in addition to eight PAM moorings deployed since 2020 in collaboration with Northeast Fisheries Science Center and the University of Maine.

In addition, DMR will conduct surveys of NARWs in the GOM by boat and airplane, as well as surveys of the primary food source for NARWs, a species of zooplankton known as Calanus finmarchicus.

Federal regulators use a model, known as the Decision Support Tool (DST), which

Continued on Page 22

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Commercial Fishing News

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

From the Director -

We're into the new year now, it's really our first significant snow of the season and I hope everyone had a good holiday. Now we're ready to face the 2024 season and hope for the best. So far, we have survived most of the threats that have crossed our bow. With this in mind, we need to stick together even more.....this is one of those election years and the challenges and tensions could be even greater than ever before.

This is when people running for office make these promises that don't always make logical sense, but they sound really good to the voting public....windmills, solar panels, electric vehicles, all with the plan of living green. I'm just saying, be careful and be ready for this because it's coming.

This year marks 33 years since DELA was established in Jonesport. At that time, there was legislation being brought forward to increase the size of our escape vents as well as other bills that they did not agree with. Fishermen in Downeast Maine felt that their voices were not being heard in Augusta. Since DELA was founded in 1991, there have been many changes to our fishing industry. DELA has always held firm to its stances on particular agendas that keep coming up, like many of these re-occurring bills.

This marks my 20th year working with DELA and it seems like just yesterday. I actually was overwhelmed by the vote of confidence but felt the best that I could do was try and I thank you for that! A lot of the issues have not changed since the beginning, they just die down and then escalate once again, usually just before an election year or the convening of the State of Maine Legislature. Which, in fact, the Legislature is up and going for the 2024 season. As each representative comes into place, they support or have new bills to take

to the hearing rooms. As an association, we have a watchful eye on these bills and are notified by the Legislative secretary with a schedule and descriptions of each bill. We can't always be there in person, as there are so many bills to take up on occasion, but we can also send our testimony by way of the internet. So please stay in touch with us, we are there and need to know your opinions and how you feel about these proposals.

The Marine Resource Committee schedule is starting out with LD 2003 which is An Act to Protect Access to Maine's Intertidal Zone. This hearing is set for January 11th at 1:00 p.m. I understand that by the time this report reaches you, the hearing will be heard and continued. This has been brought to our attention and has been controversial for a few years now. This bill would turn Maine's Coastline into 3,000 miles of public land and threaten our ecosystem. It was quoted "People are going to come in and hack the heck out of our seaweed." We also know that very young marine life live under the seaweed, such as baby lobsters, crabs, etc. Seaweed also buffers our coastline during a storm. In all reality, how much public access do we need to allow on our coastline? This is just one of the first bills that are coming to our attention this January. It is up to each individual to decide. Participating is an important step for becoming involved and protecting our coastal resources and avoiding conflicts over property rights.

The Maine Fishermen's Forum is coming up for February 29th thru March 2, 2024 in Rockport, Maine at the Samoset Resort. This event is the entire year in the planning and we are anticipating a good turnout this year. I have been on this Board for 20 years now and have seen so many changes along the way. It has always been intended for a getaway for the fishermen and their families. There is still a lot of activities for

the kids such as pizza parties, movies and buoy painting. I still have the buoys that our granddaughters painted when they were younger!

We are hoping to see a lot of folks from Downeast! It is a good place to see old friends that you haven't seen since last year. The presence of Downeast is becoming more and more important. Our voice needs to be heard and included in these issues that we are facing. The Forum is a good place to get together and have a chance to communicate. Downeast, we depend on this fishery more than ever and our livelihoods are being threatened more each year. This is when we need to defend our way of life.

We have been showing more videos on our Facebook site. I have had to learn more about it (I admit) but Mike and I are learning as we go. One thing that we are trying to show our general public is our way

of life and how we are trying to preserve it. We have had a video that shows knitting trap heads, constructing how a lobster boat comes together, traps coming in and also showing the storms that we are up against. We have one video that has had 28.4K views! This is showing the public, especially those that care but live far away, how we live and survive. The response has been overwhelming and we hope that it helps to make a difference!

Please, please, if you are reading this and have an interest in preserving tradition, consider joining us. We don't change over the years and are doing our best to fight these issues that we face every day. There is a form in this publication and our contact is there as well. We are not just a non profit organization, we live it.

Take care, Sheila



An interesting wooden lobster boat docked at Manchester Marine in Manchester-by-the-Sea MA.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS



International Collaboration Improves Understanding of Tuna Populations

Researchers found that Atlantic bluefin tuna from the three known spawning grounds are more genetically interconnected than previously thought.

December 13, 2023

A team of researchers from eight countries, including three NOAA Fisheries scientists, recently published findings in the journal *Molecular Ecology*. The findings show Atlantic bluefin tuna populations are more interconnected than previously understood. The study was led by Spain-based AZTI Technology Centre, which also described the results in a press release.

International collaboration is particularly vital to studying and conserving highly migratory species, including bluefin tuna. They migrate long distances and cross international boundaries.

“This study demonstrates how essential international collaboration is for bluefin tuna,” explained John Walter, deputy director for science and council services at NOAA’s Southeast Fisheries Science Center. “We see this as a critical step toward developing a pan-Atlantic approach to provide management advice that harnesses the increasing power of advanced genomics.”

Finding Genetic Connections

The study used advanced genetic analyses to further scientists’ understanding of the Atlantic bluefin tuna genome. It found connections among individuals from the three known bluefin tuna spawning grounds: Gulf

of Mexico; Slope Sea; and Mediterranean Sea.

This is the first genetic study to include the recently identified third spawning ground for this species, the Slope Sea off of the northeast United States Continental Shelf. Previously, scientists thought there were eastern and western populations, spawning respectively in the Mediterranean Sea and the Gulf of Mexico.

Researchers found genetic evidence that Atlantic bluefin tuna in both the Slope Sea and Gulf of Mexico were related to the Mediterranean population. These findings add to growing evidence that Atlantic bluefin tuna populations in the different spawning grounds are more interconnected than previously understood.

Despite the connectivity, the researchers also found significant genetic differences among the fish from the three spawning grounds. The Gulf of Mexico and Slope Sea fish are more similar to each other than they are to Mediterranean Sea fish.

“These findings show that what were thought to be two reproductively-isolated populations (tuna that spawn in the Mediterranean and the Gulf of Mexico, respectively) are not only demographically connected, but they also mix in the northeastern United States spawning ground, although they tend to return to the area where they were born,” explained lead author Natalia Díaz-Arce, an AZTI researcher.

This could have implications for the genetic diversity and conservation of the western population. Future scientific re-

search should consider these findings to address potential population-level impacts in the species.

Value of Bluefin Tuna

Bluefin tuna are some of the most valuable fish in the Atlantic. In 2017 alone, U.S. commercial fishermen generated an estimated \$9.6 million in revenue from harvesting bluefin. That year, fishermen earned an estimated \$6.45 for every pound of bluefin they harvested—more than any other Atlantic tuna.

Atlantic bluefin tuna are also a coveted recreational species that support millions of dollars in economic value each year. A 2015 study conducted by the Virginia Institute of Marine Sciences analyzed recreational anglers’ willingness to pay for bluefin tuna trips. The results showed that the private boat bluefin tuna fishery had an estimated value of \$14 million that year.

NOAA Fisheries scientists lead stock assessments at the International Commission for Conservation of Atlantic Tunas. They facilitated recent adoption of a management procedure for Atlantic bluefin tuna that explicitly considers stock mixing as well as spawning in the Slope Sea.

Ipswich and Parker River Dam Removals in Massachusetts to Restore Fish and Protect Communities

With \$2.5 million in funding through NOAA, the Ipswich River Watershed Association and Massachusetts Division of Marine Fisheries will address dams blocking fish passage and posing flood risks to towns.

December 13, 2023

Historic mill dams, often featuring picturesque waterfalls and duck-filled impoundment ponds, are a common sight in small-town Massachusetts. Most of the state’s 3,000 dams are obsolete, but they do serve as a connection to a colonial and industrial heritage that is important for many community members.

Advocates of dam removal look back to a time before these barriers blocked the rivers. Once, tens of millions of river herring and other migratory fish traversed New England waterways. They provided sustenance to people and many other species. Dams greatly reduced or eliminated those fish populations. Removing dams reconnects ecosystems upon which fish, wildlife, and people still depend. It also protects

communities and infrastructure. Climate change threatens to bring more flooding to the region, which aging dams may not be able to withstand.

NOAA’s Office of Habitat Conservation and its long-time partners the Ipswich River Watershed Association and Massachusetts Division of Marine Fisheries have spent decades trying to restore the Ipswich and Parker River watersheds in the Great Marsh, the state’s most ecologically rich coastal area. Now, with \$2.5 million through the Bipartisan Infrastructure Law and Inflation Reduction Act, the project partners finally have the funding to address problematic dams on both rivers.

The project will: Remove the Larkin Mill Dam on the Parker River and the South Middleton Dam on the Ipswich River; Complete the design work and permitting for removal of the Ipswich Mills Dam, the first dam on the Ipswich, which currently blocks tidal flow between the river and the ocean; Build fishways around the Willowdale Dam on the Ipswich River and Howlett Brook Dam on an Ipswich tributary; Allow migratory fish including river herring, American eels, and other species to reach historic spawning and rearing grounds; and Reduce flood risks to the community and eliminate expensive maintenance costs and public safety liabilities to towns.

NOAA staff have been supporting restoration projects in the watershed for more than 25 years. One of the first community-based restoration projects ever implemented by the NOAA Restoration Center involved the remediation of an undersized culvert blocking tidal water in Ipswich.

“This is the culmination of years and years of research and prioritizing,” says Neil Shea, Restoration Program Director at Ipswich River Watershed Association. “Working with NOAA has been key because their awards are truly cooperative. Their expertise and collaboration makes things go much smoother when challenges come up, as they always do.”

Restoring Fish Populations Means More Food for Everyone

“With a nod to Hemingway, river herring are ‘a movable feast,’” says Ben Gahagan, Diadromous Fish Biologist for the Massachusetts Division of Marine Fisheries. “If you have a successful river herring run, you have millions of small, young fish pouring out of that system in summer and fall. Many

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MISCELLANEOUS COMMERCIAL FISHING NEWS

commercial ocean species like striped bass, cod, blue fish, and tuna prey on river herring. In the ocean, river herring absorb all these nutrients and bring those back to the rivers in the spring when they return to spawn. In the river, everything eats them, from birds to otters, raccoons, and turtles.”

The Parker and Ipswich Rivers once supported some of the most productive migratory fish runs in Massachusetts. However, the population of river herring dropped dramatically in the Parker River and has been virtually eliminated in the Ipswich River largely due to dams. With dams blocking fish passage on many other New England rivers, the overall loss of biomass flowing into the ocean is tremendous. Elsewhere in the region, researchers have connected the decrease in river herring to the collapse of inshore fisheries like cod.

Every river opened up for river herring adds to the resilience of the coastal food web. This project on the Ipswich and Parker Rivers will open up almost 140 miles of main stem and tributary miles for migratory fish to return.

It will also improve water quality benefiting all wildlife. Removing the dams will decrease temperatures, increase oxygenation, and allow nutrients and sediment to flow into the Great Marsh. Designated as an Area of Critical Environmental Concern, the Great Marsh is the largest continuous salt marsh in New England. It receives special recognition because of its importance for fisheries, bird habitat, and tourism.

“Currently, high tides come up the mouth of the Ipswich River and hit the Ipswich Mills Dam,” says Brian Kelder, NOAA Marine Habitat Restoration Specialist. “By removing the dam, we’re giving room for the tidal exchange to migrate up the river which is important from a habitat standpoint. Species like rainbow smelt spawn right at that tidal interface.” Eliminating the Ipswich Mills Dam will restore 1.5 miles of tidal freshwater habitat.

Dam Removals Protect Communities and Infrastructure

Since the beginning, NOAA Marine Habitat Restoration Specialist Eric Hutchins has been building community support and working with dam owners to make the removals a reality. Although not all community members support the removals, many have come to understand the benefits of bringing back a more natural river system.

“I respect the opinions of people who want, for example, to preserve their impoundment pond,” says Hutchins. “If I lived next to the pond I might prefer it too. However, my job is to promote the bigger picture for the greatest benefit for the greatest number of people, and clearly these are good projects for that.”

Taking down the Larkin, South Middleton, and Ipswich Mills Dams will remove the risk of catastrophic flooding for neighboring towns and major roadways. In Massachusetts, data shows that climate change is causing heavier rainfall and intensifying storms. A 2023 report by the Metropolitan Area Planning Council showed that the number of intense, 2-day storms increased by 74 percent from 1901 to 2016. The heaviest rainstorms now drop 55 percent more precipitation than the rainiest days of the mid-20th century. Analysis estimates that there will be an additional 40 percent increase by the end of this century.

This puts 100- and 200- year-old dams—which were not designed to hold back such heavy flows—at risk of failing. “This summer was one of the rainiest on record,” says Shea. “In Leominster, Massachusetts, which has a lot of old dams in various states of disrepair, flash flooding

from a thunderstorm caused a dam to fail and others came close to failing.”

“If you don’t maintain these structures, which is very expensive to do, you’re going to have dam failure,” says Gahagan. “This is especially bad for downtown Ipswich because there’s a ton of infrastructure—bridges, apartments, and businesses—directly downstream of the Ipswich Mills Dam. If you have a failure, you’ll have all of the floodwaters plus the water in the impoundment pond flowing out. It’s a huge liability for the town.”

What’s Ahead

This year the team finished building a fishway around the Howlett Brook Dam which will allow river herring to reach historic spawning ponds. The partners plan to remove the South Middleton and Larkin Mill Dams in 2024 and 2025, while designing and permitting the removal of the Ipswich Mills Dam. The partners will seek additional funding to demolish the dam and restore healthy flow regimes. NOAA awarded the Ipswich River Watershed Association and the Parker-Ipswich-Essex Rivers Restoration Partnership an additional \$1.4 million to remove tidal barriers at road crossings in the Great Marsh. Work on that project will begin next year.

“Thousands of people from Boston and all around go to the Ipswich River and the Great Marsh looking for natural history,” says Hutchins. “Removing these barriers will make it a more beautiful, resilient system. Many people will be educated about the positive impacts of dam removals. We can hopefully get that message out for decades, if not longer.”

NOAA’s Fisheries’ Office of Recreational Fisheries: 2023 In Review

Highlights of recreational fisheries efforts in 2023.

As 2023 comes to a close, we want to share a look at some of our work, highlighting national and regional activities that showcase the successes and collaborations shaping NOAA Fisheries’ efforts on recreational fisheries. We remain committed to ensuring a broadly accessible and diverse array of sustainable saltwater recreational and non-commercial fisheries for the benefit and enjoyment of the nation.

National Highlights

In September 2023, NOAA Fisheries released a final revised National Saltwater Recreational Fisheries Policy, along with seven associated regional and national implementation plans. These documents guide our approach to, and work on, saltwater recreational fisheries. “The recreational fishing community is a valued constituency and critical stewardship partner for NOAA Fisheries and the nation,” said Janet Coit, Assistant Administrator for NOAA Fisheries. “We are excited to have updated the National Saltwater Recreational Fisheries Policy and new implementation plans that reflect and reinforce our commitment to anglers and sustainable recreational fisheries. We look forward to achieving a vibrant, sustainable future for recreational fishing through partnership.”

Involving anglers in conservation and science was an important focus in 2023. We continued our collaboration with the National Fish Habitat Partnership by supporting four new on-the-ground fish habitat restoration projects actively involving anglers in Florida, Hawaii, and Alaska. The 2023 projects bring our total habitat investments to roughly \$1 million in the past 4 years. We also expanded the contributions of anglers to science by supporting a number of research projects that directly involve fishermen in cooperative research. Cooperative research

is the partnership between the fishing industry and the science community to improve our understanding of ocean ecosystems and support sustainable fisheries management. These included: Fish tagging in the southeast Atlantic and Gulf of Mexico; Rockfish sampling on the West Coast; Collecting mahimahi samples in Hawaii; and Establishing a new groundfish sampling program in the northeast Atlantic.

Understanding the importance of connecting families and youth to the water, we co-hosted family fishing events in the Florida Keys, Mallovs Bay, and Channel Islands National Marine Sanctuaries. These events provided access to the National Marine Sanctuary system and introduced families from underserved communities

to recreational fishing and conservation. “We truly enjoy supporting these types of recreational opportunities. Helping to bring families together and introducing kids to a sustainable life-long outdoor activity is incredibly rewarding. We are thrilled to be planning more events like this for 2024.” said Russ Dunn, National Policy Advisor for the Office of Recreational Fisheries.

We also released a Dive In with NOAA Fisheries podcast episode that highlighted the importance of recreational fisheries to the U.S. economy and fisheries habitat. It also discussed the updated National Saltwater Recreational Fisheries Policy. We learned that the recreational fishing commu-

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Boat And Ship Yard News



At Atlantic Boat in Brooklin they have several boats in the main work bay. LUCILLE is the wooden boat that was built by the first class at The Boat School in Lubec. She was being readied to ship over to Eric Dow's shop where she was going to have her bottom refastened.



BRAVO is the first outboard powered launch built by Atlantic Boat in Brooklin. Sea trails went well as she performed as expected.

Continued from Page 1

ing on the port cutlass bearing. He said, "We have got a cutlass bearing that we pulled out of the shaft tube. To do this we invented a tool to make it come out and we got it out without destroying it, in fact it came out pretty easy. The bearing was just touching in places but wasn't in other places. Right now, we are standing out the inside of the tube so the cutlass bearing will slide in. Then we are going to drill some holes, tap them and put setscrews in at each end of the cutlass so we can adjust it and hold it where it needs to be. Then what we are going to do, I am okay with, but I am not really okay with, we are going to wax the cutlass bearing and drill holes in the shaft tube. We then are going to fill a syringe with West System and put the West System around the cutlass bearing and fill the voids solid. The West System will not stick to the cutlass bearing because of the wax and that will allow the cutlass bearing to be removed easily. This shaft was an inch lower and a half an inch closer to the rudder than the other shaft. What we are going to do is make it, so it matches up to the other side."

The starboard side is good, and they just need to fit and fastened the strut in place to the hull. Richard added, "I'm going to have to cut that one strut off and shorten it. May have to change the angle of the strut too because it was down lower. I don't know if they have anybody here that can fabricate stainless steel like that or not but we're going

to have to find someone."

Once the shafts are lined up Richard and Sawyer Theriault will shift their attention to the inside. They need to go through all the systems and make sure they are fastened properly. Then they will remove the electronics that were placed in the bilge and move them to a drier location and rewire what needs replacing. Work also needs to be done on the exhaust system. The exhaust tube is sitting in half a fiberglass pipe, but the pipe needs to be longer, and the exhaust tube fastened in place with hose clamps.

One thing that Richard had requested was a set of plans for the boat. He contacted Paul Waring of Stephens & Waring of Belfast to make a complete set of plans. He said, "Plans make things go a lot easier and quicker. Everybody knows what is going on and when it is going in."

Richard said that if he can get some help from the crew at Yankee Marina, which he thinks he can, he can probably have the boat ready for this summer's season. There is some interior woodwork which needs to be done, mostly reinstalling the interior, adding Soundoun in the engine room and replacing the thru-hulls.

As for the Alden schooner, Richard said that he has been going up to Brunswick to work on her in the evening. He has purchased some cedar so that he can fit the bulkheads to the ceiling. He also said that the ceiling has been painted a number of times filling the grooves and beads, which he is stripping out. He then said he also needed



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Boat And Ship Yard News



Over at Brooklin Boat Yard the Wheeler 55 motor yacht is progressing quickly. In my last post the house was sitting to her left under the balcony. The house has now been fitted to the hull as work continues on the interior.

to order some oak for the guard rails. He did not think she would be ready for the water this year.

Fogg Boatworks Brunswick, ME

Two issues ago, I showed a photograph in Boat Yard News of a pile of aluminum on a palate. That pile of aluminum is now a 32-foot hull being finished for the Merrimack Valley YMCA to be used on Lake Winnepesaukee in New Hampshire. Patrick Fogg, the boat's designer and one of her builders, said, "Basically the hull is pretty much all wrapped up. We're starting to put in some of the tubing and conduit for the systems. Waiting on some pieces for the interior to be bent. This will be like your seating and cabin things. Wayward Industries is doing that for us and hopefully that will be done this week (third week of December), but in the meantime we are going to get started on

the second hull." This is the first one of this design. A couple of years ago Patrick designed the 29-foot VESTA MERLE, which is somewhat similar. The entry is finer, added a step chine with more flair and sheer. Patrick added, "That is part of designing and building is that you always want to make changes and improve. These guys wanted something bigger, and they were looking for something to carry at least 25 people."

They still have the cabin, all the seating and the interior to do. The cabin will be way forward, walk-around and have sliding doors on either side with a full-length overhead. Then they will fair and sand everything, giving it a brushed look before they add the systems. Then they will bring in Tim from Marine Electric to do the wiring before she heads to Yankee Marina in Yarmouth

Continued on Page 18



This is the Friendship sloop NOEL, built by Ralph and Richard Stanley of Southwest Harbor hauled up on the railway at Riverside Boat in Newcastle. She is now owned by a customer from Friendship, Maine.

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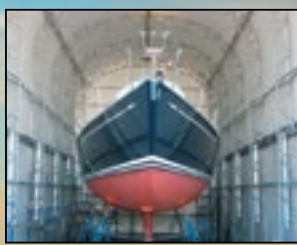
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Boat And Ship Yard News



Boatbuilder Willis Beal of Beals Island is back in the shop. He is making another 63-inch model of a lobster boat, the same design as the one he finished last year. This one is for his brother Robert.

Continued from Page 15

where the 425-hp Yamaha outboard will be added.

She is being built to U. S. Coast Guard specifications, but does not need a Certificate of Inspection, but all the plans are still going through Marine Safety office of the Coast Guard for their approval, because the next one might be for saltwater.

As I said, the panels for these boats come in on a couple of palates. Patrick does all the design work and then sends the files to a CNC company to be cut. This one was cut by Pierce Aluminum in Massachusetts who had all the metal cut and delivered in two weeks. Patrick said, "There is a fair amount of work to get to this point. It is a huge difference and timesaver. They cut it with a laser and that is what we prefer, a fiber laser. They have a 24-foot x 10-foot bed so on something like this there is one seam down the side and on bottom."

They were getting the second hull plates lined up on the floor so they could start putting her together.

The first hull they expected to have done and out the door early spring and the second will be a couple of weeks after that. The delivery date is April and even though they got a little late start they are on track to have them both done on time.

They have interest in more of this design, but no one has signed on the dotted line yet. Patrick added, "The beauty with this aluminum, and the way that it is designed and cut, it is pretty easy to change things. We focus on the COI vessels, and they are purpose built so everyone wants something a little different and it is easy for us to do. I think this will be a really nice hull. This cabin set up is pretty much to carry people, keep them dry, wide open. But if they wanted a sort of Downeast cabin cruiser we can do that. Aluminum is probably more expensive than fiberglass, even having it laser cut and the time that it saves putting it together. That sort of keeps the cost down. It is definitely comparable, for sure. The other thing with aluminum is it is bulletproof, and it is easy to repair. We have videos on YouTube of taking sledgehammers to the side and nothing. The



At Safe Harbors in Eliot they are replacing the three outboards on this Grady White. The boat is very well kept and when the owners learned that these engines were being phased out they decided to repower.

marine grade alloys, as far as corrosion is concerned now, is pretty minimal if you are in salt water and you put the proper aluminum anode on it."

On the water taxi side of things, Eben Fogg is managing that through the winter. That is just general maintenance this winter. They just installed a pair of twin outboards on the 29. As for the rest of the fleet they will come in one after the other for clean up, paint and a thorough go over to make sure everything is in perfect order to minimize breakdowns.

Riverside Boat Newcastle, ME

Just before Christmas the last boat was hauled out on the railway. She was the Friendship sloop NOEL, but before they could haul her, they needed to find wood to build a cradle, which was not easy to locate. Nat Bryant, who is running the day-to-day operations, said that he had to go to a couple of different lumber yards and find the wood himself. This boat was purchased by one of their customers a couple of years ago and even though the transom says Mystic, Connecticut she is homeported in Friendship, and this is the first year she has been at the yard.

With everything up and covered for the winter they are getting ready to begin their winter projects. Presently they have a 26-foot sloop getting paint and then the projects will begin.

The 34-foot CLAIRE will be coming in for some new floors, frames and planks down in the tuck and part of the stem. There is also a question about replacing the transom, which might be this year or next. A Concordia 39 is in for new a fuel tank, sheer strakes, covering boards and Dynell on the deck. A 21-foot launch will be in to replace her port aft corner and a partial stem replace-

ment, where there is a lot of rot. This boat had been abandoned in the yard for a number of years and one customer has decided to save her. A Herreshoff 12½ will be in for a new deck and maybe some new frames. The new 21-foot Striper has been lofted and they will start her this year.

There is no question that there is a lot of work on the schedule this winter.

Safe Harbor Eliot, ME

In the main shop between two other boats is a tent covering a 15-foot Boston Whaler. This is a major restoration with no expense spared. When they opened her up, they were not surprised to see that there was water in the foam in the middle. The dug the wet core out, re-foamed it and then put Coosa board down. They also are putting a casting platform on the bow, which will deepen his storage and that will be surrounded by foam. Then they will install a bench seat and add a custom centre console. Once all the upgrades have been made, they will send her to the paint bay for Awlgrip from top to bottom and then a 70-hp Yamaha outboard will be installed.

To one side is the Crowley Beal 33, IDA MARY, a charter fishing boat out of Newburyport, Massachusetts. She was built in 2004 and it was time to replace the platform. Once it was removed, they found that the wood framing was in good shape and only needed to replace several pieces. With the deck up they also replaced the steering, fuel hoses and exhaust. They then added a storage compartment on the starboard side for his anchor, rode and general storage. Then they will re-gelcoat the cockpit and paint the inside of the pilothouse. The owner is looking to do more fishing charters and these upgrades will allow him to do that. Next year he plans to return and do even

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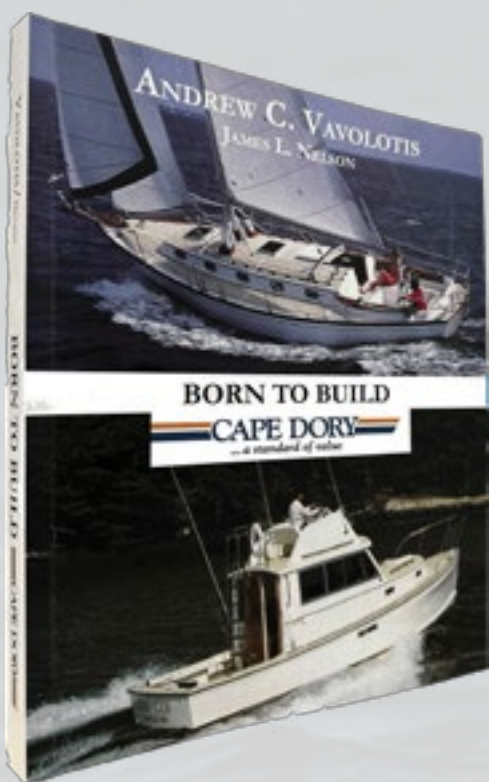
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In *Born to Build* Andy Vavolotis has invited the reader right into the Cape Dory production shop, to experience first hand how this storied boatbuilding company grew from a one car garage operation to a major builder of one of the finest lines of yachts ever built. One quickly becomes aware of all that was involved in creating the Cape Dory Company, and the dedication to quality, durability and function that was the driving force behind Andy and the entire boatbuilding team that he assembled. The individual contributions to the chapters of *Born to Build* by many on this team bring to the forefront the dedication each one had to Andy Vavolotis, and to his work ethic and his drive for perfection, something quite refreshing yet so rare in today's business world. *Dave Perry*

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Boat And Ship Yard News



Richard Stanley working on the port shaft trying to align it with the starboard one. He has removed the cutlass bearing and is now sanding out the tube, before he starts putting her back together.

more upgrades.

On the other side is HONEYMOON, an Osmond 32, from Southwest Harbor, Maine. This owner formerly had SUSPECT, which was a Mitchell Cove 37 with big power built for Tim Toppins of Columbia Falls, but when his son moved, it was too much for one person. First, the crew did some routine engine maintenance (hoses, impellers, repair a leak, cleaned the coolers, and put in the zincs). They have also put in new seacocks, replaced the head hoses, added Soundown, added a hydraulic pot hauler, new battery switch, cleats, upgraded the electronics and did some electrical work. The owner is also thinking of bringing her back next year for new hatches.

There are a lot of storage boats, and all need some degree of maintenance. In another work bay they were working on some storage customer's boats. SWEET POLLY, a Holland 32 sportfisherman, is in for some minor work. He is looking for a storage locker in the wash rail and then they will go through her to make sure everything is perfect for the harpoon season.

Next to her is a Grady White, whose owners use their boat extensively. She had three 250-hp outboards, which they thought best to change out as this model engine was getting phased out. They could get the normal maintenance parts, but anything more than that might be tough to find. She had developed an oil leak, and this was going to be a big-ticket item, so they opted for three new 300-hp Yamahas. Because this owner uses the boat extensively, they did not want

any issues and when she goes in the water everything is ready and anything questionable is replaced. Marshall Farnham, yard supervisor, added, "I think you are going to start to see a lot of this, with the twins and the triples, which now have gotten more and more popular. The last 10 or 15 years is really when it started to ramp up and those motors are due. I think a trend where we keep doing these repowers is coming. The older boats, late 90s, 2000s, are due for motors. Transom work is the other part of this. The older boats, it is not just the outboards, sometimes they need transom work, whether they were installed properly or not. We are definitely selling a lot of outboards right now."

There is plenty of paint and varnish to do this winter. In the paint bay they have a Duffy 35 that is getting Awlgripp'd from top to bottom. A Duffy from North Haven had all her exterior varnish stripped and redone. They also found a small place that needed to be recored where the mast came down through the shelter top. She may have her hull painted, either this year or next. This boat had her interior redone a few years ago and she is looking almost like new.

There are a number of commercial boats scheduled to come out. The Johns Bay 42 SHARON ROSEANNE, built in 1986, will be coming in to have her engine rebuilt for the third time. It was thought that the Detroit block has about 60,000 hours on it. Another commercial boat owner will be hauling out his engine and replacing it with another one. A Calvin 38 and Duffy 35, a father and son from York, will be coming in for regular maintenance. They do most of their own work and keep their boats immaculate.



The 40-foot SARI ANN I hauled out at Front Street Shipyard for some engine work.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

nity has an appetite for more podcasts and are planning more for the future.

Regional Highlights

Alaska

NOAA Fisheries hosted a series of public scoping meetings in the summer of 2023 to explore the utility of the Recreational Quota Entity. This program collects fees from anglers fishing for halibut from charter boats and will be pooled to purchase additional fishing opportunities for the charter boat fleet. We will continue development of the Recreational Quota Entity program through 2024.

We also signed a 5-year agreement to continue supporting the Bristol Bay Fly Fishing and Guide Academy. This annual training program promotes water, fish, and habitat stewardship, among Alaskan native youth (ages 15–24) and prepares participants for job opportunities in recreational tourism that is reliant on healthy habitats and fish populations. We're thrilled to continue supporting this program to grow the network of those who understand the value of natural resources and recreational fishing while preparing them for a future career in recreation and stewardship.

West Coast

In 2023, NOAA Fisheries expanded a cooperative recreational sampling program to address research and data needs for groundfish. We trained captains and crews of 18 commercial passenger fishing vessels (also known as headboats) throughout California to measure and record the length of rockfish prior to fileting. After the customers' fish are fileted, the remainder of the fish is processed for biological information. This information contributes to assessments of the health of fish stocks. Partnerships like these in the Greater Atlantic and West Coast regions are helping us collect more data to better understand and inform the sustainable management of the recreational fisheries.

NOAA Fisheries' partners at the Pacific Coast Recreational Fisheries Information Network completed their updated regional implementation plan for the West Coast. The plan will help guide our allocation of resources to best address the data needs of regional fishery stock assessors and managers. We use these regional plans to develop a national inventory of partner needs and associated costs, and set priorities for supporting these needs.

Greater Atlantic

We implemented the Recreational Harvest Control Rule framework for summer flounder, scup, black sea bass, and bluefish. This framework will improve recreational fisheries management by addressing climate change, increasing emphasis on stock status, and providing greater stability of recreational measures. It was developed in collaboration with the Mid-Atlantic Fishery Management Council and the Atlantic States Marine Fisheries Commission.

We also launched a cooperative research program in New England to collaboratively sample cod with New England charter boats. This partnership will assist with recreational fisheries data collection and cod sampling started in December. As outlined above, this model has been very successful on the West Coast. It uses recreational fishing boats and anglers to help us fill data gaps in the assessment of important recreational species. We hope to continue this collaborative data collection approach across the country to bring more anglers into the science and management process.

Southeast

Conservation of fish and protected species is a priority for anglers and NOAA Fisher-

ies. That is why NOAA Fisheries funded distribution of fish descending devices in partnership with the Caribbean Fishery Management Council to minimize barotrauma in fish caught in deep waters. Barotrauma is a build up of gasses in a fish's body that makes it difficult or impossible for them to swim back down. The best way to ensure a fish suffering from barotrauma survives is to release it as quickly as possible at depth using descender devices, release weights, or release baskets. Using the NOAA-funded devices, the Council is preparing a public campaign to train charter boat captains about the use of descending devices in the U.S. Caribbean.

To better connect with the growing diversity of anglers and protect endangered species, we funded the purchase of sawfish conservation signs in Spanish and English. They will be placed at boat ramps and shore-based fishing access points. These signs and information will continue to raise awareness of this endangered species and the possible interactions with the recreational fishery.

We look forward to continuing to support efforts like these to promote sustainable recreational fisheries and inclusive public access. These are two of the guiding principles of the National Saltwater Recreational Fisheries Policy.

Pacific Islands

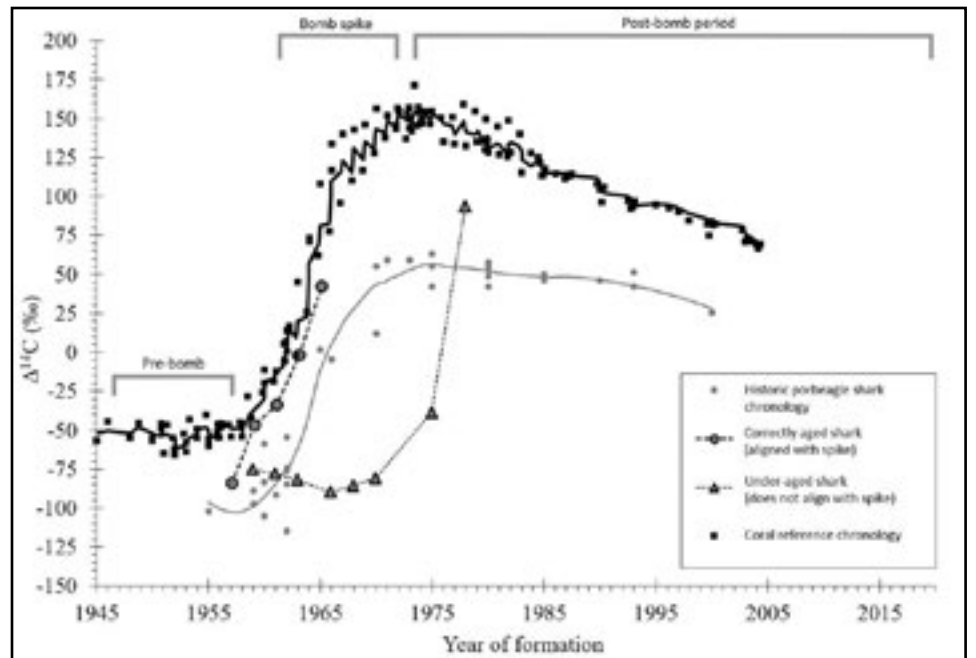
NOAA Fisheries collaborated with small-boat and kayak anglers to collect mahimahi stomachs to better understand diet habits and changes associated with a changing climate. More than 65 anglers donated more than 300 stomachs and scientists have identified more than 1,500 prey items. Preliminary results reveal that a majority of the prey items found in mahimahi stomachs are juvenile stages of reef-associated animals, such as goatfish and surgeonfish. These results highlight the importance of coral reef larvae as a food source for offshore fish species.

We also conducted bottom fish management data workshops in Guam and Hawaii in 2023. Hongguang Ma, an ecosystems modeler with NOAA, helped to organize these workshops. He said, "These opportunities for public engagement in the fishery management process are essential to building strong, trusting relationships with local fishing communities discussed and provided input on the bottom fish fishing survey data. The Pacific Islands Fisheries Science Center shared stock assessment processes and evaluation of the stock assessment data to build a shared understanding of and support for these scientific approaches."

Atlantic Highly Migratory Species

In 2023, NOAA Fisheries increased equity of access for anglers to the trophy bluefin tuna fishery by splitting the regional trophy area into two areas with equal catch quotas. Prior to 2023, the regional catch quota was often reached before the bluefin tuna reached the summer feeding grounds in the Gulf of Maine. This left anglers in the area little opportunity to target trophy-sized fish. This year, we implemented bluefin tuna regulations that split the Trophy North area into two separate areas, Southern New England and the Gulf of Maine. Each area has equal 2.3 metric ton catch sub-quotas.

In 2023, we also completed the fourth, and final, year of pilot testing a redesigned dockside Large Pelagics Survey. This is the primary data collection for the Atlantic highly migratory species recreational fishery. This survey collects catch and effort information from private and for-hire recreational vessels targeting tuna, sharks, billfish, swordfish, and other large pelagic or highly migratory species from Maine



Carbon-14 reference chronologies for coral (black squares, from Andrews et al. 2013) and previously published shark vertebrae (small gray circles, Campana et al. 2002) as compared to C-14 measurements from a correctly-aged shark (large gray circles) and an under-aged shark (gray triangles) as published in Passerotti et al. 2014. Pre-bomb, bomb spike, and post-bomb periods are denoted with brackets.

Credit: NOAA Fisheries/Michelle Passerotti

through Virginia. When anglers participate in recreational fishing surveys, they're making a vital contribution to our understanding of recreational catch. We hope that redesigning the survey will lead to even more complete and accurate information from the offshore recreational fishing community that informs international stock assessments. It also helps ensure managers receive the landings information they need to monitor catch against quotas and pass only those regulations necessary for the long-term sustainability of stocks.

Welcome to the New Era of Shark Ageing

Researchers develop new techniques to age sharks in the wake of a paradigm-shifting discovery.

December 15, 2023

It's the "age-old" story—count the rings in shark vertebrae to estimate the age of a shark, like counting the annual growth rings on a tree stump. Or so shark researchers thought, until 2018. That's when NOAA shark researcher Lisa Natanson and her colleagues reported that the rings on shark vertebrae are not always deposited annually. Instead, they are driven by changes in length and girth over a shark's lifetime, the rate of which can change over the years. This meant that the ageing keys for many shark species needed to be revised by developing and validating new methods to determine shark ages.

Enter Michelle Passerotti, a shark biologist in the Apex Predators Program at the Northeast Fisheries Science Center's Narragansett Laboratory. She is developing techniques to revamp shark ageing and correct age estimates where needed in a new era of ageing.

"Developing new ageing techniques that are more accurate and non-lethal is the ultimate goal," said Passerotti, "but there are a few steps in that process to get there."

The first crucial step is making sure new methods will accurately predict shark ages by validating traditionally aged samples.

Radiocarbon Dating for Age Validation

Scientists need accurate reference ages that have been validated against a known timescale to confirm the success of new ageing methods. Validated reference ages also provide the baseline for creating models to estimate shark ages based on non-lethal metrics.

Bomb radiocarbon dating is a technique long-used for validating ages for all kinds of organic matter, including shark

vertebrae. Carbon-14, a rare carbon isotope, is absorbed in the calcified tissues of all organisms on Earth. Its prevalence in these tissues tracks environmental fluctuations over time. In the 1950s and 60s, C-14 levels spiked due to nuclear bomb testing, creating a timestamped reference point in all living organisms. Scientists use these timestamps to validate presumed ages from vertebral growth band counts of sharks alive during that time. If the C-14 measured in vertebral growth bands aligns with the timing of the spike in reference chronologies, scientists know that the growth bands were aged correctly.

While a gold-standard for age validation, this method is difficult to apply to sharks caught after about 1980 that were not alive to absorb the C-14 spike. In the past, the small-scale annual changes in environmental C-14 levels that occurred post-bomb were considered too subtle to serve as reference points for validating age. However, recent improvements in chemical analyses now enable ultra-precise measurements that track even minute changes in C-14. This extends the usefulness of C-14 reference chronologies past the bomb spike.

Now, scientists need a shark-specific chronology to validate the ages of modern sharks. Passerotti is working to create this reference chronology by measuring fine-scale changes in C-14 in individual vertebral growth bands of sharks aged 1-2 years old. These sharks can generally be aged accurately with traditional methods.

"My goal," said Passerotti, "is to create this tool to help validate shark vertebral ages. We didn't think we could have that level of precision with modern samples, those that were created well after the spike in Carbon-14 caused by atomic testing. But with a modern chronology, we think we can get there."

Non-Lethal Ageing for the Win

Traditional ageing methods require vertebrae that scientists sample opportunistically from sharks found washed up on shore or from fishery bycatch and landings. As more species are protected, scientists are putting greater emphasis on developing non-lethal ageing methods.

DNA methylation is one method that may allow scientists to predict age using a non-invasive tissue sample taken from a living shark. A type of DNA modification, DNA methylation occurs with age and creates measurable and predictable patterns

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MISCELLANEOUS COMMERCIAL FISHING NEWS

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throughout an organism's life. By sampling tissues with corresponding validated ages, scientists can train computer models to predict shark ages based on these methylation rates. This may eventually eliminate the need for vertebral samples.

Looking Forward

Validated ages would also improve other emerging methods, such as Fourier-transform near infrared spectroscopy.

With improved, validated ageing methods comes better management of shark populations and overall ecosystem sustainability.

"Age estimation is one of the foundational aspects of fisheries management," said Passerotti. "Knowing how old fish are and understanding the age structure of a population in general really tells us a lot about the productivity of the population and how much fishing pressure it can sustain."

Recovering Threatened and Endangered Species Report to Congress 2021–2022

This report summarizes efforts to recover all domestic species under NOAA Fisheries' jurisdiction. It highlights progress made towards recovery of endangered species identified in the Species in the Spotlight initiative.

December 21, 2023

NOAA Fisheries has released the Recovering Threatened and Endangered Species Report to Congress. It summarizes our efforts to recover all transnational and domestic species under our jurisdiction from October 1, 2020 through September 30, 2022. This report summarizes the status of each species that has or will have a recovery plan, the status of the recovery plan, and the completion date for the last 5-year review.

We are adding the endangered Rice's whale to the Species in the Spotlight initiative. We listed the Rice's whale, previously known as the Gulf of Mexico Bryde's whale, as an endangered species under the Endangered Species Act in 2019. This will bring greater attention to the species and marshal resources to save this highly at risk species.

Species in the Spotlight Conservation Efforts

The report also highlights recovery progress for species identified in the Species in the Spotlight initiative, a strategic approach to endangered species conservation. It focuses agency resources on species for which immediate, targeted efforts can be taken to stabilize their populations and prevent extinction.

Our 2023 Partners in the Spotlight have made a profound difference for the Species in the Spotlight and deserve special recognition for their exceptional conservation efforts.

Status of Recovery Plans

During the 2 years covered in this report, we managed 99 domestic (including some transnational) and 66 foreign species, including: Salmon; Sturgeon; Sawfish; Sharks; Rays; Mollusks; Sea turtles; Corals and Marine mammals.

In this report, we address 99 transnational and domestic species for which a recovery plan has or will be developed. Of these species, 58 had final recovery plans and 35 had plans in development. We have not started recovery plans for six species.

The status of these 99 species was: 23 were stabilized or increasing; 13 were declining; 22 were mixed, with their status varying by population location. 41 were unknown, because we lacked sufficient trend data to make a determination.

We delisted two species based on new

information indicating they do not meet the definition of a species under the Act and do not qualify for listing: *Siderastrea glynni*: listed as endangered on November 6, 2015; delisted on January 31, 2022; Johnson's seagrass: listed as threatened on October 14, 1998; delisted on May 16, 2022.

Recovery of Species

Recovery is the process of restoring species listed under the Endangered Species Act to the point that they no longer require ESA protections. A recovery plan serves as a road map for species recovery—it lays out where to go and how to get there. Without a plan to organize, coordinate, and prioritize recovery actions, these efforts may be inefficient, ineffective, or misdirected. Recovery plans are guidance documents—they are not regulatory. The Act clearly envisions them as the central organizing tool guiding each species' progress toward recovery.

Recovering threatened and endangered species is a complex and challenging process, but one that offers long-term benefits to the health of our environment and communities.

Recovery actions may require one or more of the following: Restoring or preserving habitat; Minimizing or offsetting the effects of actions that harm species; and Enhancing population numbers.

They also provide communities with healthier ecosystems, cleaner water, and greater opportunities for recreation.

Many partners fund and implement the recovery actions discussed in this report. Partnerships with a variety of stakeholders are critical to achieving species recovery goals. Our partners in these efforts include: Private citizens; Federal, state, and local agencies and tribes; and Interested organizations.

NOAA Programs Funding Recovery Actions

Projects funded through these programs often address priority actions identified in recovery plans. They make important contributions to the recovery of listed species.

Species Recovery Grants to States Program

This program provides grant funding to partnering state agencies to support management, outreach, research, and monitoring projects that have direct conservation benefits for listed species.

Species Recovery Grants to Tribes Program

This program supports tribally-led recovery efforts that directly benefit listed species.

Pacific Coastal Salmon Recovery Fund

The fund recovers, restores, and conserves Pacific salmon and steelhead populations and their habitats.

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International Maritime Library

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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!

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Dedicated to the Preservation of Maritime Writings

Even Keel and the Boats They Built

Continued from Page 5

the WHISTLER, which dad had built in '73, just after COBRA. It was a yacht with a clipper bow. If you had taken the Drisko model and stretched it 2 feet to 38 and then put a clipper bow on it that was what WHISTLER was. Rich Gilmore saw her going up the Kennebec in Bath and fell in love with it and commissioned dad to build him one. The problem was is that he built himself a new house and he built his daughter a new house and built his son a new house at the same time and lost his ass. He did not have the money to continue. Dad approached Lee Wilbur and Lee advertised the boat for sale and he sold it to Donald McGraw of McGraw-Hill Publishing Company, Ali McGraw's father. Don came in here and changed everything. That was the first boat that I have ever worked on. I helped Dad put down a pine cockpit deck. I drilled the screw holes at 5 years old, I put the screws in. You know, he was there but I still did it. I was so proud of that. He came home one night and goes 'You are not going to like it,' 'like what, dad?' He goes, 'Well, we have got to take the deck out.' 'What?' Don McGraw wanted an all-teak cockpit, all around the wash rail and teak swim platform. Dad did not want to do it, so he shot him an astronomically high price, \$15,000. Don goes absolutely. That boat left the shop for \$127,000 and dad said he had 15,500 hours into it by the time it was done. Don gave him, I think it was, a \$15,000 bonus too.

"Funny story about that boat," added Joe. "It gets launched and Don comes up to get it with one of his hired captains. It was

October when he left Freeport. Dad came home that night. I can remember him coming up to the door, he had this sick look on his face. 'What is the matter, dad?' He goes, 'It is not good, it is not good. The captain was going out on the wrong side of the buoys out of the harbor. A week later Dad gets a call, 'You did something to this boat, and sank it.' Dad goes, 'What? I did nothing of the like.' He goes we ran aground in Buzzards Bay at low tide on a sand bar and then the waves washed overboard, and we had to be rescued by the Coast Guard. When Don finally realized he was not getting anywhere telling my dad he was to blame for it, he goes, 'Will you fix it?' Dad goes, 'Absolutely not.' It ended up going to Crocker's. She is still going strong to this day."

Don McGraw donated her to Mystic Seaport in Mystic; Connecticut and she was there for a number of years. When she was sold, her name was changed to BLUE FEATHER. Alan Van Winkle owned her and cruised her all over. He took her down through the Panama Canal and around the West Coast. When he passed away his kid sold it to a young couple. They had let it go a little bit and she was sold to a man named Foster, who had her restored, and is still her owner.

Then WHISTLER came in. They cleaned all of the paint off, repainted her and freshened the motor up then Dad sold her. "I can't remember who he sold her to at that time," said Joe, "but it ended up being with Andy Berry. He owned Maine Helicopter and Ted, his brother, owns cell towers. Andy had her for a long time and he just recently sold her."

Rick had a big Novi that needed a stem, and he asked my uncle Dan to do it. Dan did not have the time and suggested he ask Carroll. Carroll made the stem and took it back to Dan to have him put it in. Dan looked at it and goes 'Why are you putting this stem in this boat? This boat is not worth the stem.' Dan said just have Carroll design you a boat. Carroll drew the boat out and it is the only one that dad has done with a Novi stem. "The funny story is that this boat was known as the CONNIE O'CONNOR, because it is named after Rick's grandmothers," said Joe. "They were both Connie and one was O'Connor, so CONNIE O'CONNOR. Dad was doing this piecemeal and that is why this boat took forever."

Joe remembers another story saying, "Sid Brewer came in and said to my dad, 'I have got a Will Frost half model.' Dad looked at it and said, 'No you don't, but I can build one' and that is where the OSPREY started from. Rick had run out of money and disappeared because his wife had left him and went back to Texas. Dad got the boat, and he sold it to Alan Dugas and Joe Raynes for what Rick owed him.

Joe Raynes had always wanted a boat based on MERGANSER, but never ordered one. When they started OSPREY, he just had to have one and that is when he had TIMBER WOLF built. Joe added, "We lofted them out and Dad did the station molds. He made two of everything and then put them together. When he did all of the planks, he would spill a plank, mirror another for the other side and make two more for the other boat and sit

them in a pile. As soon as the station molds came out of OSPREY they went in TIMBER WOLF and we went to town. Joe was going through a rough time and he and Dad had a tiff, it was not good. They were the closest of friends that you could ever imagine. Joe took the boat and put the cabin on over at Royal River Boat Yard and finished that part of the build."

OSPREY was launched Columbus Day, 1988. It was the last boat to go down the railway.

CALLIOPE was the third version and was launched July 27, 1990. Joe remembers that they raced CALLIOPE and TIMBER WOLF that summer. CALLIOPE had a 360 Chrysler in it and did 27 knots. They also raced OSPREY, which had a 450 Ford and TIMBER WOLF had a 460, and the 460 cleaned house. "The 300 hp 454 when OSPREY was brand new before Sid had a full cabin put on," added Joe. "She had a bass style cabin and did 35 knots before she soaked up. Sid put the cabin on, and it slowed her down to about 28. Joe always kept his tuned up. In 1990, MERGANSER came in. We put a new keel, horn timber, a few ribs, a couple floor timbers in her. I was not a big part of that job because I was still in school for the most part and only worked on the weekends."

This was followed by a repair job on Gene Tunny's, the boxer, boat. "He and his wife had a place down in South Bristol," said Joe. "We put a keel in the boat, I can't

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MAINE DMR NEWS

Continued from Page 10

incorporates data on whale density and lobster fishing gear location and configuration to assign the risk of serious injury and mortality to NARWs. The model allows federal regulators to assess how that risk changes under different management scenarios.

Maine's recently enacted reporting and tracker requirements for state and federally permitted lobster harvesters is a critical component of this work, and it will greatly improve available data on fishing effort in the Gulf of Maine.

"Having better data on whale distribution in addition to gear location and configuration will vastly improve the ability of the federal government to focus their efforts on the areas of greatest risk" said Commissioner Keliher. "DMR's approach is to not use assumptions, but rather the best available data so NOAA understands that the Maine lobster fishery is not the threat they make it out to be. This will allow them to develop more targeted management measures, which will reduce the burden on this industry."

DMR anticipates that these funds will continue be available into the future. DMR plans to use future funds to build on its research program and to develop a new approach to risk modeling that incorporates data on changes in lobster and NARW populations and habitat use. DMR will also investigate the use of dynamic management, an approach in which temporary closures are only established in specific areas if whales are detected.

"This federal funding is critical to improving the flawed and incomplete data that is being used to create unnecessary, burdensome requirements for Maine lobstermen and women," said Senator Collins. "As the Vice Chairman of the Appropriations Committee, I am committed to continuing to advocate for this funding that supports the imperative work the Maine Department of Marine Resources is doing to support the

future of Maine's iconic lobster industry."

"The funding for this important work is due to the extraordinary efforts of Maine's Congressional delegation and Governor Mills, who coordinated closely last year to ensure the necessary time and funding to conduct this critically important research," said Commissioner Keliher.

This funding is the result of the Fiscal Year 2023 government funding package passed by Congress in December 2022, which included a regulatory pause for Maine's lobster industry and is in effect until December 31, 2028. This government funding package also established a \$26 million fund for states with lobster fisheries administered by the Atlantic States Marine Fisheries Commission. Senator Collins, Vice Chair of the Appropriations Committee, played a key role in advancing this funding and regulatory pause.

Statement from DMR Commissioner on Lawsuit Announced Today by the Sustainable Maine Fishing Foundation

January 3, 2024
The following is a statement from DMR Commissioner Patrick Keliher in response to the announcement by the Sustainable Maine Fishing Foundation of a lawsuit filed in the United States District Court regarding the tracker requirement for federal lobster permit holders:

"It's ironic that a few members of an industry which has voiced a strong opinion that Maine needs to do more to protect this fishery are now resisting efforts to gather the data necessary to help defend their interests in the long run. I believe their arguments have no merit. Data from the trackers is a critical component of the Atlantic states' effort to ensure that the lobster industry is not burdened with management decisions based on assumptions derived from insufficient data."

Patrick Keliher, Commissioner, Department of Marine Resources

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

28 June
Page 1.

Later from California.

The steamer NEW WORLD arrived at Panama on the 7th inst., and was to leave soon for San Francisco. The steamer PANAMA was repairing at Panama.

The steamer OHIO arrived at New York from Chagres, same day, with mails, 44 passengers, and \$150,000 worth of dust.

The steamer CAROLINA has been put on the route between San Francisco and Astoria. Nothing had been heard of Propeller CHESAPEAKE. The SARAH SANDS had not arrived.

There arrived at San Francisco in 6 days previous to the 15th, seventy-six vessels, with full cargoes, for a market.

From Havana. — We learn from Capt. Ward of barque RAPID, which left Havana on the 13th inst., and arrived at this port yesterday, that the trial of the prisoners taken at Woman's Island was still going on, on board a Spanish "74" lying in port. A large number of gun boats were kept rowing around her to prevent any unauthorized persons from communicating with her.

The U. S. Consul, Mr. Campbell, and Commander Randolph asked permission to see the prisoners confined on board, but the authorities refused to allow them to hold any communication, stating that they would be tried by the laws of maritime nations, and if found guilty, would be dealt with accordingly.

There have been several deaths among the prisoners confined on board the 74 gun ship. The captains and crews of the barque GEORGIA and brig SUSAN LOUD, were kept in confinement on board the same vessels with those taken from Woman's Island.

The U. S. sloops-of-war ALBANY and GERMANTOWN were lying off and on in the harbor, waiting orders. It was the opinion of the American consul that should the U. S. Government demand the release of the prisoners taken from Woman's Island, they would be given up without further trouble.

The sickness among the shipping at Havana has entirely subsided, but there were a few cases of cholera among the blacks. — Boston Traveller Monday.

The Non-Arrival of Steamer CHESAPEAKE. — Considerable anxiety was manifested at San Francisco on account of the non-arrival of the Steamer CHESAPEAKE. She was 100 days out from Panama, with 350 passengers on board. Some of the papers are advocating the propriety of fitting out a vessel to proceed down the coast in search of her. The Alta California opposes the motion, however, and says that it is well known that the CHESAPEAKE has small accommodations for carrying coal, and that she could make little progress with her small sails. At the same time there are hundreds of vessels in the way of meeting with her.

The news from the diggings is in the old strain. Many are making great "piles," and many are doing nothing. We apprehend that to every account of the taking of great amounts from a single hole, might be appended more accounts of holes which have yielded nothing. Under the regular head will be found the ship news. It will be seen that the WM. O. ALDEN, from this port, had a short passage.

Married.

In Lincolnville, H. N. Boynton, Esq., of Brooks, to Mrs. Harriet Bachelder, of Belmont.

In Valparaiso, February 10, Capt. Wm. Tilden, of this town, to Senora Isabella de Castaro, of Valparaiso.

In Boston, 19th inst., by Rev. Dr. Stowe, at the Rowe St. Baptist Church, Geo. D. B. Blanchard, of Boston, to Miss Mary E. F. Croxford, of this town.

Died.

In this town, 25th, Mrs. Jane, widow of the late Robert Patterson, aged 80 years and 6 months. Her father was one of the original proprietors of this town. He removed from Londonderry, New Hampshire, before the revolution. She was a worthy member of the Congregational Church, in this town fifty-two years.

In this town, 20th, Daniel M. Trussel, Jr., 27. Bangor papers please copy.

In Belmont 17th inst., Mrs. Anis Merithew, widow of the late Roger Merithew, in her 85th year. Mrs. Merithew was one of the earliest settlers in this section of the State. She removed from Milford, Connecticut, at the age of 18, and settled in the town of Vinalhaven. She retained her faculties till the time of her death, and the faculty of memory was preserved in vigor to her latest years. She remembered distinctly as far back as the first outbreak of the revolution. In early life she was an associate and schoolmate of the late Joseph Martin, of Propsect. She had long been a consistent and faithful follower of the meek and lowly Jesus, and died in the full hope of a glorious resurrection.

In Brooks, 6th inst., Lydia B, widow of the late Jesse Wentworth, 58 years 7 months.

In Freedom, 17th, widow Judith Harvey, about 77; Julia A. Wood, about 22.

Lost overboard, from schooner T. C. BARTLETT, on the passage from Charleston to Philadelphia, June 16, off Port Penn, James Scattergood, seaman, of Camden. He fell overboard while furling the jib.

On board bark J. W. COFFIN, April 16, on her voyage from Panama to San Francisco, Timothy Collins, of Penobscot.

In Woodstock, N. B., Sarah Ann, aged 26, daughter of John Bradstreet, formerly of Albion, Maine.

Ship News.

Port of Belfast.

Arrived. — 22d, CASPIAN, Matthews, Salem.

Sailed. — 24th, DAN'L BREED, Linnekin, Lynn; PETOYNA, Gilman, Boston; L. BROOKS, Mahew, Salem; JOHN FREDERICK, Wheeler, do; ELIZABETH, Smalley, do; CAROLINE, Bradman, do; A. WELD, Brier, do; ELIZABETH, Burgess, Brighton; NEW HOPE, Clark, Thomaston; F. ELLEN, Doar, Providence; SAVANNAH, Smalley, do.

Searsport — Arrived 18th, KOSCIUSKO, Hyrup, Gloucester; F. A. HEATH, Carver, do; BATAVIA, Eels, Thomaston; sailed 19th, TELOS, Lanpher, Bangor; F. A. HEATH, do; 20th, KOSCIUSKO, do; MAINE, Webber, Boston; arrived SCIENCE, Staples, Boston; 22d, CASILDA, Grant, Boston.

Arrived at Boston 20th, CANDACE, Matthews, Baltimore; CLEMENT, Mayo, Philadelphia; A. HAYNES, Lord, Ellsworth; cleared CLARA C. BELLE, Machias, to load for Cuba; P. R. HITCHBORN, Colcord, Potomac River; J. C. HOLT, Chase, Wilmington; ZULMA, Spaulding, Tremont; arrived 21st, D. NICKELS, Galveston, 23d ult; MARETTA, Shackford; H. MATTHEWS, Merrithew, and HYLAS, French, Philadelphia; LAGRANGE, Murch, Calais;

H. PAYSON, Crowell; and SEABIRD, Godfrey, Philadelphia; A. SAWYER, Rogers; OSPREY, Ober; and ALLEGAN, Winchenbach, Calais; MEDOMACK, Hart, do; CIRCASSIAN, Leland, Trenton; BENNETT, Hobart, Dennysville, had been in contact with a fishing schooner, and lost bowsprit, headstays, cutwater, &c; arrived 22d, HADLEY, Kent, Baltimore; LACONIA, Howes, and ELK, Eldridge, Philadelphia; H. R. HYER, Washburn, New Orleans; CELESTINA, (of Milbridge) Parrott, Philadelphia; SUN, Crosby; SWAN, Bray, and GEN. MARSHALL, Holmes, do; AURORA, Keen, Bondont; E. FRANCES, Bartlett, Calais; RANSOM, (of Deer Isle) Haskell, do; OREGON, Cook, St. John, PR; TRUXILLO, Robbins, Philadelphia; J. FISH, Gardner, Calais; CURLEW, Lawrence; and PACKET, Smith, Ellsworth; STERLING PARKER, and EXPRESS, Parker, Bangor; COMET, and ABBY GALE, Belfast; REDONDA, Pitchard, Hampden; BILLOW, Wass, Addison; GEORGIA, Lunt, Calais; cleared AFTON, Leakie, Smyrna; E. BURGESS, Glausson, San Juan, Cuba; ISABELLA, Nickerson, Baltimore; FLORENCE, Hopkins, Calais; VESTA, Flynn, Philadelphia; S. SPOFFORD, do; COLUMBIA, Cook, Calais; arrived 23d, M. DUTCH, McGilvery, Cardenas; M. & SUSAN, Knight, Calais; arrived 24th, DUROC, Farnum, Damariscotta.

Arrived at New York 19th, LEPANTO, Hager, Boston; CASSIUS, Harriman, Bucksport; LUCY White, Thomaston; cleared MELROSE, Moore, Jacksonville; ZURICH, Thompson, Havre; LAURETTA, Coggins, Laguayra; arrived 20th, BALTIMORE, Smith, Calais; PALOS, Berry, Sullivan; MADAGASCAR, Smith, Ellsworth; CAMDEN, Sherwood, Charleston; ANNANDALE, Conant, do; XENOPHON, Moxy, Jacksonville; cleared ORB, Chase, Darien; ALBATROSS, Cochran, Doby, Georgia; SHAKSPEARE, Pendleton, Philadelphia; ORLANDO, Richardson, Wilmington; arrived 21st, SANTEE, Parker, Mayaguez; ROSINA, Foster, Machias; S. A. SMITH, Farrar, do; WHITE OAK, Arey, Frankfurt; 23d, EUDORA, Matthews, Ponce, PR; MARSHALL, Taylor, Arecibo; cleared MADONNA, Mitchell, Turks Island; A. CLIFFORD, Snow, Maracaibo; B. YOUNG, Hill, Calais; arrived 22d, RADIUS, Magrath, St. Martins; ARMILDA, Wass, Turks Island; T. DEMING, Churchill, Rio Grande; DEMARARA, Porter, Cardenas; SEABELLE, Harriman, Arecibo; MECHANIC, Bryant, Machias.

Arrived at Philadelphia 18th, PEARL, Harding, Boston; 19th, ARIEL, Nichols, Camden; NIAGARA, Spaulding, Thom-

aston; cleared ELVIRA, Peters, St. Bart; arrived 18th, NORTH AMERICA, Foster, Portland; EMPIRE, Crowell; and O. QUEEN, Peachy, Boston; REBECCA & FRANCES, Nickerson, do; cleared GEM, Nickerson; and SELAH, Atkins, Boston; J. D. PENNEL, Stover, Providence; arrived 20th, R. THOMPSON, Carson, Fall River; cleared 22d, DELAWARE, Harding, Charleston.

Arrived at Baltimore 19th, EUTAW, Matthews, Boston; NONANTUM, Bates, do; IDA, Hallett, do; arrived 26th, MARCELLUS, Sleeper, New Orleans; G. DARRLING, Bartlett, Bridgeport.

Cleared from Richmond 18th, CORVO, Crockett, Portland.

Arrived at Wilmington, North Carolina, 18th, DEL NORTE, Stinson, Camden.

Cleared from Savannah 18th, ZENOBIA, Carlton, Boston; NARRAGUAGAS, Hinckley, Philadelphia.

Cleared from New Orleans 11th, VERSAILLES, Pendleton, New York; cleared 13th, CAPTAIN TOM, Bradford, New York; SARANAC, Yates, Charleston; arrived 14th, SULTANA, Barrett, New York; CLARISSA, Watts, Wilmington.

Arrived at San Francisco, May 3, HANNIBAL, Willis, Boston, November 22; CURLEW, Treadway, Providence, October 20, via St. Catharines; 5th, KATE HEATH, Wood, Boston, November 22, CALLAO March 15; ADELAIDE, Welsh, Newburyport December 13; HARRIET, Given, Bath, December 13, MARY & EMMA, Patterson, Nantucket, December 6, TALCAHUANA, March 16; 6th, HERCULEAN, Moore, Boston, November 28, Valparaiso March 16; W. O. ALDEN, Alden, Belfast, December 9, Rio January 27 CARLO MAURAN, Tillinghast, Boston, November 21 via Juan Fernandez; EZPELETA, Gilbert, Salem, November 21; E. RANDALL, Pederick, Boston November 1, via St. Catharines; AMEIA, Clark, Eastport November 6; SAN JACINTO, Carlton, Belfast, December 2, Valparaiso March 21; SIX BROTHERS, Benson, Saco, November 27, via do March 29; GEN. WORTH, Walton, Newburyport November 28, via Juan Fernandez; ALMIRA, Pinkham, Bath, November 13, Valparaiso March 10; RUBY, Dyer, Boston, November 19, Rio Janeiro January 18, WMA. TARLTON, Woodbury, Newburyport October 15; TALCAHUANO March 12; 7th, ORION, Bunker, Boston, November 12; GEO. RYAN, Weeks, do, November 21; GEORGE SHATTUCK, Bragdon, do, November 12; QUODDY BELLE, Fowler, Lubec, November 27, Callao, March 22; 8th, CHAS. COOPER, Cutts, Bangor, November 8, Valparaiso March 14; MEXICAN, Osborne, Salem October 18,

Even Keel and...

Continued from Page 22

remember the name of it or who built it, but that was the last thing here. Then dad and Archie separated and that is when he went to Dugas'. That was around '92 and he was there until January or February of '97. In those years, we went down and helped him when he would let us. Dad was getting old, and he had some medical issues.

Webber's Cove Boat Yard in East Blue Hill wanted a larger model and went to Carroll for a 43-footer. Joe said, "We built the plug out of Poplar and that is when dad passed away, halfway through it. That was July 27, 1997. We took two weeks off and then we came back here with some friends to help, and we finished that plug two weeks early. My brother Blaine came up from Florida and he talked the Cousins' boys into

having the plug glassed, faired, and build a mould. Then things went south with Blaine and the Cousins' boys. They came down, grabbed the plug and Blaine went with them to East Blue Hill where they finished fairing it up.

There is no question the boatbuilding history of the Lowell's is an interesting one. It also tells how this business evolved over the years and how hard it was to make a living. A lot of customers took advantage of the boatbuilders as they tried to get something for little or nothing. It did not make a difference how talented you were, it was one of the hardest businesses to succeed in. However, there is a testament to the good ones, and that is the longevity of their boats. Longevity is due to the quality of the build, but that is also dependent on the owner and how well he takes care of it.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

via Valparasio; 19th, A. SCOTT, Leavitt, Portland November 27, via do March 15; 10th, AGNUS, Cutter, Frankfort, October 18, via do; QUADRAUS, from Blue Hill, November 22, 11th, ABBY P. CHASE, Bly, New Bedford November 27, TALCAHUANO, April 12; 13th, TRAVELLER, Bacon, Boston, November 30; 14th, GULNARE, Dodge, Castine.

5 July
Page 2.

The remains of Capt. Josiah Sturgis were buried with appropriate ceremonies at Boston on Sunday. There were present the mayor of the city, the collector, Maj. Gen. Edwards and staff, with many military and naval officers, and the officers and crew of the revenue cutter HAMILTON, members of the orders of Masons and Odd Fellows, &c. &c. The coffin, with the hat and sword of the deceased, were borne by six sailors of the HAMILTON. The sermon was by Rev. Mr. Taylor, from the text, "Our friend Lazarus sleepeth."

Captain Josiah Sturgis, the well known commander of the revenue cutter HAMILTON, died very suddenly of apoplexy, on board his vessel in Boston harbor, on Friday.

Page 3.
JOURNAL OF A PASSENGER IN THE "CALIFORNIA PACKET."
California Packet, March 10, 1850. Lat. 27° N. Lon 34° W.

My friend Journal: - We sailed from Boston on the morning of the 4th inst. We had a fair wind and agreeable weather for three days, but on the 4th day we encountered a severe storm and gale in the gulf stream, so severe that we were obliged to lay to for most of the time during its continuous which was about 30 hours. But contrary to the expectations of some of our large number of passengers, our noble ship rode out the gale triumphantly. I think I speak

truly when I say that I witnessed more real suffering during that storm, than I had before seen. We had been to sea just long enough for the passengers, most of whom were unaccustomed to the sea, to become sea-sick, and encountering such a severe storm, produced a tremendous revolution in our stomachs. But we all lived through it and came out "right side up," but minus some two or three days rations. We have had agreeable weather and a pleasant time since with one exception. On the tenth day out we buried a passenger, a Mrs. Hathaway from East Machias, Maine. She was taken ill some two or three days before leaving Boston, and the sea-sickness added to her former disease was more than she could bear, and she was taken with vomiting and continued so until a short time before her death. She was about sixty years old, and was emigrating with her husband and all their family, to Oregon.

It is now quite warm, and sometimes we have to sit under the shade of the sails to "keep cool." I think this a fine climate for farming, and if we cannot farm here for want of land, we have the satisfaction of witnessing the operations of various mechanics, as we have on board a blacksmith, a tin smith, a sail-maker, two shoe makers, a tailor, and several other trades all in full blast.

March 27, lat. 17 N. lon. 26 W.

We are now in the vicinity of the Cape de Verde islands, and expect to make them, but may be too far to the westward. We are in the trade winds, and the weather continues pleasant; having had no rain since last date. Health of all on board food. I will here remark that although only in 17° N. the weather is not near so hot as I have seen, or rather felt, in Maine, owing to the coolness of the sea breeze. The thermometer is at 80 in the shade. The most uncomfortable part of our fare is trying to sleep between decks during the night time.

We have a variety of amusements, such as dancing, (and you would laugh, I know, to see us "reeling off" a country dance

by moonlight, upon the top of the "after house," debating various questions relating to our little floating colony, singing songs and psalms, besides other amusements "too numerous to mention." Taken as a whole we are now a jolly set of California gold hunter in prospective.

One o'clock p.m. We are now in full view of one of the Cape de Verde islands, bearing east, probably some thirty miles distant. It appears from the ship like a huge mountain, as it is probably the highest point of land belonging to the group. When first seen it was declared by some to be on one of the Cape de Verdes; but upon investigation it was found that the "peak" was upon one of the Canary islands, in about 28° N. The peak in question presented a beautiful appearance in the distance, rearing its lofty head above the clouds, and afforded some relief to the eye, as we had not seen land for some time. We were in hopes our ship would stop at these islands, as we wished to see the natives, get some fruit, &c.

March 30, lat. 8 40, lon. 26.

Since last date we have had strong winds, and passed two more of the Cape de Verdes in full view, both of which appeared like mountains as viewed from the ship. You will perceive by our latitude, that we shall soon pass the central line of our globe.

April 1, lat. 3 40 N., about 26 W.

We are under a vertical sun today at 12 o'clock. This is the hottest day of the voyage so far, the thermometer at 92 in the shade. The wind is light though we have had a good breeze since last date. The clouds indicate showers or squalls, and we have had since yesterday some thunder and lightning, the first of the voyage. We were much amused today, at seeing a large school of porpoise sporting and playing about the ship, and some of them springing several feet out of the water. We have also seen a number of sharks today, and have caught two of them, but did not succeed in getting either of them on board. We have seen a number of vessels, but have not spoken with any since we came out. We are all well at this date, and every thing in relation to the voyage appears prosperous. We have religious meetings on Sunday, and we are our own ministers. It don't take long to "scare up" a minister who is able to give us a good wholesome code of morals. There are many good singers, and also some instrumental music on board, and the way we "do up" a meeting on the Sabbath, is an example for republics of greater magnitude than ours. In relation to myself, I can say that I have enjoyed the voyage so far better than I expected - yet a sea life is by no means agreeable to me, and, I believe, could never be made so. Our company is large, (about 200) and is composed of men, women and children. Some of our female companions have had rather a hard time, though they are at this time all comfortable; but the little children have stood the voyage remarkably well. They have become quite sailorized, and are playing about the deck as lively as crickets; and it is with some difficulty that

their parents can prevent them from "going aloft." I forgot to say in the proper place that we have lost the north star. We ran it down last night, and shall not see it again for some time.

April 5 - lat. 2, 54, lon. 22.

Weather squally, with much thunder. We have no reliable winds, and have made little or no progress since last date. We are here, tumbling about seemingly for no purpose; but we are not alone. There are five other vessels near us, which have been in sight several days, one of which we spoke today. She is a barque named SULTANA, of Glasgow, bound to Valparaiso. Nothing of much interest has transpired since last report. The porpoise, blackfish, shark, and dolphin, are quite numerous. We have caught and secured one shark and two dolphins, and might have taken many more, without doubt, had we been attentive to our business. All the vessels here, with the exception of the barque above named, seem to be bound the same way we are; they are probably for California. No sickness on board at this date.

April 9th.

I do not think we have changed our latitude since last date more than fifty miles. We have much rain in the night, and are only puffed about a little in different directions by the squalls. The days are hot and calm, and how long we are to remain here, of course, no one can tell. It seems as though there was a high ridge or elevation here on the center, which it is difficult to climb over; and when this is passed we expect to make better progress. I have nothing of particular interest to record at this time. We are all well, but somewhat impatient waiting for a fair wind.

The history of the late captain Sturgis, of the revenue cutter HAMILTON, presents examples worthy of the imitation of our young men who adopt the business of the sea as a profession. From his early boyhood his home has been upon the waters. He has passed with honor through every stage of his profession. On his first voyage he was wrecked; his second was in one of T. H. Perkins ships as cabin boy, and so exemplary a lad was he, that from the humblest post, he rose to be her commander. Afterwards, in the schooner GREYHOUND, he made important surveys on the coast of China. Fifteen years ago, he was appointed to the revenue cutter service. We know of no profession which, aside from its dangers, offers more inducements to young men, who expect to achieve an honorable position in the world, than that which our merchant marine opens to them. One who has ordinary capacity, joined to a disposition to merit success, can rarely fail of winning it. The reason of so many failures to reach positions to which their abilities entitle them, will be most often found to exist in a laxity of habits, and an indifference to themselves which sometimes gets hold of our young American seamen. At the same time the profession is full of examples like the one to which we have alluded, where young men have cut their way



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

through from poor boyhood, to positions of honor, influence, and wealth.

It is pleasant and profitable to read ship news as general intelligence at times. Our readers have before heard that it is a custom for the crews of vessels in southern latitudes, to mark statistics of their voyages upon the shell of large turtle which swim to a great distance from the land, thus making traveling newspapers of them. The Post says that Capt. Osborn of whale ship MARCUS, writes that he found a terrapin on one of the Galapagos Islands that had the year 1630 marked up his shell.

ARRIVAL OF THE PACIFIC.

The U. S. Mail steamer PACIFIC, Capt. C. Nye, arrived at Halifax, on the morning of the 29th, with news four days later. She left Liverpool at 4 p.m. on the 19th.

The steamer VIXEN sailed from this navy yard this morning with despatches for the squadron off Cuba. She was fitted out in great haste, workmen being employed night and day.

Commodore Morris left in the VIXEN, yesterday, for Havana, charged by the president with a firm and positive demand upon the captain general for the release of the Contoy prisoners.

An Act of Devoted Heroism. – The following incident is recorded of the pilot of the steamer GRIFFITH, who fell a victim to his own heroism.

Mr. Holly, of Missouri, informed us that when the flames were rapidly making their way toward the pilot-house, he heard some one, the mate, he thinks, inquire of the man at the wheel if he would "stand to his post." The man gave a hearty response – "I will!" This directed his attention to the wheelman, and he watched his bearing; when the boat stopped, he stood there unmoved, firmly grasping the wheel, completely enveloped in flame. Mr. Holly supposed he must have been burned up; but, it appears, after the boat ceased to move, he passed through the flames and overboard. His body was found badly burned. It was brought to this city, and buried in Oakland Cemetery. This noblest of heroes, who could thus stand by his post and voluntarily throw away his own life, in the hope of saving others from death, was Richard Mann, long a resident of this city and vicinity. No tomb deserves a nobler monument than his.

The Lost by the GRIFFITH. – The Albany Journal publishes a letter from the Mayor of Cleveland, which describes a body just found among the lost by this ill-fated steamer. The person was named I. or I. M. Foster, and was of small size. He had on his person several hundred dollars in money, (gold). In his purse was a gold ring, and several peculiar pocket-pieces, and his pocket two rings of keys, and a ticket from Buffalo to Sandusky – "Foster and lady."

A paper had also been found on the wreck purporting to be a call from a second Baptist Church to Rev. J. Lansing Burrows, of Philadelphia. It is filed on the back Rev. J. S. Burrows from C. Forbes."

A man has been taken up at Cleveland insane and nearly naked. In a lucid moment he gave his named as Benjamin Botsford, of Michigan – said that he had lost his wife and six children. He gave the names of his wife and three children, and became raving again.

Ship CAROLINE C. DOW, Capt. Blanchard, arrived at Boston Friday morn-

ing from Havana, with the largest cargo ever received from that port, consisting in part of 3063 boxes and 16 hogsheads sugar, and 492 M cigars.

Wm. Smith, mate of the brig HANOVER, was badly injured by a fall from the mainmast head of that vessel as she lay off the end of Long wharf at Portland on Saturday afternoon.

SHIP NEWS.

Port of Belfast.

Arrived – Arrived 27th, Maj. Ringgold, Richards, Boston; M. WASHINGTON, Morse, do; CATHARINE, Ryder, Lynn; 30th, D. P. BRAMHALL, Boston; 2d, ELIZABETH, Clark, Salem.

Sailed – 30th, HARRIET, Thomas, Bangor; FAME, Gould, fishing.

Arrived at Salem 28th, THREE SISTERS, Allen, Cherryfield for New York; CANTON, Tapley, Bangor; MARQUIS, Ray, Surry; arrived 26th, BRILLIANT, Rose, and UNION, Bangor; CHARLES, Frankfort; BILLOW, Orland; J. FREDERICK, Belfast.

Cleared from Boston 26th, GIRARD, Chase; ELM, Taylor; and MARY, Whelden, Philadelphia; sailed brig R. PATTERSON, E. F. LINNEKIN, Malta; arrived 27th, E. CHURCHILL, Hichborn; and OAK, Ryder, Philadelphia; KEOKA, Carver, Cardenas, 18th; CHINGA, Studley; MAIL, Baker; and E. O. HOLT, Coggins, Philadelphia; EGLANTINE, (of Castine) Norton, Gonaives 12th inst; G. W. PICKERING, Park, Philadelphia; RESOLUTION, Totman, Richmond, Maine; cleared HENRY Matthews, (of Boston, late of Searsport.) HARTIMAN, Philadelphia; A. GALE, Pattershali, Belfast; arrived 28th, C. C. DOW, Blanchard, Matanzas; GEM, Nickerson, Philadelphia; TANGIER, Park, Wilmington, N. C.; LIVE OAK, Sawyer; DEMARK, Woodbury; and CATHARINE & MARY, Warren, Philadelphia; HILT CARTER, (of Richmond) Rogers, San Juan, Cuba; STATESMAN, Wass; CHALLENGE, Couisns; ALBANO, Pitcher, F. Arrow, Colamer; and J. BLISS, Hatch, Philadelphia; cleared HYLAS, French, Philadelphia; WATERLOO, Storer, Frankfort, to load for Pensacola; arrived 29th, SCLAH, Atkins, Philadelphia; CHAS. EDWARD, Doak, do; ADELIDIDE, Colman, do; cleared CONSUCLO, Thomas; and G. TURK, Merrithew, Pictou; UNION, Kendrick, Baltimore. ELLA, Bryant, Bangor;

STERLING, Parker, do; G. W. PICKERING, Park, Searsport; M. F. SLADE, Howes, Philadelphia; PAULING, A. Hardy, Sun, and Ab Lawrence, do; arrived 30th, ZION, Reynolds, and SYLPH, Ryder, Baltimore; NASHUA, Clifford, Philadelphia; CANTON, Crowell, do.

Arrived at Providence 27th, ADAMS, Veazie, Bangor; JANE, Torrey, Calais; arrived 28th, SARAH, McGilvery, Pictou; HAMLET, Sherman, Philadelphia; CAMERO, Moore, Machias; MEDFORD, From Bangor.

Arrived at New York 25th, CATHARINE, Watts, New Orleans; ATLANTIC, Duell, Guayama; TRENTON, Thomaston; SARAH JANE, Tukey, Bangor; cleared GOLDENAGE, Arey, Kingston, Ja.; arrived 26th, CATHARINE, Wilson, Charleston; NIAGARA, Harding, Buceo; IOWA, Staples, Porto Cabello; AURORA, Brown, Milbridge; cleared ADELAIDE, Norton, St. Johns, PR; H. GREELEY, Kelly, Jacksonville; arrived 27th, GLOBE, Seeley, Demarara; arrived 28th, D. C. BROOKS, Allen, Machias; DELMONT, Locke, Ginn, Surinam; PHILURA, Thatcher, Savannah; ALHAMBRA, Blanchard, St. Johns, NB; cleared 19th, BELLE POULE, Wilson, Lagayra; ITALIAN, Fickett, Sagua; HOMER, Kent, Boston; SEA BELLE, Heagan, St. Marys, Ga.

Sailed from Philadelphia 24th, C. H. HALE, Gilkey, Portland; arrived 25th, ALESIA, Haskell, Camden; arrived 26th, MARY H., Crowell, Boston, (and cleared for do); ERIE, Ryder; and CHICOPEE, Emery, do.; EDITH, Crowell; ENDA C., Thatcher; and COPIA, Sears, Boston, (and cleared for East Cambridge;) cleared EAGLE, Matthews, Boston; PEARL, Harding; and J. WHITMAN, Thatcher, do; arrived 26th, MERRIMAC, Bangs, Boston; NARRAGUAGAS, Hinckley, Savannah; arrived 27th, VIATOR, Park, Boston, (and cleared for do); AMERICA, Treadwell, Salem; ARCTURUS, Raynes, Calais; ACORN, Howes, Boston; cleared EDITH, and EDNA C., Boston; arrived 27th, TIONESTA, Leland, Calais; arrived 28th, ORLANDO, Hill, Sullivan; SHAKESPEARE, Pendleton, New York (and cleared for Boston); CHARLES, Wooster, Camden; J. P. BENT, Calais; NICTOUS, Corson, Cherryfield; BOYNE, Giles, Calais; RIO, Nickerson, Gloucester; cleared 28th, ERIE, Ryder, Boston.

Arrived at Baltimore 24th, BAY STATE, Harding, Boston; CARDENAS, Crocker,

Bangor; cleared brigs ROCKINGHAM, Boston; and VELOCITY, Calais; arrived 27th, UNION, Bangs, Providence; J. W. PAIGE, Taylor, Boston; A. TREAT, Parker, Frankfort; arrived 28th, APPLETON, Nickerson, Boston; E. DOANE, Loring, do.

Cleared from Charleston 21st, H. M. JENKINS, Babbige, Philadelphia; arrived 24th, GUINARE, Ellms, New Orleans; cleared 25th, H. M. JENKINS for a northern port.

Arrived at Alexandria 23d, S. G. BASS, McLaughlin, Eastport; TOPAZ, Mitchell, do.

Arrived at Wilmington, NC, 25th, TIOGA, Collins, New York; 26th, brig ISOLA, Boston; J. CROSBY, Pendleton; and ANN MARIA, Smith, do.

Arrived at Richmond 22d, MELISSA ANN, Talbut, Camden.

Arrived at Key West 18th, ANGELO, Howes, New London.

Cleared from Savannah 23d, EXACT, Stevens, New York, (and sailed the next day); FRANK, Coombs, Philadelphia; cleared 25th, TEXAS, McNair; and CAROLINE, Sherwood, New York.

Cleared from Bucksville, SC, 15th, HUDSON, Havener, Goose River, Maine; 19th, ST. LEON, Babson, Bath; ALVARADO, Nichols, W. Thomaston.

Arrived at Key West 14th, LLEWELLYN, Pendleton, New York, (cleared same day for St. Marks).

Cleared from New Orleans 17th, SARANAC, Yates, Charleston.

Schooner A. VINAL, Fettyplace, when two days out from Mobile for Boston, sprung aleak and put back, and arrived at Mobile 21st, for repairs.

Spoken – June 16, lat 28 12, lon 79 ½, ship WM JARVIS, New Orleans for Liverpool.

June 16, lat 25 16, lon 63 25, was passed bark NANCY TREAT, steering S.

June 19, lat 33 02, lon 79, brig ALGONQUIN, from Sagua for Providence.

June 13th, lat 25 30, lon 86, brig REUBEN CARVER, Charleston for Attakapas.

FOREIGN PORTS.

At St. Catharines April 28th, SPLENDID, Herding, from Boston March 2, for California.

At Rio de Janeiro 9th ult., ship MARIA, Smith, disg; ATLANTIC, from Bath March 17, for California; sailed 1st ult, GALILIO, Sutton, from Boston for do; 6th, CUBA,

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Chase, from Boston February 13, for do; 8th, ship CALIFORNIA PACKET, Kimball, from Boston March 4, for do.

At Buenos Ayres 6th ult, JAS ANDREWS, French and PALOS, Hatch, loading for Boston.

At Pernambuco May 28th, IOWA, Coffin, from Baltimore for Rio in a few days; MUSKINGUM, Crockett, from Buenos Ayres for Paraguay in 14 days.

At Surinam June 12, bark MASSASOIT, Foster, for Gloucester or Boston, soon.

At Bremen 3d ult., SUNNY EYE, Seabury, for Newport to load with iron for Boston.

At Ponce 16th inst., MARIEL, Colson, for New York 4 days; ORION, Wass, for do 2 days; CLERON, Pendleton, just arrived from St. Thomas.

At St. Pierre, Miq., June 12th, brig MONTAGUE, Toothaker, disg, for Pictou 3 or 5 days; schooner NICANOR, Hinks, from Bangor, arrived 11th.

At Cardenas, 13th ult., bark C. B. HAMILTON, Means, from Portland, disg; WANDERER, Pendleton, and JOHN R. DOW, Merryman, do.

At do 17th, schooner RUTH THOMAS, Heagan, for Providence, next day.

At Koningsburg 5th ult, ORONO, Chase, for Boston, ready.

At Sagua 16th ult, N. W. BRIDGE, Collins, for New York, ready.

BY STEAMBOAT THIS MORNING.

Arrived at Boston 2d inst, LYSANDER, Clapp, San Juan, Cuba, 21st; ZENOBIA, Carlton, Savannah, 21st; PEARL, Harding, Philadelphia; MONADNOCK, Colson, St. John, NB; HORNET, Strout; H. ATKINS, Rendell; ELLEN, Nickerson; and GLOBE, Nickerson, Philadelphia; arrived 1st, SEA BIRD, Curtis, Sagua 10th ult; left Marathon, Nickels, from Havana to load for New York; CHESAPEAKE, Pike, from do for Cowes; P. PENDLETON, Curtis, from New York, loading; N. W. BRIDGE, do do; CLARK, Chase, from Havana, unc; G. W. BRINCKERHOFF, Crocker, for Boston, soon; L. BEAN, Noyes, from Boston; C. ELLEN, Killman, for do; PORTO RICO, Anderson, for New York; ELEANOR, Brown, Baltimore; going in, MARY ELLEN, Kingman, from Havana; also arrived at Boston, C. Nickels, Nickels, Philadelphia; F. MARIE, and REDDINGTON, Calais; HIRAM, Lubec; ONLY SON, Richmond.

Arrived at New York 28th, EXACT, Savannah; ADELOIDE, Calais; MATILDA, Eastport; 30th, B. AYMER, Carver, Matanzas; TEXAS, McNair, Savannah; MARCELLUS, NEUVITAS, JENNYLIND, Calais, GASSABEAS, Cherryfield; AURORA, Brown; W. PENN, Foster; TASSO, Barter; and T. R. JONES, Barter, Machias; FAME, Milbridge; arrived 1st, VANDALIER, Pendleton, Darien; CONGRESS, Calais; PRESTO, Machias; cleared CLEOPATRA, Kent, Cardenas.

MORE ABOUT THE GRIFFITH. - The Cleveland Plaindealer of the 22d says:

A man who lives on the bank, nearest the wreck, says he saw the boat as she was approaching the shore, and so enveloped in smoke and flame that her pipes were invisible. He saw her strike the bar, when the emigrants seemed to rush overboard in a body. He says she did not stick a minute after losing her deck load, but swing round, came up stern foremost, so near the shore, that by wading up to his arms, he reached her rudder and took off a little child that was hanging on it, dead. He said that forward all her decks were on fire, but her after cabin was not - that he looked into the windows,

and saw no flame, and but little smoke. This was some sixty rods above where the wreck now lies. The wind soon blew her out from the shore, and she was floating towards Buffalo when the propeller hitched to her.

Facts have come to light which render it pretty certain the fire caught from the oiling of the engine, that his first discovery of fire was thro' holes in the deck, and that the flames seemed to be in the under side of the deck. It is also stated that the oil was a new kind, a chemical preparation, and highly inflammable.

If this be so, no other cause of the origin of the fire may be looked for.

* * * * *

Excursion - 4th of July.

The elegant steamer LAWRENCE, Capt. Deering, will leave Steamboat Wharf, on the 4th, at 2 o'clock p.m., for an excursion down the Bay. Returning at 5 o'clock, or before the Steamer BOSTON leaves for Boston.

Fare for the excursion, 37 1/2 cents. Belfast, July 1, 1850. D. Lane, Jr., Agent.

12 July
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A block of granite was received by the last steamer, from California, for the Washington National monument.

* * * * *

A vessel has arrived at Boston from Cape Good Hope, with two live lions on board. We wonder what is the duty on lions. Hadn't we ought to look after home interests?

* * * * *

Capt. Timothy Porter, of the American bark MANCHESTER, has had an elegant silver speaking trumpet presented to him by inhabitants of Cardenas whom he took on board his vessel, during the attack of Lopez.

* * * * *

Robbery. - The cabin of the brig ADAMS, Capt. Veazie, of Belfast, Maine lying at Fox Point, Providence, was entered Saturday morning between one and three o'clock, while all hands were asleep. A sportsman's silver watch, three or four dollars in change from the captain's pocket, and several papers of no value except to the owner, were stolen.

Page 3.

DIED.

In Bangor, Aaron Prouty, one of the earliest settlers on the Penobscot, formerly from Spencer, Massachusetts, 74; Mrs. Polly Herrin, 87 years, 3 months.

In Waukegan, Lake Co., Illinois, March 31st, infant child of William H. and Olive S. Gipson, 18 days; April 4th, of consumption, Olive S., wife of William Gipson; also of consumption, May 25th, William Gipson, formerly of Bangor, 36.

SHIP NEWS.

Port of Belfast.

Arrived - 3d, A. GALE, Pattershall, Boston; LYDIA BROOKS, Mayo, Salem; 6th TIPPECANOE, Ryder, do; COMET, Rogers, Boston; MALABAR, Cottrell; and CAROLINE, Bradman, do; DAN'L BREED, Linnekin, Lynn; ELIZABETH, Smally, Salem; ELIZABETH, Burgess, Brighton; J. FREDERICK, Wheeler, Salem; 7th, LUCY, Blake, do; WM. STEVENS, Shute, Boston; JEFFERSON, Bangor; C. EDWARD, Doak, Boston; 8th, PEYTONA, Gilman, do; F. ELLEN, Doar, Providence; SAVANNAH, Smally, do; GEORGIANA, Staples, North Haven; ERIE, Coombs, Warwick.

Sailed - 6th, CATHARINE, Ryder, Salem; A. WELD, Brier, do; POSTILLON,

Ryder, Thomaston; H. MCLEOD, Stanley, Boston; MALABAR, Cottrell, Bangor; 8th, ELIZABETH, Burgess; ELIZABETH, Smally; ELIZABETH, Clark; W. STEVENS, Shute; T. W. DORR, Michaels, F. ELLEN, Doar; and SAVANNAH, Smally, all for Bangor.

Searsport - Sailed 2d, POLYANTHUS, Anderson, Bridgeport; MAGESTIC, Smart, Danvers; F. A. HEATH, Carver, Providence; MARS HILL, Crockett, Jamaica; I. CARVER, Curtis, Cardenas; TELOS, Lamphere, Providence; arrived 4th, MAINE, Webber, Boston; M. DUTCH, McGilvery, do; D. S. GOODELL, Goodell, do; KENOKEE, Carver; MONADNOS; Sailed 8th, MAINE, Webber, Bangor.

Arrived at Salem 6th, NORTH CAROLINA, Bangor; MAINE, Griffin, Freeport; 7th, M. MARIA, Nickerson, New York; LAUREL, Leontine, and Decemeer, Bangor; L. JANE, Holbrook, and CASPIAN, Matthews, Belfast.

Arrived at Boston 4th, PACKET, Roberts, Calais; GEORGE & MARY, Lord, Ellsworth; VALHALIA, Tinker, do; EGREMENT, Ray, Surry; arrived 5th, AMAZON, Thompson, Mansanilla June 17; ELK, Matthews, Philadelphia; COPIA, Sears, do; cleared MAINE, Brown, Balize, Hond., GOV. BRIGGS, Eldridge, Mobile; E. REED, Chipman, Wilmington; KEOKA, Carver, Searsport; W. POLLARD, Nutter, Harrington; arrived 6th, L. GAILD, Baker, Messina; EDITH, Crowell, Philadelphia; ARMADA, Kelley, New York; MARIA, Kelley, do; T. O. THOMPSON, Grant, Bangor; cleared NEPTUNE, Basford, Cienfuegos; A. STORY, Case, Curascoa; LAWRENCE, Crowell, Baltimore; W. H. SPEAR, Dickey, New Orleans; DENMARK, Woodbury, Calais; LANCET, Philbrook, Camden; CHALLENGE, Cousins, Philadelphia; A. HAMLIN, Bangor; MONADNOCK, Searsport; MADEIRA, Prospect, LACONIA, Howes, Philadelphia; M. WASHINGTON, Freeman, Palermo; BRAZILIAN, Hichborn, Philadelphia; PEMAQUID, Mitchell, Balize, Hond.; STONE, Prince, Hampden; arrived 8th, EATAW, Matthews, and IDA, Hallett, Baltimore; MERRIMAC, Bongs, Philadelphia; RICHINGHAM, Howes, Balt.; OCEAN, Eldridge, do; EMMA, Baker, and METALLUC, Plummer, Philadelphia; ZAVOLA, Friend, Rondout; MARCIA, Weeks, Washington, NC; EDNA C., Kelley; JEROME, Willard, and HENRY, Glover, Philadelphia; CITY POINT, Hart; MARGARET, Elwell; and ORIOLE, Drinkwater, Bangor; HUDSON, Warren, Orland; cleared LYSANDER, Snow, San Juan, Cuba; ARCADIAN, Chase, Calais.

Arrived at New Haven 4th-5th, GEORGIAN, Staples, Belfast; F. PEARL, Greenlaw, Calais; F. WARREN, Bangor; EDWARD, Toothaker, Calais; SOMERVILLE, and WILLIAM STEVENS, Bangor; sailed TAHMIROO, Veazie, Bangor.

Sailed from Providence 4th, MEDFORD, for Calais; CAMEO, Mahaias or Philadelphia; arrived 6th, WM. PENN, Baltimore; CLEOPATRA, from Philadelphia; 7th, DEMOCRAT, and PAVILLION, Bangor.

Arrived at New York 31, WATSON, Allen, Machias; WM. NICHOLS, Leighton, Cherryfield; CHAPPELL, Noonan, Machias; D. G. BROOKS, Rosebrook, do, Mentora, and Texas, from Bangor; S. ANN, Gardner, Calais; G. DARLING, Baltimore; cleared CORAL, Nickerson, Bath; M. MARIA, Nickerson, Salem, arrived 4th, TYRONE, Smith, Steuben; BENGAL, Pierce, Thomaston; ORONOCO, Haskell, Sacksonville; J. B. LUNT, Hardy, do; SABAIO, Sawyer, Darien; OREGON, Lewis, Eastport; PROTECTION, Hill, Calais; RELIEF, Machias; ORLAND, Whitcher;

TAMPICO, Pocassett, and Oregon, Eastport; MEDOMAC, and INVINCIBLE, Calais; TRUMPET, Thomaston; N. W. BRIDGE, Collins, Sagna; VERSAILLES, Pendleton; New Orleans; W. T. DAGGAN, Corson, Charleston; FORTUNE, Thomaston; cleared TORCELLO, Atwood, Bermuda; ZAVALLIA, Friend, Boston; SCIOTO, McFarland, do; ATLANTIC, Duel, Barbadoes; ALHAMBRA, Blanchard, Philadelphia; arrived 6th, MASARDIS, Bramhall, Balize; TREMONT, Mitchell, Jeremie; OLIVE, Sumner, Mobile; THREE SISTERS, Machias; SANTIAGO, Burgess, Palermo; EDWARD, Smalley, Darien, Georgia; DELMA, Higgins, Machias; L. STOVER, Eastport; DUNCAN, Gilchrist, St. Martins; CAPT. TOM, Bradford, New Orleans; ALMIRA, Herrick, Machias; ELIZA, Eldridge, Portsmouth.

Arrived at Philadelphia 2d, PALOS, Berry, Boston, and cleared for do; H. M. JENKINS, Babbidge, Charleston; ALGOMA, Willard, Calais; cleared NARRAGUAGAS, Hinckley, and CHICOPEE, Emery, do; ORLANDO HILL, Salem; TIONESTA, Leland, do; arrived 4th-5th, MARY, Whelden; ELM, Taylor; GIRARD, Chase; PERUVIAN, Flinn, and MYRA, Studley, Boston; M. ROGERS, Boardman, Bristol, R. I. (and cleared for Boston); CANARY, Farnsworth, Calais; S. CASTNER, Robinson, Dighton, (and cleared for Newport); S. ROSS, Genn, Dighton, (and cleared for Chelsea); M. THERESA, Smalley, Salem; FLORA, Eastport; ADVANCE, Bryant, Botton. (and cleared for do.); arrived 8th, BOUNDARY, Calais; J. HINCKLEY, Johnson, Blue Hill; BURMRH, Sargent, Lubec; GENOA, Grant, Bangor; cleared TURK, Fessenden, Achorn, Howes, and LYRA, Rose, Boston; VANDALIA, Strout, Roxbury; J. LOFTLAND, West Indies.

Arrived at Baltimore 3d-4th, ISABELLA, Nickerson, Boston; PROSPECT, Genn, Orland; MINERVA, Fall River.

Cleared from Bucksville, 26th ult, GEN. TAYLOR, Jordan, New York.

Arrived at Pensacola previous to 22d ult., ROANOKE, Wood, Frankfurt; cleared about 28th, MARY Farrow, Warren; and ORIZAVA, Hinds, Portsmouth, New Hampshire.

Sailed from Wilmington, NC. 30th, Q. ESTHER, Pendleton, Honduras; cleared 29th, GAZELLE, Rogers, Philadelphia; 3d, TIOGA, Collins, Jamaica.

Arrived at Charleston, SC, 3d, SAVANNAH, Yates, New Orleans; PALO ALTO, McIntyre, Camden.

At St. Marks 25th, LLEWELLYN, Pendleton, from New York.

Arrived at New Orleans 27th, PARTHENON, Taylor, Boston; MAINE, Freeman, Liverpool.

Arrived at San Francisco, May 15th; SAM & BEN, Moscher, Saco November 14th; 16th, HENRY, Kennard, Boston October 16; LEO, Purrington, Bath December 11, 18th, B. M. PRESCOTT, Sims, Calais October 31; 19th, NINUS, Smith, Boston; 27th, ELLEN, Marsh, Newburyport; 26th, EUPHRASIA, Bantin, Boston; 27th, CRECENT, Madison, Salem; 28th, BELGRADE, Plummer, Cherryfield November 27th; MARGARET, Brazier, Portland; 29th, AMERICA, Grover, Bath, October 26th.

Spoken - June 30th, off Cape Florida, LUCERNE, bound North.

June 30th, lat. 35 50, lon 74 40, E. MERRITHEW, of Searsport, for Boston.

June 25th, lat 24 22, lon 79 28, G. W. BRINCKERHOFF, Crocker, from Sagua for Boston.

FOREIGN PORTS.

Liverpool, adv for Boston 17th, M.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

GLOVER, Chase, with dispatch; for New York, CAROLINE NESMITH, Eaton, 27th ult; QUEEN OF THE WEST, Hallett, 6th; for City Point, L. R. PALMER, Park, July 1st; for New Orleans, EMPIRE QUEEN, Porter, with dispatch.

London, entd outwards 18th, SAONE SARGENT, Elsinore.

Sailed from Cowes 18th ult, AGENORIA, Skillings, Cronstadt.

Sailed from Cardiff 18th, J. SPEAR, Chase, Baltimore; 19th, VANDALIA, Chase, New York; KATHDN, Morse, do.

Arrived at Gottenburg 11th, ZEBRA, Loring, Matanzas.

Arrived at Elsinore 12th, KANAWHA, Higgings, Havana for Constrdt; 13th, ORO-NO, Chase, for Boston.

Sailed from Bremerhaven 17th, SUNNY EYE, Seabury, for Newport, W.

Arrived at Marseilles June 16th, MANDARIN, Colley, New Orleans.

Arrived at Valparaiso April 14th, J. DAVIS, from Bath, for California; arrived 18th, MARY REED, Kidder, from Belfast, for do.

19 July

Page 1.

The Surgeon of the Arctic Expedition. – Our reapers have already been apprised that an Arctic expedition, intended to search for the missing Sir John Franklin, has been

fitted out by the munificence of Mr. Grinnel, a New York merchant, and has started under the auspices of the general government, which, by authority of congress, has consented that the officers of our navy shall lead the daring enterprise. Among these officers we observe the names of surgeon Elisha K. Kane, son of Hon. John K. Kane, of this city, who volunteered for the service, and is now principal surgeon of the expedition. We saw the announcement of his name among the officers with surprise. He has long been suffering from a combination of infirmities, the result of a series of adventures such as few men living have undergone, and such as still fewer would voluntarily embark in out of pure love of danger, and a spirit of seeing the wonders and peculiarities of other parts of the globe.

Having enjoyed the acquaintance of this brave young man, we are able to state what follows of his career, even if we should use that which was communicated to us in semi-confidential intervals. No American, of his age, has ever seen so much of the perils of the world, or of the world itself. He was surgeon of the American Legation to China; and on his way to the Celestial regions he spent some wrecks on a foot tramp through the orange groves of Brazil and about a month in tiger hunting near Bombay. Hence, after a dozen unsuccessful attempts

to smuggle himself in the forbidden lands of China, he went over to the Phillipines, and by the aid of the good Monds of the interior of Manilla explored its fastnesses and volcanic wonders.

He was the first man to descend into the great crater of the Tael, lowered down 200 feet over the brink by a bamboo rope tied round his middle, and brought back a bottleful of its sulphur waters, burning off his boots in the lava cinders. Leaving China, after a second visit, in which he encountered shipwreck, he passed to India as physician of the Dremendhar Dagore, and was polanquined for some three months through the wonders of its mountain architecture, the ancient glories of Canada, the stupendous passes of the Ghant country, visiting Madras, Pondicherry, and every spot that we have read of in the trial of Warren Hastings. Next, to Upper Egypt and Abyssinia, crossing the desert on the camel to the basis of Jupiter Ammon, climbing at break-neck risk to the top-stone of the sounding Colassus of Momnon, and exploring the tombs of the Pharaohs for a fortnight or three weeks with Professor Lepsius and his associates. Wrecked in an encounter near Alexandria, he pushed across to Greece, and traversed every scene of classic interest, climbing to the Hippocrene Spring, and sleeping on the shore of Marathon. He returned by Italy, France and England, only to rest a few weeks, before a cruise on the coast of Africa. Renewing here some acquaintances which had been formed in Brazil, he was allowed to inspect the entire machinery of the slave trade, and

to pass into the interior, under the firm of Deleuza, the great intermediary between the chiefs of the slave making districts and the Brazilian carriers. The coast fever was his pay for this trip, and he was sent home by commodore Reed, invilsded.

Imperfectly patched up from the effects of this visitation, he volunteered for service with the army in Mexico, and was ordered with dispatches on a dare devil race, through the country our troops had left, to overtake General Scott. Availing himself at Perots of a miserable escort of jail birds that Gen. Worth had employed as a spy company, he got into a series of fights, in the last of which he received the swords of Gen. Gaona and Gen. Torrejon, and had his horse killed under him, and was himself desperately wounded while protecting the lives of his prisoners against his own men. Since then he has been cruising and practicing hydropathy on the coast survey, up to the moment of receiving his telegraphic despatch accepting his urgent proffer of services for the Arctic expedition. He had the rice fever on the Canton river, the plague in Egypt, the yellow fever at Rio, the congestive at Puebla, and the African fever on the coast. These, and wounds, and an organic disease of the heart, which he has had from boyhood, have been his preparations for the hazards he is encountering now.

Although his history is eventful and thrilling especially for so young a man, and induces cordially to hope that he may return from his last adventure with new honors and a restored constitution. – Philadelphia Penn.

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Finestkind Boatyard is looking for someone who is skilled in general fiberglass repair and refinishing. This is a small boatyard so all hands are expected to help with general boatyard operations. Please call 207-833-6885 or email us at info@fkby.com with your resume and to set up a visit.

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Looking for someone to operate our hydraulic crane, self propelled boat hauler to haul and launch boats, perform regular maintenance of yard equipment ie skid steer, crane boat hauler and work vehicles. Finestkind Boatyard is a small yard so all hands are expected to help with general boatyard operations. 207-833-6885 or email info@fkby.com your resume and to set up a visit.

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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.

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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 - 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 - 207-865-4103.



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 cushion and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.

POWER



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 - 207-865-4103; cascobayyacht.com



19' SCOUT 195 SPORT DORADO,

POWER

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/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.

POWER



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, (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 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 - 207-865-4103; cascobayyacht.com

POWER



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



24' SCOUT 240 XSF, 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, Maine - 207-865-4103; cascobayyacht.com



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; cascobayyacht.com



30' SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD radar, Garmin VHF 315, deluxe stereo

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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

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Brand New 140hp Tohatsu for sale - \$9,900. Model MFS140AETUL-Z; 4 stroke, fuel injected, 25" shaft; MSRP \$13,156 Motor is still in factory packaging, 5 year warranty. Does NOT include prop or control box/cables. Check our website (northatlanticinflatables.com) or call (207) 844 1742.

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