

# Maine Coastal News

Volume 37 Issue 4

April 2024

**FREE**



A view out of Sawyer's Cove, Jonesport, Maine looking across Moosabec Reach to Beals Island.

**American Eel Board Releases Draft Addendum VI for Public Comment Draft Addendum Considers Maine's Glass Eel Quota for 2025 and Beyond**

The Commission's American Eel Management Board has released Draft Addendum VI to the Interstate Fishery Management Plan for American Eel for public comment. The Board initiated the addendum to address Maine's glass eel fishery quota, which expires at the end of 2024. Draft Addendum VI presents options to set Maine's quota as well as the number of years the quota would remain in place once it is implemented, and whether or not an additional addendum would be required to maintain the same quota for subsequent years.

Addendum V, approved in August 2018, maintained Maine's glass/elver eel quota of 9,688 pounds, previously established by Addendum IV, and specified that the quota be set for three years (2019-2021). The quota was extended for an additional three years (2022-2024) through Board action in 2021. Since Maine's current glass eel quota of 9,688 pounds expires after 2024, the Board initiated Draft Addendum VI to establish a quota for the 2025 fishing season and beyond.

**Submitting Comments**

The Draft Addendum is available at <https://asmfc.org/files/PublicInput/Amer->

[icanEelDraftAddVI\\_GlassEelQuota\\_PublicComment.pdf](http://www.asmfc.org/about-us/public-comment.pdf) or via the Commission's website at <http://www.asmfc.org/about-us/public-input>. Public comment will be accepted until 11:59 PM (EST) on March 24, 2024 and should be sent to Caitlin Starks, Senior FMP Coordinator, at 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; or at [comments@asmfc.org](mailto:comments@asmfc.org) (Subject line: Glass Eel Draft Addendum VI).

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

**Atlantic States Marine Fisheries Commission ASMFC Summer Flounder, Scup and Black Sea Bass Board**

February 14, 2024  
**Meeting Summary**

The Summer Flounder, Scup and Black Sea Bass Board met via webinar to consider proposals for the 2024 and 2025 recreational management measures for summer flounder and scup and 2024 recreational season adjustments for black sea bass. Background In December 2023, the Board and the Mid-Atlantic Fishery Management Council (Council) met jointly to set recreational measures for 2024 and 2025 for summer flounder and scup. The Percent Change Approach, as implemented under Addendum XXXIV to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan (FMP),

was used in conjunction with the Recreation Demand Model (RDM) to determine that summer flounder and scup require a 28% and 10% reduction in harvest in 2024, respectively. For black sea bass, the Board and Council agreed to maintain status quo recreational measures in 2024 for several reasons, which are outlined in the December 2023 Council and Board Joint Meeting Summary. However, the Board allowed states to propose minor season adjustments (e.g., maintain a Saturday opening of a black sea bass season) if the projected 2024 black sea bass harvest with season adjustments did not increase from projected 2024 status quo harvest. Any season adjustments were required to be supported by the RDM and approved by the Board. For summer flounder, the Board and Council continued the regional conservation equivalency process as outlined in Addendum XXXII, which requires each region (MA, RI, CT-NY, NJ, DE-VA, NC) to implement summer flounder regulations that will achieve the cumulative required harvest reduction by weight. In December, the Board specified that each region must take a 28% reduction, but exempted North Carolina from further restricting summer flounder measures due to the state's low levels of harvest and already restrictive measures which aim to address the objectives of the state's Southern Flounder FMP. For scup, the Board and Council


recommended removing the early season closure from January 1-April 30 in federal waters in favor of taking the full 10% reduction through the Commission's state water regulation setting process. In January 2024, the Summer Flounder, Scup, and Black Sea Bass Technical Committee used the RDM to recommend options for 2024 and 2025 recreational measures for summer flounder and scup which achieve a 28% and 10% reduction, respectively, and evaluate minor adjustments to the 2024 black sea bass season. 2024 and 2025 Summer Flounder and Scup Recreational Measures and 2024 Black Sea Bass Season Adjustments On February 14, 2024, the Board reviewed and approved the a range of state/regional options for 2024 and 2025 summer flounder and scup measures as developed by the RDM, which can be found here. The approved options achieve the required reductions. The Board also reviewed and approved minor adjustments to Massachusetts's and Connecticut's 2024 black sea bass seasons. The next step is for the states, through their rule making process, to select regulations from the approved range of options and inform the Commission of their final 2024 and 2025 state waters measures for summer flounder and scup, and 2024 adjusted seasons for black sea bass. 2024 state water measures for black

**Continued on Page 12**

## C o n t e n t s


Publisher's Note	4	NTSB News	9	Boat Yard News	14
Calendar of Events	4	<u>Commercial Fishing News</u>		Maritime History	
Doug Dodge Talks Engnes	5	ME DMR News	9	Republican Journal, 1851	22+
Cole Brauer of Boothbay	6	Who's on Second Base?	10	Classified Ads	28-29
U. S. Navy News	7	Directors Report, DELA	11		
U. S. Coast Guard News	7	Misc Fishing News	12		






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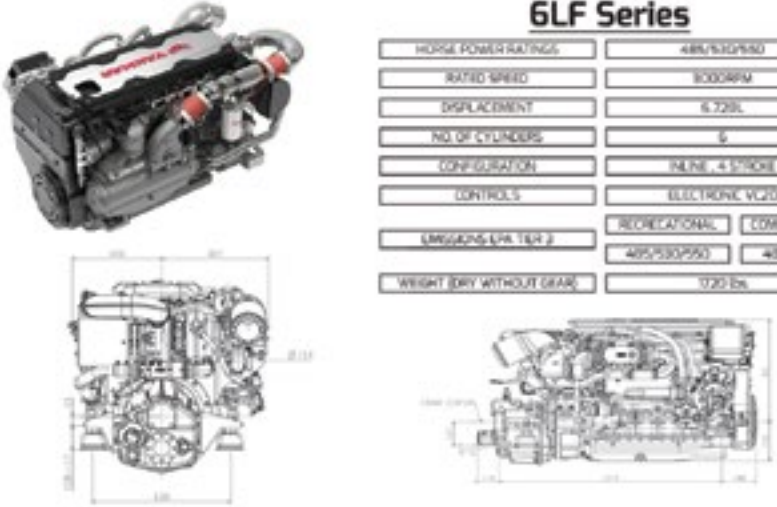


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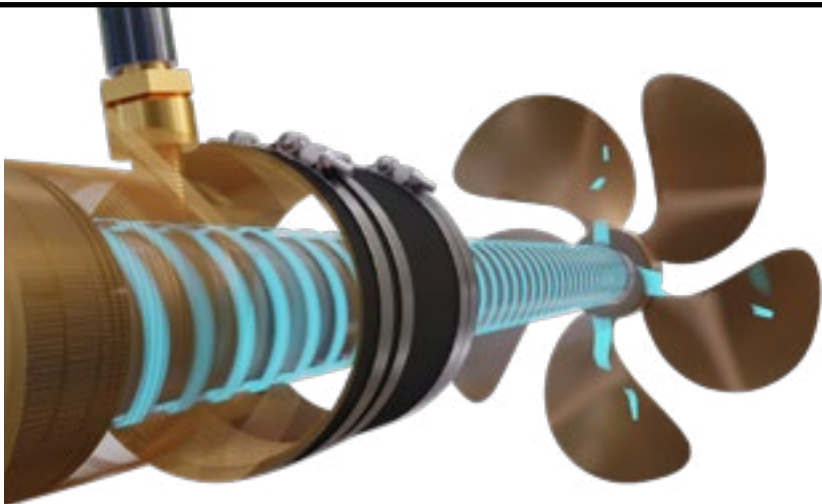
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P.O. Box 710

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

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

<b>Publisher</b>	<b>Jon B. Johansen</b>
<b>Editor-in-Chief</b>	<b>Rachel Elward</b>
<b>Advertising Sales</b>	<b>Randy Nichols</b>

**Advertising Deadlines:** The deadline for the May issue is April 5.  
The deadline for the June issue is May 10.

# Publisher's Note

The 49<sup>th</sup> Maine Fishermen's Forum was held the first weekend of March at the Samoset Resort in Rockport. I came up from New Hampshire where I was finishing up the distribution of the last issue and on my way back to Winterport. On the way, I made a detour to South Bristol to hook up with Nicole Jacques of Rhumbline Communications of Belfast to do an video interview with Peter Kass of John's Bay Boat Company for Maine Built Boats. The video is done and should be up on Youtube when you read this.

At the Forum, I am there representing Maine Built Boats, which I have been doing for about ten years. Almost everyone coming through the door know the builders, but some still have questions. I also host the meeting for the Maine Lobster Boat Racing Association, which is the shortest meeting of the Forum, this year under 4 minutes. All we do is go over what was discussed and agreed to at the Annual Meeting in October. The main reason I like attending the Forum is seeing and talking with numerous people. At one of the dinners, I sat with Fred and Lisa Backman of Winter Harbor and we were joined by Phil Torrey and his entourage, also of Winter Harbor. Well, Phil became the entertainment. Fred and Phil began telling stories. One of the best stories was Fred remembering going onboard his boat one morning and went to turn the battery switch on. With his arm down the companionway reaching for the switch and his head level with the bulkhead he discovered he was looking into the eyes of a live skunk. The entertainment did not stop with the stories. When the auction started, Phil began bidding on items. What he did not realize was that his entourage, which was behind him, was bidding him up. He had one hell of a bill when the auction ended, but it was all for a great cause, scholarships for fishermen's children heading off to college. The Portland Lobster Boat Races, headed by Katie Werner, donated \$7,562 to this cause and hopefully this summer we can raise even more.

As for Jonesport Shipyard, it is going better every week and I am almost at the baseline I want, which meant a lot more of an investment in equipment to do more involved projects. The biggest buy this month was a telehandler coming from Vermont. This will allow us to do lifting around the yard, such as removing and installing engines, much easier. We will also rent it out to those who need its services. This will certainly make Alonzo Alley happy. He has done a great job organizing the yard and getting projects in and out of the shop. The first big project was on a Crowley 33, which had touched the bottom. She only had minor damage, but they had someone come in and strip the bottom, and the crew applied a barrier coat and then they painted her bottom, along with a couple of other items the owner

wanted done. This should have increased his speed, but I have not heard. There is another project underway and it looks like we are replacing a top on a 28-footer.

When working on my vessel database, I was hoping to have a good number of the vessels a researcher would be searching for. Capt. Doug Lee, former owner of the schooner HERITAGE and schooner researcher, has been working on a list of Canadian schooners. We sat down with his list and mine and started going through what he had. As he listed them off, I looked in my database of about 150,000 vessels and found I did not have a lot of the vessels he had. Capt. Lee was using the book "Sails of the Maritime," by John Parker. I knew I had the book and after searching a couple of hours I located it in one of the many piles in my office. I also discovered another two on shipbuilding in the Canadian Maritimes. One on Fundy shipbuilding ("Sails of Fundy," by Stanley T. Spicer) and the other on Prince Edward Island shipbuilding. "Sails of the Maritime" and "Sails of Fundy," had a very nice appendix listing out the ships and I entered both of these, adding over 1,400 Canadian vessels. Then I crashed this list with the master list and eliminating the duplicates, which so far has only been a handful. When this is done this will complete my next update, which will then go to the webmaster to be uploaded. I will then start adding in more vessels for the next update, which should occur the end of summer. No rest for the wicked.

Several years ago, I made a statement in one of my Publisher's Notes that sailing was dying or dead. Since the 1960s, I do believe the number of people who sail, especially cruisers, has dwindled considerably. Most people have switched to power and I believe this is due to time constraints and wanting to get from point A to point B in a timely fashion. In response to my comment Kathe Newman Walton of Newman Marine sent an email disputing that it was dead. She was certainly hoping that there were still a number of people out there wanting sailboats, especially Friendship sloops, since she owned one and that her father, Jarvis, built a number of them in fiberglass in the 1970s and '80s.

When Kathe was reading the new Friendship Sloop Society Registrar's report she discovered my name next to the Friendship sloop AMITY, built by Wilbur Morse in 1901 and rebuilt by Ralph and Richard Stanley. AMITY was donated to the International Maritime Library (IML) and that is how I am involved. I have more than enough boats to take care of with my 1964 34-foot Clinton Beal built lobster boat CINDY JEN and Ann's 1998 40-foot John's Bay Boat SARI ANN I. This boat will be for sale and all of the money will go to the Penobscot Marine Museum in Searsport.

Early in my career I did a lot of sailing, almost solely racing. I think it is very important to know how to sail as it makes you a much better sailor. Many decades ago, families would spend a lot of time cruising. That dwindled when many switch to power boats, but most of them are just a cottage at the local marina. I am not sure where the future generations are going to go, but I would think they might revive cruising in sailboats. They are looking for an experience and that could certainly be found cruising in a sailboat. So, to Kathe I am hoping that the future generations wakes up and discovers the beauty of cruising in a sailboat. Seeing the beauty of the coast, discovering new places and meeting new friends. It is an experience many of them would never forget.

# MCN's Calendar

**On-going Exhibits**

**Penobscot Marine Museum**  
Evolution of the Maine Lobster Boat  
Jim Steele Peapod Shop  
Music in Our Lives  
If You Give a Girl a Camera  
Faithfully Yours, Joanna C. Colcord  
Searsport  
Info: [penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

**Maine Maritime Museum**  
Collections Uncharted: Discovering New Narratives  
Lost and Found; Sounds of the Maine Coast  
Sustaining Maine Waters  
A Sailor's Treasure: Sea Chests & Curiosities  
Upta Camp  
Bath  
Info: [mainemaritimemuseum.org](http://mainemaritimemuseum.org)

**Cape Ann Museum**  
Above the Fold, Photographers of the "Gloucester Daily Times"  
Max Kuehne  
Coming Home: Selections from the Janet and William Ellery James Collection  
Native Waters, Native Lands  
Fitz Henry Lane Gallery Re-envisioned  
In the Round: 20<sup>th</sup> Century Cape Ann Sculpture  
Women Artist on Cape Ann 1870-1970  
Gloucester, MA  
Info: [capeannmuseum.org](http://capeannmuseum.org)

**New Bedford Whaling Museum**  
Breach: Logbook 24, Scrimshaw  
Wider World of Scrimshaw  
Reflections  
New Bedford in the 1800s

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**Mystic Seaport Museum**  
Spineless: A Glass Menagerie of Blaschka Marine Invertebrates  
Oceanus: Alexis Rockman  
Global Foundation for Ocean Exploration  
The Sea Connects Us  
Temperance and Trade  
Entwined Freedom, Sovereignty and the Sea  
Voyage to the Deep: Underwater Adventures  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

**2024**

- JUNE**
- 15 Boothbay Lobster Boat Races  
Boothbay Harbor  
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  - 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
  - 29 Moosabec Reach Lobster Boat Races  
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# Doug Dodge of Beals Island Talks Engines

JONESPORT – There have been a lot of changes in the lobster fishery over the years, but none compare to the changes in how the boats are powered. Back in the 1800s the fishermen rowed their boats and then they switched over to sail as they went further out. With the advent of the internal combustion engine, it was not long before fishermen started having them fitted into their boats. First, it was one-lungers running on naphtha or gasoline. These engines evolved over the years gaining more and more horsepower and this allowed the fishermen to go out even further. Then in the 1980s entered the diesel engine, which offered a more economical and more durable option to a gasoline power-plant. Doug Dodge is the great nephew of Harold Gower, a well-known Beals Island boatbuilder, and worked in his shop starting the '60s. He has always had a love for engines so we asked him about the evolution of engines over the years.

Doug began learning about engines by taking them apart and reading books. "I have been interested in engines since I was old enough to turn a wrench," said Doug. I had a little 1.7-hp Neptune outboard, weighed 17 pounds. I used to take it apart every two weeks and put it back together, just checked it out. Sometimes I made a few mistakes. One time I oiled everything in the magneto that wasn't good. I had to take it all apart and wash it out. You don't oil the points."

There were some older men in town, one had an Indian and the other one had a Harley, which had a panhead engine. Doug added, "The Indian was a 1948 and I had it stored in the boat shop and when the shop burnt the bike burnt too, but I had the engine and transmission in the garage. The first engines I ever worked on were motorcycle engines, when I was 12 or 13 years old. The first boat engine I ever worked on, installed, was for Uncle Harold, which was probably '62. I did not rebuild them, I installed them, lined them up, wired them, hooked up the pot haulers and stuff. The first one that I remember was a Palmer Marine, which was an International Harvester, 345 cu in. 225 hp marine engine. Palmer just put their name on it, but it was an International Harvester truck engine is what they were.

"I learned about engines by taking a physics course," continued Doug. "Engines run off of air pressure which is 14.7 pounds per square inch at sea level at 70 degrees on a dry day. Everything, even when you breathe, you think you are sucking air in, you are not. You are making a void and air pressure pushes it in. An engine, when the piston goes down, it makes a void, the air pressure pushes down through the intake manifold, in by the valve and on top of the piston. The piston isn't pulling the air in, it is air pressure pushing your hand down

because it is pulling on the bottom of your hand. Once you get that established in your mind, everything on the earth works on air pressure.

"Then I went away in '63 to automotive school in South Portland," explained Doug. "Graduated from there and then I went to aircraft school for two years. About '68 I started building Oldsmobile engines. I taught night courses for the school, three nights a week on engines and two nights I taught welding for night school for adult education down to Calais. Then I taught the boat courses. One part of it was teaching engines and we built the engine for the school boat, which was a 455 Buick and that would have been in 1972."

The Boat School boat was 31 feet in length and was designed by Doug. He had six or seven students and they built the boat and engine. Doug added, "We did all of the welding and everything for that boat. It was launched in '72 and in 2022 they had a reunion, a 50-year graduation class, which was put together by Al Strout one of his students."

The School Boat, which was her original name, now known as LUCILLE, is still going strong and owned by someone in Brooklin.

Doug stopped teaching in 1975 and went back to Beals Island and worked with his uncle. Over the years he has worked on a lot of gasoline engines, such as 455 Olds, 455 Buicks, 292 6 cylinder Chevys and once in a while a Ford. In the 1980s, fishermen began switching over to diesel engines. Who owned the first diesel on Moosabec Reach? Doug said, "I believe Guy Carver, Jr. and Lester Faulkingham. They had around 80 hp diesels and I think they were called Sterrett diesels. Then after that Caterpillar was coming in and Ford Osco. They were like 125-135 hp Osco and Ford Lehman, but they were the same engine but different companies marinized them. In the 80s, they started coming out with more power with less weight. The 3208 Caterpillar was a big, big seller. That ranged from 210 to 425 hp that was a rage in the 80s. They put them in 35' Duffys and that was one of the first ones I worked on for Leland Peabody. He had the slowest boat and when I got through with him, he ended up being the fastest boat in that class. He had the wrong propeller, the engine too far forward and nobody knew it at the time, but I hooked propane up to it. You have to be careful of that, because if you use too much propane you will slow them down.

"This was kind of funny," added Doug. "When I did the engine for Leland Peabody and I rigged the propane up with a ball valve and a valve on the tank. What I did was open the ball valve and the valve on the tank I just



Jeremy Beal lifting a gasoline race engine into his boat.

kept cracking it real easy until she reached the max RPM. Then I shut the ball valve off with the tank valve on. I had it rigged so I could reach down with my foot and just hit the lever and turn it on. We were down to Winter Harbor racing and he was racing Andy Gove's LOVE BOAT and he had 375 hp and Leland had the 355 Cat. Leland was getting lined up, but he was idling in reverse when they dropped the flag. I ran up and opened her up and then I hit the propane, and she jumped. We were going by everybody and he started slowing her down with the throttle. Besides the propane and the others changes, I also had adjusted the exhaust valve so it opened a little bit sooner. Anyway, he won quite easily."

Looking back, Doug said, "I remember straight 8 Buicks. They were a big thing back in the 50s. Six-cylinder Chevys and 6-cylinder Fords, flathead not overhead valve were popular back in the 50s. Charles Beal would win one year and he had a straight 8

Buick with an extra carburetor. They had hot exhausts with a pipe put through the side. Flagship was an engine, which was 327 cu. in. Chevy. They were pretty popular and the International, that was pretty popular in the whole state. V16 Packards and in Steuben someone has got a 1920 V16 Cadillac engine. That engine reaches from here to Bangor. That engine has got to be 5 feet long. They put them in seiners. Most would go to the junkyard and buy an engine for \$40 or \$50. They liked those flat head Dodge and Plymouths, six-cylinder Chevys. You're talking 80 hp, no big power. There were a few flat head V8 Fords. I think that the first engine that Nernie Libby raced with was a flathead Ford. He'd start it by winding a piece of rope around the front pulley and start it like you would an outboard because the starter was no good. He was strong as a bear.

Continued on Page 6

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# Cole Brauer of Boothbay Ready to Enter the Record Books



Cole Brauer – First Light @colebraueroceanracing

There are a number of ocean races and if you do not pay close attention it can get confusing as to which is which. What caught my eye with the Global Solo Challenge was that there was three Americans in the mix. Ronnie Simpson of Hawaii was sailing SHIPYARD BREWING; David Linger of Seattle on board KOLOA MAOLI, and Cole Brauer, FIRST LIGHT, who is from Boothbay Harbor.

The Global Solo Challenge is a race round the world, which started from A Coruña, Spain on 26 August. You can use

any boat over 32 feet and they are hand-capped at the start so that the first across the finish line is the winner. This means that the slowest boats start first and the faster boats will need to make up the time. This can be a challenge as it means some will be getting into different weather patterns and this can be an advantage at times.

(8 February) The previous weeks have been filled with all sorts of challenges, mostly caused by mother nature, and for some of the competitors, Cape Horn is behind them. As these competitors move up the southern

Atlantic, mother nature should ease, less challenging weather and much warmer. The challenge now becomes picking your best path north, which is not easy.

(16 February) William MacBrien of Canada on PHEONIX was 3,000 east of New Zealand and just over 1,300 miles from Cape Horn when he activated his EPIRB. His boat had raced round the world twice before, 2008 and 2021, and had been well prepared for this circumnavigation. The EPIRB signal is first sent to the country the boat is registered, which was the Netherlands. After confirming that the boat was in a race round the world, they contacted MRCC Chili, who was given all the details about the boat and skipper. MRCC Chili and the race committee tried to contact the boat, but there was no answer. They hoped that this was a false activation, but without knowing they initiated a rescue. The only hope of rescue was by another competitor or a commercial vessel in the area. The closest commercial vessel was 400 miles away and there was a trimaran, but they were 1,300 miles away. The transponder showed that the boat was still sailing, but her speed was decreasing. They ruled out a dismasting, but worried about William.

(22 February) Round the world races have a high attrition rate with under 50 percent completing the event. Most retire due to failures of equipment. Half of the starters in this race have retired and only five have not stopped to make repairs. The Vendee Globe has managed to have a better ratio of finishers to retirees. This is due to an evolution of design changes and other developments making the boats and equipment much more durable. The Global Solo Challenge has a variety of boats sailing and these must conform to strict guidelines in the Offshore Special Regulations for Category Zero events. You can spend hours inspecting a boat and never find anything amiss and still have an issue. The strains that mother nature places on a sailboat are extreme so one must always be prepared for issues, especially catastrophic ones.

(26 February) The first finisher in the Global Solo Challenge, Philippe Delamare on MOWGLI, crossed the finish line in A Coruna on 24 February at 1503. His time

was 147 days and 1 hour. The finish was challenging for the race committee as there was a good sea running with strong winds. Philippe made his final jibe just off the shoals and headed for the finish line. He heard congratulations from Cole Brauer and other competitors and was surprised by a visit from Jean-Luc Van Den Heede. Jean-Luc wanted to compete in this event with the boat he did his first circumnavigation in the 1986 BOC. Unfortunately, she had issues that needed to be addressed, which were just too much to do before the start.

(3 March) The next to cross will be Cole and when she does, she will be the first American female to finish a solo non-stop circumnavigation of the globe. She joins a very elite group of just under 200 men and women who have done this. Robin Knox Johnston became the first person to do this in the 1968 Golden Globe Race and the first women was Kay Cottee of Australia in 1988. Only 17 women have achieved this goal. Cole is expected to cross the finish line 6 or 7 March.

ASPRA, sailed by Alessandro Tosetti of Italy, was trying to reach the North Island of New Zealand, but the weather was not going to be favourable. Instead, he sailed for Chatham Island and got out of the storm there. He had developed a rigging problem. Due to this stoppage, he was not going to be able to continue in the race as the season was changing and he would have fall and winter weather at Cape Horn and up the Southern Atlantic.

Cole is just 29 and is very petite, just 100 pounds. She did not have the opportunity to sail much when younger, due to the cost or the boats did not excite her. She spent a lot of time with nature and when she moved to Hawaii to go to college she was able to do a lot of sailing. She developed a love for being out to sea and after reading Ellen MacArthur's books wanted to sail around the world. She was introduced to the Global Solo Challenge with the goal of becoming the first American woman to sail non-stop round the world. She is sailing a Class 40 named FIRST LIGHT. This boat was built in 2008 and was named DRAGON owned by Michael Hennessy. Cole is hoping to compete in the 2028 Vendee.

Latest Rankings as of 4 March

	Boat	Skipper	Start	DTF	Est. Finish
1	MOWGLI	P. Delamare	30/09/23 1300	0	
2	FIRST LIGHT	C. Brauer	29/10/23 0438	629	06/03/24 2350
3	VENTO DI S...	Andrea Mura	18/11/23 1300	2646	16/03/24 2314
4	OBPORTUS	R. Tosetto	29/10/23 0800	3912	27/03/24 2104
5	KAWAN 3	F. Gouin	29/10/23 0925	4263	30/03/24 0953
6	KOLOA MAOLI	D. Linger	29/10/23 0945	6417	17/04/24 0320
7	LE SOUFFLE...	L. Robein	30/09/23 0900	9832	13/06/24 0826

#### Attrition

	Skipper	Boat	Type	Reason
8	A. Tosetti	ASPRA	ULBD 65	Rigging
9	K. Le Poidevin	ROARING FORTY	Open 40	Horn date limit
10	W. MacBrien	PHOENIX	Class 40	Flooded
11	R. Simpson	SHIPYARD BREWING	Open 50	Dismasted
12	P. Nadvorni	ESPRESSO MARTINI	Farr 45	Medical
13	E. De Keyser	SOLARWIND	Saolaire 34	Broken rudder
14	A. Kansakoski	ZEROCHALLENGE	Class 40	Dismasted
15	D. Hughes	BENDIGEDIG	S&S 34	Autopilot
16	J. Merediz	SOROLLA	Class 40	Autopilot

#### Did Not Start

	Skipper	Boat	Type	Reason
17	I. Dimov	BLUE IBIS	Endurance 37	Funding
18	C. Morlock	6 LAZY K	Open 60	Funding
19	P. Bourke	IMAGINE	Open 40	Medical
20	V. Yemlihaoglu	BLACK BETTY	Open 70	Funding

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## Doug Dodge Talks Engines

Continued from Page 5

"The first pot hauler Jerome Crowley had it and it was put in by Alston Alley," continued Doug. "He used to do a lot of engines for boats. Great guy. I used to about live in his garage. He had a garage to work on cars. He actually built a couple boats. His

place was near the cemetery up in the middle of Beals.

Doug explained, "I don't do much with diesels, but I have rebuilt a couple. It is totally different. You have to be set up for it. You have got to have a lot of equipment, plus they stink."



# U. S. NAVY NEWS

## 50 Years of Building and Restoring Maritime Capabilities: Celebrating the Underwater Construction Teams Anniversary

### From Navy Expeditionary Combat Command Public Affairs

14 February 2024

VIRGINIA BEACH, Va. - The Navy's Underwater Construction Teams (UCT) One and Two will celebrate half a century of subsurface construction progress and prowess Feb. 15.

The Chief of Naval Operations tasked the Naval Construction Force with "developing and maintaining the capabilities to support the underwater construction requirements of the Navy" in November of 1967, and the teams were formally commissioned as their own units on Feb. 15, 1974, after serving as underwater construction branches of naval construction regiments.

Historical documents show Seabee leaders were soliciting ideas for the name of their unit. When reviewing historical documentation about the unit's establishment, team members discovered a civil engineer corps officer jokingly wrote to the officer-in-charge of the underwater construction branch at the time that they needed "a catchy acronym" for the team, less they might be called the "Seabee Ocean Floor Team (SOFT)" or the "Construction Force Undersea Engineering Detachment (CON-FUSED)." Ultimately, the underwater construction branches became the Underwater Construction Teams, a fitting name that not

only captured their capabilities succinctly but stood the test of time.

Despite their commissioning date, the Seabee diving community can trace their roots back to World War II where specially trained Seabees qualified as Navy divers and participated in underwater demolition of reef obstructions, beach clearing operations, and in-shore construction necessary for the development of channels, harbors, and mooring facilities for the fleet. During the 1960's, Seabee divers became major contributors to the early success of the "Man-in-the-Sea" programs, including SEALAB II and TEKTITE undersea laboratories, where saturation diving was refined.

"Our underwater construction teams are an absolutely critical component of the Navy Expeditionary Combat Force," said Rear Adm. Brad Andros, commander, Navy Expeditionary Combat Command. "Our Seabee divers provide direct and tangible support to not only the Fleet but to our allies and partners who rely on their unique skillsets to restore and build maritime infrastructure for more secure and prosperous sea lanes and maritime commons."

The UCTs were initially composed of 12-15 Seabees with temporary additional divers and support personnel assigned as project needs required. With the growing workload and increased complexity of the missions over time, today's UCTs have approximately 90 personnel assigned including eight civil engineer corps officers. Like all Seabees, in addition to their construction

role, the unit must be capable of sustaining and defending itself if the situation required.

"Our underwater construction teams are always looking for more dedicated Seabees to join our ranks, said Master Chief Petty Officer Brian Strantz, the Naval Construction Force's Force Master Diver. "Serving as a Seabee diver offers unique training opportunities, specialized skillsets valued across the dive industry, and the opportunity to deploy forward and see the immediate impact and benefits of your work."

Since formally commissioning the units in 1974, the teams of Seabee divers have deployed to every continent and participated in projects and missions that include: repairing and re-opening piers, wharfs, and ports; providing mission critical waterfront facilities during combat operations; providing humanitarian assistance and disaster relief following natural disasters; completing subject matter expert exchanges with ally and partner dive forces; and repairing underwater infrastructure for the U.S. military which has saved the government significant funding over the past five decades and has enabled distributed maritime operations.

"Today's underwater construction teams were built on the legacy of the many Seabee divers who came before us and continued to challenge the status quo", said Cmdr. Mike Duffy, commanding officer, UCT One. "We are proud to carry on the tradition and heritage of the early Seabee divers as we continue to deploy ready and capable teams globally in support of our

fleet."

Long known for their trademark Seabee "can do" attitude, the Seabee divers continue to lead technological advances within the underwater construction field. Over the past few years, the divers have increased their waterfront engineering expertise and effectiveness through usage of developing hydrographic survey and remotely operated vehicle technology, along with expedient port damage repair materials.

"I'm continually impressed with our Seabee divers who embrace new technology and look for innovative ways to conduct their work in a more efficient or safe manner." Said, Lt. Cmdr. Tyler Anderson, executive officer of UCT Two. "I believe it says a lot about the type of personality this line of work attracts—we're a team of problem-solvers who embrace challenges, operate in austere environments, and take care of our teammates."

While the commands will recognize the anniversary locally in Pt. Hueneme and Virginia Beach on Feb. 15, the Hampton Roads Seabee Ball will be held on Mar. 2 and will have a Seabee diver theme, and a larger celebration and reunion is planned for May in coordination with the National Seabee Divers Association at the United States Navy Seabee Museum onboard Naval Base Ventura County where the UCT exhibit will be re-dedicated.

For more information about becoming

**Continued on Page 8**

# U. S. COAST GUARD NEWS

**Coast Guard reports fatality following counter drug mission in Caribbean Sea**  
MIAMI – A Coast Guard crew's airborne use of force to stop a non-compliant vessel suspected of smuggling illicit narcotics in the Caribbean Sea resulted in a fatality, Jan. 2, 2024.

Two other suspected smugglers were apprehended and face prosecution in U.S. federal courts by the Department of Justice. The seized contraband, approximately 385 kilograms of cocaine with an estimated wholesale value of \$11.1 million, will be transferred ashore at a later date.

On Jan. 1, a U.S. Coast Guard law enforcement detachment deployed aboard a U.S. Navy ship in the Caribbean Sea for a counter drug patrol identified a vessel suspected of smuggling narcotics and attempted to stop the vessel. The vessel failed to stop and Coast Guard District Seven authorized airborne use of force in accordance with policy, including warning shots and disabling fire, for a non-compliant vessel suspected of smuggling illicit narcotics in international waters.

The law enforcement boarding team arrived on scene and identified that one of the crewmembers suffered an injury as a result of the use of force. Navy and Coast Guard members performed first aid and transferred the injured individual to the Navy ship before they were medically evacuated by a Navy helicopter to higher level care ashore in the Dominican Republic. The Coast Guard later received a report from Dominican authorities that the patient, a Dominican national, succumbed to their injuries.

"The critical homeland security missions the Coast Guard conducts every day as America's primary maritime law enforcement agency are inherently dangerous," said Lt. Cmdr. John W. Beal, Coast Guard District Seven public affairs officer. "The Coast Guard takes any loss of life seriously and is working to investigate the incident in accordance with Coast Guard policy."

Detecting and interdicting illegal

drug traffickers on the high seas involves significant interagency and international coordination. Once interdiction becomes imminent, the law enforcement phase of the operation begins and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension phases. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Seventh District, headquartered in Miami.

## Coast Guard holds memorial to honor fallen crew members of Coast Guard Cutter Blackthorn

ST. PETERSBURG, FL – Coast Guard crew members from across the country held a memorial service honoring the fallen crew members from Coast Guard Cutter Blackthorn, Sunday, at the Blackthorn Memorial site in St. Petersburg.

The memorial ceremony marked the 44th anniversary of the 23 lives lost during the collision between Coast Guard Cutter Blackthorn and the motor vessel Capricorn near the Sunshine Skyway Bridge on Jan. 28, 1980. The ship had a crew complement of 50.

"The Coast Guard as an organization continues to take lessons learned from this tragedy to refine our operations," said Rear Adm. Douglas M. Schofield, Coast Guard District Seven commander. "Coast Guard Cutter William Flores, homeported in Miami, was named in honor of Blackthorn crew member and Coast Guard medal award winner for his heroism 44 years ago. Our crew is proud to stand the watch as we remember the crews before us."

The Blackthorn collision forever changed the Coast Guard and provided lessons on risk management and training. After this tragedy, the Coast Guard made critical improvements to service readiness, training, and safety. It provided the impetus for the establishment of the Command and Operations School at the Coast Guard Academy

in New London, Connecticut. The school offers courses to prepare command-level officers and senior enlisted members for command duty afloat.

The ceremony included a fly over by Coast Guard Air Station Clearwater, wreath laying, an honor platoon representing each Blackthorn victim, laying of roses, gun salute, and presiding official comments from Rear Adm. Douglas M. Schofield, Coast Guard District Seven commander and Vice Adm. Kevin E. Lunday, Coast Guard Atlantic Area commander.

## Coast Guard honors legacy; Final Makapu'u Lighthouse keeper returns after 50 years

HONOLULU — Ron Cianfarani, retired U.S. Coast Guard Senior Chief Petty Officer and the final manual caretaker of the Makapu'u Lighthouse, received a guided tour from the Coast Guard's Aids to Navigation Team (ANT) Honolulu, Jan. 24, 2024.

Built in 1909, the Makapu'u lighthouse was a fully manned and operational station

until becoming automated in 1974. The Lighthouse has been under the maintenance and care of ANT Honolulu for the past 50 years. Cianfarani, currently in retirement, took the opportunity during his vacation to revisit the lighthouse and the grounds where he served.

The visit provided Cianfarani with a chance to reflect on the earlier era when lighthouse keepers and crews lived on-site, managing maintenance, repairs, and responding to emergencies such as shipwrecks. Significant changes incorporating solar panels, batteries, and modern LED lights have improved efficiency and visibility to the lighthouse, allowing the beacon to continue assisting mariners for years to come.

Established in 1789, the U.S. Lighthouse Establishment played a key role in constructing, maintaining, and repairing lighthouses, providing navigational aid to mariners. Evolving into the U.S. Lighthouse

**Continued on Page 8**

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# U. S. NAVY NEWS

## Continued from Page 7

a Seabee diver, contact a UCT Recruiter at [NCG\\_UCT\\_Recruiters@us.navy.mil](mailto:NCG_UCT_Recruiters@us.navy.mil).

UCT 1 and 2 are part of the Naval Construction Groups in the Navy Expeditionary Combat Force, who bridge the gap from sea to shore and provide capabilities in complex and austere environments. For more information about NECC and our units, visit our website: <https://www.necc.usff.navy.mil/>

## Navy to Commission Future Expeditionary Sea Base USS John L. Canley 16 February 2024

The Navy will commission the future USS John L. Canley (ESB 6) as the newest Expeditionary Sea Base ship (ESB) during a 10:00 a.m. PST ceremony on Saturday, Feb. 17, in Coronado, California.

The commissioning ceremony's principal address will be delivered by the Honorable Carlos Del Toro, Secretary of the Navy. Remarks will also be provided by General Joseph P. Dunford, Jr., 19th Chairman of the Joint Chiefs of Staff and 36th Commandant of the Marine Corps; Sergeant Major Carlos Ruiz, Sergeant Major of the Marine Corps; and Mr. David Carver, President of General Dynamics NASSCO. The ship's sponsor is Patricia Sargent, Sgt. Maj. Canley's daughter.

Built by General Dynamics NASSCO, currently there are six delivered ships across two variants: Expeditionary Transfer Dock (ESD) and Expeditionary Sea Base. The future USS John L. Canley (ESB 6) is a highly flexible platform used across various military operations. When commissioned, the ship will be employed as a mobile sea-based asset. It will be a part of the critical access infrastructure supporting the deployment of

forces, equipment, supplies, and warfighting capability.

The first of its name, the ship honors United States Marine Corps Sgt. Maj. John L. Canley, Ret., who was awarded the Medal of Honor 50 years after his actions during the Battle of Hue City. Canley served as Company Gunnery Sergeant, Company A, First Battalion, First Marines, First Marine Division in the Republic of Vietnam from Jan. 31 to Feb. 6, 1968. Sgt. Maj. Canley passed away in Bend, Oregon May 11, 2022.

ESB 6 joins the USS Lewis B. Puller (ESB 3), USS Hershel "Woody" Williams (ESB 4), USS Miguel Keith (ESB 5) which support a variety of maritime-based missions, including Special Operations Forces (SOF) and Airborne Mine Counter Measures (AMCM). ESBs have a four-spot flight deck, mission deck, and hangar, designed around four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets. Follow-on ships Robert E. Simanek (ESB 7) and Hector A. Cafferata Jr. (ESB 8) are under construction. The commissioning of ESBs provides combatant commanders greater operational flexibility to employ this platform in accordance with the laws of armed conflict. The ceremony will be live streamed at <https://www.dvidshub.net/webcast/33415>. The link becomes active approximately ten minutes prior to the event at 09:50 a.m. PST.

## SECNAV Del Toro Honors John L. Canley at Ship Commissioning 17 February 2024

The U.S. Navy commissioned Expeditionary Sea Base (ESB) USS John L. Canley (ESB 6) in Coronado, Calif., Feb. 17.

During the ceremony, Secretary of

the Navy Carlos Del Toro discussed the importance of sharing the incredible stories of Navy heritage, such as Sgt. Maj. John L. Canley, the namesake of ESB 6.

"While the legacy of African American service members in the sea services spans centuries, their stories often went untold, and they often did not receive the recognition they deserved," said Secretary Del Toro. "This was the case for Sgt. Maj. Canley, who was originally awarded the Navy Cross for his heroic actions at Hue City."

Born Dec. 20, 1937, in Caledonia, Ark., then-Gunnery Sergeant Canley served as Company Gunnery Sergeant, Company A, First Battalion, First Marines, First Marine Division in the Republic of Vietnam from Jan. 31 to Feb. 6, 1968. As outlined in Canley's Medal of Honor citation, Company A fought off multiple vicious attacks as it rapidly moved along the highway toward Hue City to relieve friendly forces that were surrounded by enemy forces. Despite being wounded in these engagements, Gunnery Sergeant Canley repeatedly rushed across fire-swept terrain to carry his wounded Marines to safety. After his commanding officer was severely wounded, Gunnery Sergeant Canley took command and led the company into Hue City. He led attacks against multiple enemy fortified positions while routinely braving enemy fire to carry wounded Marines to safety. He moved into

the open to draw fire, located the enemy, eliminated the threat, and expanded the company's hold on the building room by room. On Feb. 6, during a fierce firefight at a hospital compound, Gunnery Sergeant Canley twice scaled a wall in full view of the enemy to carry wounded Marines to safety.

Following an Alpha Company reunion many years later, Canley's fellow Marine and friend John Ligato embarked on a journey to ensure his humble leader received the credit he deserved. Canley was awarded the Medal of Honor 50 years after his actions during the Battle of Hue City, becoming the first African-American service member to receive the Medal of Honor while still living.

"We, as Americans, have the unique opportunity to tell these stories and an obligation to learn from them," said Secretary Del Toro. "We can only grow as a nation and as a fighting force by learning from our history. Ultimately, the strength of our maritime team is in our diversity – diversity of background, of experience, and of thought – which ensures our ability to out-think, outpace, and out-maneuver our adversaries."

Sgt. Maj. Canley passed away in Bend, Oregon on May 11, 2022, but his legacy will live on through USS John L. Canley, serving as an inspiration to all who follow behind her wake.

Continued on Page 20

# U. S. COAST GUARD NEWS

## Continued from Page 7

Service in 1910, it eventually merged with the United States Coast Guard in 1939.

While the responsibilities of a lighthouse keeper have evolved with technological advancements, the fundamental mission persists: ensuring the safety and navigation of mariners along coastlines. Cianfarani's visit underscores the enduring legacy of maritime history and the United States Coast Guard's commitment to safeguarding coastal waters.

## U.S. Coast Guard Cutter Polar Star completes Operation Deep Freeze 2024 mission, departs Antarctica

SOUTHERN OCEAN — The U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew departed McMurdo Station, Antarctica, Feb. 12, after operating for 51 days below the Antarctic Circle in support of Operation Deep Freeze 2024.

The Polar Star and crew broke a 38-mile channel through fast ice to create a navigable route for vessels to reach McMurdo Station and escorted a cargo vessel and oil tanker through the ice to and from the station.

"This year, the fast ice in McMurdo Sound was exceptionally thick due to the winds and temperature at the end of last season" said Lt. Cmdr. Don Rudnickas, operations officer. "It challenged our ship and our crew in almost every way, but we met those challenges to achieve our ultimate concern – the resupply of McMurdo Station

by sea."

Before departing the Antarctic Region, the cutter also visited the Bay of Whales, where members from all three of the Coast Guard Regional Dive Lockers dove 90 miles south of the previously documented record for southernmost scuba dive. The crew also went ashore adjacent to the Ross Ice Shelf in the Bay of Whales where they conducted their Antarctica Service Medal ceremony and were able to walk up to the ice shelf.

"Operation Deep Freeze demands more than just breaking ice; it requires navigating the complexities of keeping a 48-year-old cutter operational while subjecting her to the most extreme conditions possible," said Capt. Keith Ropella, commanding officer. "We rely on the crew's technical expertise, teamwork, and their commitment to overcoming the relentless obstacles posed by time and nature. It's also the collaboration of a Joint Task Force, comprised of service-members from the U.S. Air Force, Army, and Navy, that play a crucial role in mission success."

Operation Deep Freeze is the annual logistical support mission provided by the Department of Defense to the National Science Foundation (NSF) managed by the U.S. Antarctic Program (USAP). This includes coordination of strategic inter-theater airlift, tactical intra-theater airlift and airdrop, aeromedical evacuation support, search and rescue response, sealift, seaport access, bulk fuel supply, port cargo handling, and transportation requirements supporting the NSF. This is a unique mission demonstrating U.S. commitment to the Antarctic Treaty and to research programs conducted for the betterment of all humanity. The Polar Star and crew contribute to this yearly effort through icebreaking to clear the channel for supply vessels.

The Polar Star is the United States' only asset capable of providing access to both Polar Regions. It is a 399-foot heavy polar icebreaker commissioned in 1976, weighing 13,500 tons and is 84-feet wide with a 34-foot draft. The six diesel and three gas turbine engines produce up to 75,000 horsepower.

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# National Transportation Safety Board News

## NTSB Issues Report on 2022 Sinking of Alaska Fishing Vessel Bilge alarms did not sound before capsizing

2/15/2024

WASHINGTON (Feb. 15, 2024) — The National Transportation Safety Board determined flooding into the lazarette, a compartment below the main deck, or port void (empty) space likely caused the fishing vessel Hotspur to lose stability, capsize and sink near Nunez Rocks, Alaska.

Hotspur was transiting through Dixon Entrance on Aug. 2, 2022, when the vessel began listing to port. As the listing increased, the captain and four crewmembers abandoned the vessel to a life raft and were rescued by good samaritan vessels. Within about 20 minutes of the crew noticing the list, the vessel capsized and sank.

The bilge alarms did not sound in the wheelhouse before the vessel list became severe. Investigators determined the alarms in the port void space or the lazarette were most likely inoperative. Had the bilge/water alarm level systems in these spaces been operable, the crew could have acted earlier

to address the list.

“Automatic high-water bilge alarms are intended to provide crews with an early warning of vessel flooding,” the report said. “In inaccessible spaces, or small spaces with limited means or ability to inspect underway, bilge level-monitoring alarms are often the sole means to alert operators of space flooding. Operators should periodically test bilge high-water alarms and follow best marine practices and manufacturer recommendations for inspection and maintenance.”

With the short time between the captain first noticing a list and the vessel capsizing, investigators determined the vessel likely had limited stability while underway immediately before the flooding. Because the Hotspur was less than 79 feet, it was not subject to U.S. Coast Guard commercial fishing vessel stability requirements. Without stability calculations and stability instructions, the vessel’s operator had limited understanding of the vessel’s center of gravity. While Hotspur was functionally stable, the loading may not have provided an adequate margin of stability. The weight of the flood water, the free surface effect from

the partially filled fuel tanks and the free surface created by the flooding decreased the vessel’s remaining stability, resulting in capsizing.

Hotspur was not salvaged and was declared a total loss of \$1.2 million.

Marine Investigation Report 24-03 is available online.

## NTSB Determines Cause of Tow Collision Report highlights importance of repeating passing arrangements

2/8/2024

WASHINGTON (Feb. 8, 2024) — A towing vessel pilot incorrectly recalling the agreed-upon passing arrangement led to tows colliding last year in the Mississippi River, the National Transportation Safety Board said Thursday.

According to the Inland Navigation Rules, when two vessels are meeting or crossing, each vessel shall signal its maneuvering intentions by using the vessel’s whistle or VHF radio. About 20 minutes before the 19-barge Big D tow and 42-barge Carol McManus tow met at the bend near Fort Adams, Mississippi, the pilots navigating the tows agreed over VHF radio to a port-to-port passage.

The Big D pilot maneuvered his downbound tow toward the right descending bank. The Carol McManus pilot incorrectly recalled the arrangement, and also navigated

his upbound tow toward the right descending bank. The pilots, noticing the danger of colliding, attempted to maneuver to avoid the collision, but there was insufficient time to do so before the tows collided.

“When one mariner proposes an arrangement to another, the other mariner should repeat back the proposed passing arrangement to ensure both parties have a shared understanding of the arrangement,” the report said. “Verbally repeating or ‘rehearsing’ a piece of information, such as a passing arrangement, serves two purposes: It ensures that both operators understand the arrangement, and it reinforces the storage and maintenance of passing arrangement information in each operator’s working memory until the information is required to be accurately recalled (when the vessels meet). Repeating back a proposed arrangement is critical when there is a long period of time between when passing arrangements are made and when the vessels meet.”

The Carol McManus pilot would have been more likely to recall the agreement and maneuver if he had repeated it back.

Two minor injuries were reported and barges in both tows broke free. About 1,380 gallons of ethanol spilled into the waterway. Damage to the vessels was estimated at \$1.36 million.

Marine Investigation Report 23-30 is available online.

## Maine Dept. of Marine Resources

### Regional Ventless Trap Program: Seeking Industry Participants

February 9, 2024

The Department of Marine Resources, in cooperation with the Gulf of Maine Lobster Foundation, seeks four industry participants for the Regional Ventless Trap Program through a competitive bid process. This is an opportunity to participate in a cooperative research project between industry and scientists from Maine through Rhode Island.

Four of nine legs are open for bid, covering (1) Canadian Border – Addison, (2) MDI – Isle au Haut, (3) North Penobscot Bay, (4) Cape Elizabeth – NH Border. Each leg will have 80-100 small mesh traps rigged as triples randomly located at three depths. Sampling will take place during June, July and August 2024. Each trap will be baited and hauled twice each month on three night soaks making a total 3-day commitment each month. The lobster catch will be measured by a sea sampler and immediately returned to the ocean. All traps, line and buoys will be supplied to participating fishermen. Interested parties will need to complete the application to identify vessel specifications, daily rate and preferred sampling leg.

All applications must be received via mail, email, texted picture or fax by March 8, 2024. Please send applications to: Kristyn Kleman, Regional Ventless Trap Program, Maine Department of Marine Resources,

P.O. Box 8, 194 McKown Point Rd., West Boothbay Harbor, ME 04575, Email: Kristyn.Kleman@maine.gov, Cell: (207) 350-7350

### Statement from Commissioner Keliher Regarding Recent Right Whale Mortality


February 14, 2024

Lobster Industry Members,

I have some difficult news to share. On January 28, 2024, a juvenile North Atlantic Right Whale was found dead on Martha’s Vineyard, Massachusetts. Unfortunately, preliminary observations by NOAA indicate the whale, identified as #5120 in NOAA’s right whale catalog, was entangled by rope that included purple marks which are consistent with the gear marking requirements for Maine lobstermen. I along with key policy, science, and enforcement staff went to Gloucester, MA to inspect the gear, review NOAA findings and question them regarding any discrepancies we saw. Unfortunately, the gear is consistent with Maine trap/pot gear.

This is very unfortunate – our goal is zero entanglements. Certainly, this is a rare event, in fact it is the first right whale entanglement with known Maine gear since 2004. It is also the first right whale mortality with known Maine gear that DMR is aware

Continued on Page 10



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# Who's On Second Base?

By Sheila Dassatt

It won't be long and it will be baseball season! This is a sign that spring is on it's way with the hope that things will take on a normalcy for the time of the year. There are die hard Red Sox fans and also die hard New York Yankee fans, and the two types of fans just don't mix.

Okay, what does spring baseball have to do with the fishing industry? Well, I had to think long and hard to make this work. It's kinda like throwing the dice or spinning the wheel to see where it's going to land.

The wheel has various subjects on it to choose from, such as whales, windmills, restoring the damaged coast, measuring gauges, chic lobsters and the list goes on.

What I have learned from all of this picture that I am painting is that in order to have one, you must use another to distract in order to achieve it. This is much like watching second, which means you are in the middle and you must watch first and keep an eye on whoever is on third. Actually, the second baseman is stationed not exactly on the base, but partly in the middle between first and second or between second and third. Have I confused you yet? I don't mean to, it is just the way that it is done with many of these issues that we are dealing with.

The latest that we are looking at is how the green energy plan is going. This has been in the making for quite a while now. I have paperwork from at least five years ago that

proposed the experimental windmill site. As an example of what I am referring to, I have a letter that was sent out on March 16, 2018 to Zone D and E license holders. This letter is from Aqua Ventus of Maine which is also tied with the University of Maine Darling Center. This letter describes the Future of Offshore Wind Development in Maine, a section of Cable Installation and Fisheries, Cable Installation and Cable Overview with various charts and pictures that show the internals of the cable and what this will all look like underwater.

All that was supposed to happen goes like this: "There are no plans for exclusion zone or setbacks for fishing around the two turbines once installed off Monhegan Island. MAV will work with the fishermen that fish around the two Monhegan turbines to determine an acceptable standoff distance for safe operations near the floating hull, mooring chains, anchors and electrical cables. No additional turbines will be added off Monhegan Island, nor could the proposed 12 MW undersea cable support any additional turbines."

Then on February 2, 2021, we received a letter from the New England Aqua Ventus Subsea Cable Survey concerning an overview of the seabed geophysical survey planned for March 8 through April 4, 2021, weather permitting. In this notice, the schedule for these survey vessels are mapped out, one of which says: "R/V Westerly will also

transit to Mack Point, Searsport, and perform a geophysical survey east of the Bulk Pier. Another vessel, M/V Fugro Explorer will also transit to Mack Point, Searsport, and perform a limited geotechnical survey taking one CPT east of the Bulk Pier and the two CPT's within the previously dredged area west of Sears Island."

So to those that were convinced that Green Wind Power is the answer, and unhappy with Governor Mills choice for the turbine port of Sears Island, here it all is. This comes as no surprise to a lot of us that have been informed from the beginning.

I have been mentioning this for quite a while now, and it has fallen on deaf ears or folks just didn't want to believe it. With this being said, Green power is on first, now Sears Island is on second, so who is going to wind this ball game? One thing that we do know, we can't always have these things both ways and choices and decisions need to be made. I sure hope that our average

citizen now has a better understanding of how the fishermen feel about having all of these agendas before us.

The best that we can do is try to understand one another and do our best to work together with these agendas that's going on before us. Don't be fooled by the trickery of these agendas and end up striking out. We want to win this battle and I hope that everyone joins in and are not just victims of the money game any more.

Another way of putting this is "bait and switch" which is also a learning curve for the direction that all of this is going.

I would love to hear from you if you have further concerns or suggestions. I have been very pleased that people have been telling me that they are reading my articles and I thank you all very much. I really do care about the issues that I write about and most especially care about making sure our industry survives all of the challenges that we are facing.

## Maine Dept. of Marine Resources

Continued from Page 9

of since the establishment of the Take Reduction Plan.

Here's what we know: This whale, #5120, was last observed gear-free in the Great South Channel on May 1, 2022. The whale was next observed entangled in August 2022 by Fisheries and Oceans Canada off the coast of New Brunswick, in the Gulf of St Lawrence. Several sightings occurred in 2023, both in the US and Canada, where the whale was still entangled and seen in declining health.

Anecropsy of this whale was completed on February 1, 2024, and preliminary results confirm chronic entanglement with rope embedded in the tail. There is no sign of blunt force trauma indicative of a ship strike.

No buoy was collected with the rope which could help identify the gear owner and potentially help determine a precise location of entanglement. While no green markings were found on the rope, Maine DMR has not concluded if this gear is consistent with state or federal waters gear. With only two purple marks retrieved and portions of the surface system missing, Maine DMR analysis of the recovered gear could indicate different gear configuration scenarios, some of which suggest state waters and others which sug-

gest federal waters. We are continuing to investigate to see if we can better answer this question.

There is no doubt this is an unfortunate incident. Since 1997 the Maine lobster industry has shown its commitment to whale protection by engaging in the Atlantic Large Whale Take Reduction Team and providing NOAA with guidance in the development of measures to protect right whales. Further, the Maine lobster industry has invested millions of dollars to adopt gear marking, insert weak points, and meet trawling-up requirements.

This incident does highlight the importance of DMR's work to better understand right whale presence in the Gulf of Maine. It also validates the need for improved fisheries data which will come from recently enacted requirements for state licensed and federally permitted lobster harvesters. DMR's highest priority remains the collection of robust data to better inform the characterization of risk in Maine's waters. Maine's comprehensive initiative to establish a passive acoustic network, conduct visual surveys, improve the collection of fisheries data, and invest millions of dollars in a Maine on-demand gear library which, through collaborations with partners, will be testing gear and educating coastal communities will be critical as we move forward.

Entangling a whale is not something any fishermen wants to see or hear about. This news will undoubtedly also bring with it a fear and anxiousness around what could come next from NOAA. It is important to point out that while terrible news, it doesn't change the fact that Congress has stated in law that this fishery is in compliance with the Endangered Species Act and the Marine Mammal Protection Act until December 31, 2028.

Please know that DMR's investigation into this event is ongoing. A final entanglement report from NOAA will take some time to prepare. As Maine DMR has more information, we will be sure to share it with industry.

Patrick Keliher, Commissioner, Maine Department of Marine Resources

**Governor Mills Requests Major Disaster Declaration from President Biden for Damage Caused by January Storms and Coastal Flooding**

February 26, 2024  
AUGUSTA, MAINE – Governor Janet Mills today formally requested that Presi-

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# Commercial Fishing News

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

From the Director -

Here we are, we just returned home from the 49<sup>th</sup> Annual Maine Fishermen's Forum After a two year absence of the event due to Covid, everyone was ready to join together once again and have a good old fashioned forum. We had the Forum last year, but it was still a disappointing year due to the snow storm that really dampened attendance.

We were very fortunate this year, the weather was reasonably good and the sun was shining most of the time! A lot of people were afraid there would be a lot of controversy due to the issues that the industry is dealing with, but actually, most people were ready to have a good time and enjoy seeing their old friends once again. Most compared it with the Forum of yesteryear. At this point, I think folks are just sick and tired of all of the issues and didn't even want to "go there" with any of the subjects. It was a nice reprieve.

Since my last report, there have been a few things happening. Our Governor,

Janet Mills announced that her choice for the offshore staging port for windmills is Sears Island in Searsport. This came as a big surprise to all of the Sears Island enthusiasts, and it also came as a big shock to their system. It was chosen due to the fact that the deeper water for access would not have to be dredged and it is a more direct approach for navigation.

They want to rest at ease, it will take at least a year just to obtain state and federal permitting. They will need to take a look at the environmental impact of using it as a port and all of these things take time. This will not happen tomorrow or even the next day.

In all honesty, we have known about the fact that they have been looking at Sears Island for about five years. We have also had the tale of the entangled right whale that died off of Martha's Vineyard on January 28, with rope on in that looks like Maine's purple color. After speaking with Commissioner Keliher, this rope had been on this whale for about two years. This

whale had been entangled for about two years with various attempts to disentangle it to no avail. Commissioner Keliher stated to me that Maine is in compliance with the Endangered Species Act and the Marine Mammal Protection Act until 2028. Not to worry about the compliance factor and had three Marine Patrol officers inspect and tag the information of the whale. There is more investigation going on about this particular whale. Whales also have recently passed due to ship strikes, which shows blunt force to their skull and numerous fractures. This is what is believed to have happened to the young one that recently passed. This particular whale was about one year old.

On February 13, I was a guest on Boattalk, which is a discussion show with WERU in Orland. The host of the show is Alan Sprague and we discussed Ropeless Gear and the program that is supporting funding for fishermen to try the gear out. The big issue here is that big money is paying out to have fishermen try this experiment and the theory is to try it in order to say if it works or not. Maine received \$17,252,551 from the National Oceanic and Atmospheric Administration. This is going through our Department of Marine Resources, whether they like doing the experiment or not.

Our stand goes along with the overall opinion of our fishing industry. If we go along with this project, it will give the idea that we are willing to try it. Once we try it and start using it, it will be hard to reject any funding that they are being offered just for

trying it out. Just the expense alone is not realistic for the average fisherman. Just to set it up, it averages \$2,500 per trap. Just for a 500 trap operation, it is approximately \$360,000 to \$1.5 million. This does not allow for any future for our next generation and it's virtually impossible to co-exist with draggers, other fishermen and for the Marine Patrol to be able to enforce this operation. Once again, follow the money!

The next big issue is the rebuilding of our working waterfront. Most of the insurance companies are reported as not covering a lot of the damage that was caused by the storms. After speaking with one or two insurance companies, there are reasons or stipulations for this. I won't go into all of it right now, but this is a very difficult situation.

I know that I explained most of this in my last report, but we have reached the level that the Governor has done all of the preliminary requirements for turning this over to the President for his signature and approval for federal funding to help with this. I have not heard any more about him giving his signature to approve of this just yet. Our season is going to start soon and the re-building needs to start happening right away. Most will need to start on their own and hope for a FEMA loan for re-imbursement which is also a very risky thing to have to do.

We will hope for the best and one way or another, we will survive! We don't give up easily and we will not give up on this either.

Take care and will see you with the new season coming up, Sheila



LADY ELLA of Hampton, NH coming into Yankee Fishermen's Co-op, Seabrook, NH.

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# Commercial Fishing News

## MISCELLANEOUS COMMERCIAL FISHING NEWS

### Continued from Page 1

sea bass will remain unchanged from 2023, with the exception of Massachusetts and Connecticut, who are considering a season adjustment to start on a Saturday. 3 Summer Flounder Commercial Mesh Exemptions The Board also initiated an addendum to address potential changes to two summer flounder commercial mesh exemptions – the Small Mesh Exemption Program (SMEP) and the flynet exemption. The draft addendum will be developed jointly with the Council, who initiated a complementary Framework, and will consider moving the boundary of the SMEP area westward and changing the definition of a flynet. The draft addendum will be considered for public comment at a joint meeting with the Council in April. For more information on black sea bass, please contact Tracey Bauer, Fishery Management Plan Coordinator, at [tbauer@asmfc.org](mailto:tbauer@asmfc.org), and for more information on scup and summer flounder, contact Chelsea Tuohy, Fishery Management Plan Coordinator, at [ctuohy@asmfc.org](mailto:ctuohy@asmfc.org). Motions Summer Flounder Commercial Mesh Exemption Addendum Move to initiate an Addendum to address summer flounder commercial mesh exemptions including clarifying the definition of a flynet and moving the western boundary of the small-mesh exemption area. Motion made by Mr. Reid and seconded by Mr. Luisi. Motion carries by unanimous consent. 2024 Black Sea Bass Season Adjustments Move to approve the black sea bass season adjustments for Massachusetts and Connecticut for the 2024 fishing year as presented today. Motion made by Dr. McNamee and seconded Mr. Hasbrouck. Motion carries without objection and one abstention from NOAA Fisheries. Scup 2024 and 2025 Recreational Management Measures Move to approve the range of state/regional options for 2024 and 2025 scup recreational management measures developed using the Recreation Demand Model as presented today for the states from Massachusetts through New Jersey. Recreational management measures for the states from Delaware through North Carolina will consist of a 30 fish bag limit, year-round open season, and 9-inch minimum size limit for 2024 and 2025. Motion made by Dr. McNamee and seconded by Mr. Hasbrouck. Motion carries 8 in favor (CT, NY, RI, NJ, NC, VA, MA, MD), 1 null (DE), 3 abstentions (NH, PRFC, NOAA Fisheries). Summer Flounder 2024 and 2025 Recreational Management Measures Move to approve the range of state/

regional options for 2024 and 2025 summer flounder recreational management measures developed using the Recreation Demand Model as presented today including maintenance of Connecticut's enhanced shore sites for summer flounder which includes a 17" minimum size limit. Motion made by Dr. McNamee and seconded by Mr. Grist. Motion passes without objection and one abstention from NOAA Fisheries.

The Commission's American Lobster Management Board will be meeting via webinar on March 14 from 2 – 2:30 PM to review and consider approval for public comment Draft Addendum XXX to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. Draft Addendum XXX was initiated in January 2024 to clarify that Addendum XXVII shall include compliance with the Mitchell provision, and the smallest minimum gauge size in effect among all of the Lobster Conservation Management Areas should apply to foreign imports. The final agenda and meeting materials are available at [https://asmfc.org/files/AmLobsterBoard\\_March2024/AmLobsterBoardAgenda\\_Materials\\_March2024.pdf](https://asmfc.org/files/AmLobsterBoard_March2024/AmLobsterBoardAgenda_Materials_March2024.pdf).

#### Webinar Information

To register for the webinar, please go to <https://attendee.gotowebinar.com/register/6182839093747378008> (Webinar ID: 457-463-995). If you are joining the webinar but will not be using voiceover internet protocol (VoIP), you may also call in at +1 (562) 247-8422, access code 351-936-155. A PIN will be provided to you after joining the webinar. For those who will not be joining the webinar but would like to listen in to the audio portion only, press the # key when asked for a PIN.

#### Public Comment Guidelines

With the intent of developing policies in the Commission's procedures for public participation that result in a fair opportunity for public input, the ISFMPPolicy Board has approved the following guidelines for use at management board meetings:

For issues that are not on the agenda, management boards will continue to provide opportunity to the public to bring matters of concern to the board's attention at the start of each board meeting. The Board Chair will ask members of the public to raise their hands to let the chair know they would like to speak. Depending upon the number of commenters, the Board Chair will decide how to allocate the available time on the agenda (typically 10 minutes) to the number of people who want to speak.

For topics that are on the agenda, but

have not gone out for public comment, the Board Chair will provide limited opportunity for comment, taking into account the time allotted on the agenda for the topic. The Board Chair has the flexibility to decide how to allocate comment opportunities; this could include hearing one comment in favor and one in opposition until the chair is satisfied further comment will not provide additional insight to the board.

For agenda action items that have already gone out for public comment, it is the Policy Board's intent to end the occasional practice of allowing extensive and lengthy public comments. Currently, the Board Chair has the discretion to decide what public comment to allow in these circumstances.

In addition, the following timeline has been established for the submission of written comment for issues for which the Commission has NOT established a specific public comment period (i.e., in response to proposed management action)

1. Comments received by 5 p.m. on Monday, March 4 will be included in supplemental materials.

2. Comments received by 10 a.m. on Friday, March 8 will be distributed electronically to Commissioners/Board members prior to the meeting.

The submitted comments must clearly indicate the commenter's expectation from the ASMFC staff regarding distribution. As with other public comment, it will be accepted via mail and email.

For more information, please contact Caitlin Starks, Senior FMP Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

#### ASMFC Releases Fish Habitat of Concern Designations for Commission-managed Fish and Shellfish Species

In recognition of the importance of protecting, restoring, and enhancing fish habitats along the Atlantic coast for the sustainability of fisheries, the Atlantic States Marine Fisheries Commission announces the release of its newest habitat document: Fish Habitat of Concern Designations for Fish and Shellfish Species. This document focuses on identifying Fish Habitat of Concern (FHOC) for fish and shellfish species managed solely by the Commission, aiming to concentrate conservation efforts on specific habitats that are ecologically invaluable and necessary to support each life stage of these species. It offers a comprehensive

overview of the regulatory and policy framework for habitat descriptions in Commission fishery management plans and will serve as the primary habitat guidance document for Commission-managed species.

FHOCs constitute a subset of fish habitat, such as submerged aquatic vegetation, spawning grounds, or types of nearshore estuarine habitat, that are of high ecological importance, rare, sensitive, or vulnerable to development threats. These areas are defined based on criteria similar to federally-designated Habitat Areas of Particular Concern under the purview of the Magnuson-Stevens Act (MSA). However, since species solely managed by the Commission do not fall under the MSA, their habitats currently lack federal legal protection, and consultation with the National Marine Fisheries Service is not required.

This document addresses this gap in protection by emphasizing the critical role habitats play in fisheries production and ecosystem function. FHOC descriptions will be updated regularly as new information becomes available. The Commission believes that by highlighting the importance of these habitats for the species under its management, stakeholders and policymakers will better understand the need for targeted conservation efforts to ensure the long-term health and sustainability of Atlantic coast fisheries.

The document is available at [http://asmfc.org/files/Habitat/FHOC\\_Designations\\_January2024.pdf](http://asmfc.org/files/Habitat/FHOC_Designations_January2024.pdf). For more information, please contact Simen Kaalstad, Habitat Coordinator, at [skaalstad@asmfc.org](mailto:skaalstad@asmfc.org).

#### White House National Science and Technology Council Unveils New Aquaculture Plan, First in 40 Years

Public invited to comment on the National Aquaculture Development Plan through April 5, 2024.

February 15, 2024

For the first time since 1983, the United States is releasing an updated National Aquaculture Development Plan. It will strengthen U.S. commitment to food security, climate resilience, and the protection of threatened and endangered marine and freshwater species.

In a changing climate, aquaculture is becoming increasingly important as a climate-smart and healthy means of food production. Seafood farming, if done re-

# Boattalk

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# Commercial Fishing News

## MISCELLANEOUS COMMERCIAL FISHING NEWS

sponsibly—as it is in the United States—is one of the most environmentally sustainable ways to produce healthy food.

In addition to providing a sustainable source of American-raised seafood, aquaculture plays an important role in fisheries restoration. Hatchery-reared fish (seedstock and fingerlings) are released into the wild to help bolster populations of wild marine species. Aquaculture has helped more than 70 endangered or threatened species, including Pacific Salmon, white abalone, and queen conch. In addition, it's helped restore habitats and mitigate the impacts of climate change.

### How to Submit a Public Comment

The National Science and Technology Council, Subcommittee on Aquaculture, is soliciting comments on the draft Overview of the National Aquaculture Development Plan. It includes three strategic plans.

Two of them, the Strategic Plan to Enhance Regulatory Efficiency in Aquaculture and the National Strategic Plan for Aquaculture Research, were completed and published in 2022. The third plan, the draft Strategic Plan for Aquaculture Economic Development, is now out for public comment.

Once finalized, together these four documents will comprise an updated National Aquaculture Development Plan that provides a holistic framework describing how federal agencies are advancing the contributions of aquaculture to support public health and nutrition, resilient communities, a strong economy, and a healthy planet.

The 45-day comment period for the draft Aquaculture Development Plan, including the draft Strategic Plan for Aquaculture Economic Development, is open through April 5, 2024.

Comments can be submitted to [AquacultureEcoDev@usda.gov](mailto:AquacultureEcoDev@usda.gov).

### Working Across Agencies on the Subcommittee for Aquaculture

The Subcommittee on Aquaculture serves as the federal interagency coordinating group to increase the overall effectiveness and productivity of Federal aquaculture research, regulation, technology transfer, and assistance programs.

The Subcommittee on Aquaculture's Economic Development task force includes partner agencies from: U.S. Department of Agriculture; Department of Commerce; U.S. Fish and Wildlife Service; Food and Drug Administration; and Environmental Protection Agency.

Learn more about the Subcommittee on Aquaculture and NOAA Fisheries Office of Aquaculture.

### Celebrating 25 Years of the Northeast Aquaculture Conference and Expo

More than 600 industry professionals, scientists, managers, and students gathered in Providence, Rhode Island, for the 2024 Northeast Aquaculture Conference and Expo and Milford Aquaculture Seminar. February 29, 2024

The joint 25<sup>th</sup> Northeast Aquaculture Conference and Expo and 43<sup>rd</sup> Milford Aquaculture Seminar was held in Providence, Rhode Island, January 10-12, 2024. This year's conference had its largest ever showing with 634 attendees and 236 presenters during 42 sessions over 3 days. In addition, 59 students received support to attend and present their work.

### NOAA Engaging the Aquaculture Community

Keynote speaker Danielle Blacklock, the Director of the NOAA Office of Aquaculture, shared her personal experiences with seafood and stories of aquaculture businesses. She also talked about the importance of domestic aquaculture to the American economy and national food security. This was followed by industry updates from states from Maine to Virginia, as well as the Canadian Maritime provinces.

The Office of Aquaculture also held an interactive public listening session. Aquaculture growers, seafood industry workers, researchers, coastal community members, and the public shared their views on the future of aquaculture at NOAA Fisheries. This included which aspects of NOAA's science and services are of most value to the public.

"Engaging with the public, fostering open and collaborative conversation, is critical as we chart the course for the future of aquaculture at NOAA Fisheries," said Danielle Blacklock, director Office of Aquaculture. "The energy and ideas brought to this conference will help inspire and shape our vision moving forward."

### Aquaculturists Unite

While the aquaculture community is growing, many have attended this meeting for years. "Information about what we do can be hard to come by, and this is the place to find it. Everyone is here—shellfish growers, NOAA Fisheries, Woods Hole Oceanographic Institution, and many more," shared Thomas Henninger, owner of Madeleine Point Oyster Farms in Yarmouth, Maine, and former commercial fisherman. "It's a chance to see people you don't see very often—like my version of a school reunion, and it's a blast. Everyone who I asked questions to when I was first starting to grow shellfish is here. How can you miss that?"

The conference is jointly organized by NOAA Fisheries Milford Laboratory, which

conducts science to inform management for the sustainable expansion of aquaculture, and the Maine Aquaculture Innovation Center, an organization dedicated to developing socially, economically, and environmentally sustainable aquaculture opportunities in Maine.

Before the conference officially kicked off, 189 participants got hands-on experience with aquaculture through field trips and workshops. They toured some of the area's preeminent aquaculture research and production facilities, including: American Mussel Harvesters' shellfish processing facility; Matunuck Oyster Farm; University of Rhode Island's marine research aquarium and aquaculture laboratory.

A group ventured to southeastern Massachusetts and visited Blue Stream Shellfish, Ketcham Supply Co.'s manufacturing facility. Others toured the University of Massachusetts Dartmouth's new seawater facility. Another group got a behind-the-scenes tour at the Mystic Aquarium.

Workshops focused on: Learning to cook with locally sourced, farmed seafood with chefs at Johnson & Wales University; Connecting Northeast aquaculture extension professionals and expanding regional collaboration; Learning the fundamentals of seaweed farming; Sharing strategies to expand oyster aquaculture opportunities for

Continued on Page 20





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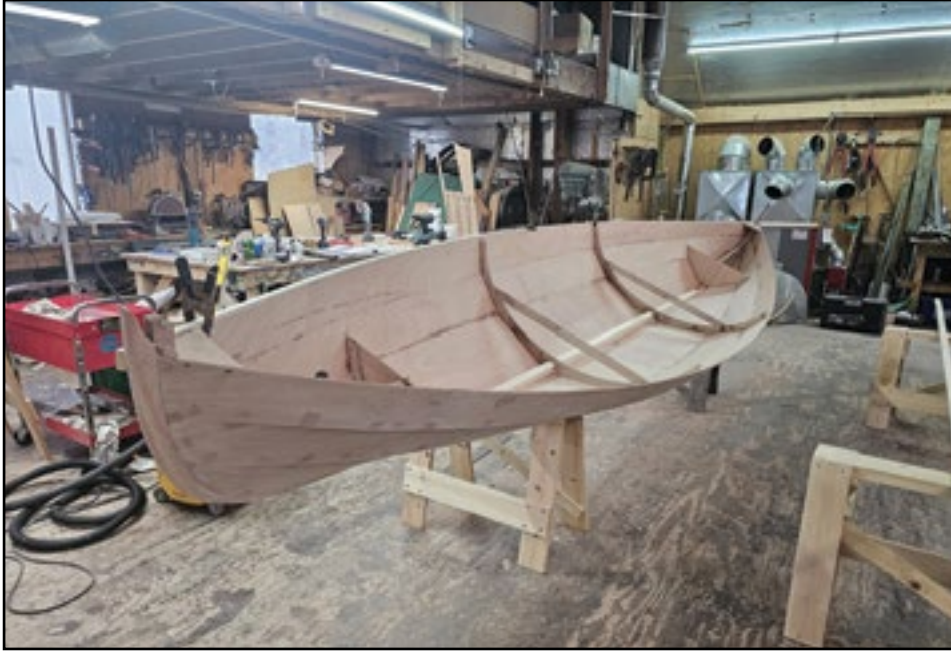
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# Boat And Ship Yard News



Luke at Eric Dow, Boatbuilder in Brooklin, is building this Drake Rowboat, which is one of Chase Small Craft designs.



At Buxton Boat, they are progressing. The hull is done and they Peter Buxton and Tim Clark, are putting in the internal structure.

### C. W. Johnson, Inc. Harpwell, Maine

In the first bay is Tom Clemons' Morgan Bay 43 hull and top waiting to have her engine installed, which will be done by Chip Johnson. The engine is a 1,700-hp V-12 MAN, which was purchased as a running take-out in Florida last year. The engine is sitting in the stern of the boat and they were waiting for the shaft and tube to arrive, which was coming from Rose's Marine in Gloucester, Massachusetts. There will only be a V-berth down forward and tankage under the platform. Really a quite simple boat. The big wait is on the gear, which is almost a year away from arriving. This means we will not see her at the lobster boat races this year.

In the next bay is Chip's lobster boat, FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack]. He had a problem with his manifolds leaking on the main engine. He removed them and then sent them off to Marine Exhaust Systems in Alabama. This engine was from a French tank and when it arrived it was green with all sorts of turbos and a nightmare of pipes. Chip removed all of this and put on a Caterpillar turbo. Now he is working on adding a bow thruster. He said, "The bows don't come out of the water on these very much until you get going. I would say probably 16 or 17 before that is clear of the water." He was just in the beginning phase of trying to figure out a configuration around the hole on each side to make sure that the water flow was good.

Next, Chip is bringing in Matt Clemons' lobster boat and he will be repowering her with a 1,000-hp FPT. Chip will assist in getting the old engine out and the new one in, some fabrication, but a lot of the work will be done by Matt.

By April, Chip will be focused on fixing his dock, which had some damage to the crib. They have a spud barge coming to assist with the project.

### Holland Boat Shop Belfast, Maine

In the first bay is a Holland 38 being finished out as a custom cruiser for a customer from San Diego, California. She will sport a custom top with tear drop side windows and a sweeping curved on the back end down to the coamings. A first at the shop is the installation of a Seakeeper 4, which was a challenge due to the lack of height under the platform. The boat is powered with a 550-hp Cummins and will have accommodations for a nice liveaboard. Down below will be berths, full galley, and head with shower. In the shelter there will be a settee that can be made into another berth and a few other amenities, such as a cooler. Out in the cockpit there will be a bench seat against the stern deck.

In the back right corner of the shop is a Holland 32, that is being finished out as a pretty simple boat for a customer from Yarmouth. She is ready to have her interior placed in and get everything under the platform done so they can put the platform



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# Boat And Ship Yard News



At Little River Boat Shop in Cutler, they are finishing off this Calvin Beal 44 for a fisherman from South Thomaston.

down. She is powered with a 355-hp Cummins and will have a 100-gallon fuel tank.

In the lay-up shop they have four 14s underway and they are getting ready to layup a 38 for Roque Island. They were getting the guns cleaned up for spraying and then they were going to get the mould ready. This boat will be finished out by Holland's and is a simple boat. She will be used for running people back and forth to the island. They think they also have another Holland 38 hull and top to layup and ship out as a kit.

### Little River Boat Shop Cutler, ME

When the lobstering season ended and everything was up, they hauled into the shop a Calvin 44 hull and top and began finishing it out as a split wheelhouse lobster boat for a fisherman from South Thomaston. She is powered with a 13 liter in-line 6-cylinder 800-hp Scania, with a 2.5:1 ZF transmission

to a 2½-inch shaft from R. E. Thomas Marine Hardware. The stainless-steel rudder was built in-house.

This boat is all composite construction, with the exception of the two aluminum fuel tanks, 300 gallons each. They added a three-foot extension built right into the boat and altered the windshield and bulkhead. Most lobster fishermen like the windshield moved ahead two feet on this model, so they moved the bulkhead ahead two feet. They also like the roof raised. This top was removed and raised five inches. With these changes the roof ends up being too short, so they will add to it. This is the third 44 that they have done. The first one they did the same way. The second one they asked for the top without the roof and windshield on it. It only takes them a day to lay up another top.

Down forward there is a V-berth and an

**Continued on Page 18**



At Sargent Custom Boats in Milbridge is refurbishing a Crowley Beal 33, which will be going to Bonaire in the Caribbean.

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# Boat And Ship Yard News



At Sargent Custom Boats in Milbridge, they are finishing off this Northern Bay 41 as a sport-fishing boat.



At C. W. Johnson, Inc. in Harpswell we found Tom Clemons working on his new boat, a Morgan Bay 43, which will be powered with a 1,700-hp MAN engine. He is hoping to be going 55 out of the box, but we will have to wait until next year to see her.

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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

extra bunk on the starboard side. The only other things down below will be cabinets and a work bench. Up in the shelter they have made a place for a Craftsman toolbox. There is no galley, but there will be a place for a Keurig coffee machine and a microwave oven. She also has a 7kW Westerbeke generator, which was supplied by Billings Diesel & Marine in Stonington. The steering station inside the split-wheelhouse will be on the port side with the companionway in the middle. At the back of the split-wheelhouse there will be a bench seat.

There are three lobster tanks in the center of the boat. The center hole is going to be a floodable tank that will hold eight crates, four deep, two high. Then on each side, it will have sprinkle tanks. There will be PVC pipe around the top of them that will spray saltwater on top of the lobsters. This water will drain out and be pumped overboard so you are not carrying around the water weight. These tanks will hold eight crates each, so he has got capacity for 24 crates under the floor.

They are hoping to have this boat done and out mid-spring.

Next, they have a Libby 47 coming in to be repowered. She is having her MAN replaced with a 16-liter Scania. They also

have work to do on Josh Cates' and Jeremy Cates' boats. This is mostly annual maintenance items.

### Sargent Custom Boats Milbridge, Maine

In one bay they have a Northern Bay 41, which was a 38 stretched three feet, being finished out as a sportfisherman for a customer from Long Island, New York. She is powered with a 900-hp Volvo and will be well fitted out. Down below she has a V-berth, two additional bunks, a hanging locker, and a head with a shower. Up in the house is a full galley and a booth-type settee. She also has a 9 kW Northern Lights genset, two insulated fish boxes and 600 gallons of fuel under the platform. They started her 28 July and hope to have her done and out the door mid-spring.

After this one is completed a Calvin Beal 36 hull and deck will be coming in to be finished out as a pleasure boat for a customer from Brooklyn, New York. This will be followed by another Calvin Beal 36, which will be another pleasure boat for a customer from Martha's Vineyard. After this is an RP 42 going to be finished out as a lobster boat.

In the other bay is a Crowley Beal 33, which was originally built for Jeff Eaton of Deer Isle some 20 years ago. Jeff sold her to Kevin Murphy of Lamoine. A customer from Bonaire called looking for a boat and Joe Sargent, owner of the shop, showed him this boat. The caller purchased the boat and is now having Sargent Custom Boats do a total rebuild. They modified the main bulkhead, added to the length of the roof, built a small engine box, and put some different styled stiffeners in the shelter top. They have faired the inside of the boat and were waiting for the painter to come in and spray the high-build primer on. She is scheduled to be also done this spring.

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# U. S. NAVY NEWS

## Continued from Page 8

"It is imperative that future generations see themselves in our sea services – that they see a man from Caledonia, Arkansas grow up to become a war hero – or a woman from Rochester, New York become the first female Chief of Naval Operations – or an immigrant from Cuba become Secretary of the Navy," said Secretary Del Toro. "As the world's problems grow increasingly more complex and stability more uncertain, we need to tap into American's most precious resource—it's people—to solve the issues of the future."

### SECNAV Del Toro Names Ship in Honor of Force Master Chief Petty Officer of the Seabees James D. Fairbanks

21 February 2024

Secretary of the Navy Carlos Del Toro announced that the future Navajo-class Towing, Salvage, and Rescue (T-ATS) ship will be named in honor of James D. Fairbanks, member of the Chippewa Tribe and the 13th Force Master Chief Petty Officer of the Seabees.

Secretary Del Toro made the announcement during a ship naming ceremony at the National Museum of the American Indian, Feb. 21.

The naming selection of the future USNS James D. Fairbanks (T-ATS 13) follows the tradition of naming towing, salvage and rescue ships after prominent Native Americans or Native American tribes.

"The names of thousands of indigenous heroes who have served with distinction in our military – and especially our Navy and Marine Corps – echo and inspire us still," said Secretary Del Toro. "This Navajo-class ship bearing the name James D. Fairbanks will carry his legacy of service forward and symbolize his dedication to the Seabees and our Nation."

Minnesota Governor Tim Walz and Chairman of the White Earth Indian Reservation Michael Fairbanks joined Secretary Del Toro for the ceremony honoring James D. Fairbanks, who was born and raised on the White Earth Indian Reservation in Northern Minnesota. Both spoke about the honor and meaning behind the naming of the Navy's newest T-ATS.

"What the Navy knows, and what White Earth [Nation] knows, is that stories matter. That history matters. That traditions matter. Honoring warriors like FORCM Fairbanks matters," said Governor Walz.

"Force Master Chief James Fairbanks was in our language an Ogiichidaa, a Warrior for our People - the Anishinaabeg, and the citizens of the United States. He served with distinction and valor with great honor," said Michael Fairbanks, Chairman of the White Earth Indian Reservation. "A Warrior in Native American culture holds a great deal of respect by tribal members. James Fairbanks was a true Warrior that represented the White Earth Nation and the U.S. Navy with honor. He unknowingly became a great role model for not only White Earth youth, but

for all Native youth. Due to his exemplary leadership, he has earned the right to have a ship named in his honor."

Born Jan. 9, 1952, James D. Fairbanks served in both the U. S. Navy and Marine Corps. He enlisted in the Marine Corps in 1970 and served as an ordnanceman with 2nd Battalion, 11th Marines, until he was honorably discharged in 1972. He then worked as a civilian welder until 1977 before enlisting in the Navy. Fairbanks served with an amphibious construction battalion (ACB) until his honorable discharge in 1979. In 1986, he resumed Naval service as a Seabee. While deployed to Iraq during Operation Iraqi Freedom, Fairbanks received the Bronze Star for meritorious leadership under proximate enemy fire and threat of enemy attack. From 2005 to 2008, Fairbanks served as the 13th Force Master Chief for the Seabees, the highest-ranking enlisted Seabee and first Native American to hold this position.

Along with the ship's name, Secretary Del Toro also announced the sponsors for the future USNS James D. Fairbanks as Paulette Fairbanks Molin, the late Fairbanks' sister, and Mrs. Susan Sharpe, the spouse of the 19th Force Master Chief Petty Officer of the Seabees. They, in their role as sponsors, will represent a lifelong relationship with the ship and crew.

"The USNS James D. Fairbanks is the namesake of a great leader, one who worked selflessly and tirelessly to serve our great country throughout his extraordinary career," said Fairbanks Molin. "He was a builder, but not just any builder, he was a Seabee."

Navajo-class ships will provide ocean-going tug, salvage, and rescue capabilities to support Fleet operations. The current capabilities are provided by Powhatan-class T-ATF Fleet Tugs and Safeguard-class T-ARS Rescue and Salvage vessels, which began reaching the end of their expected service lives in 2020. Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems.

### VCNO Visits Portsmouth Naval Shipyard

22 February 2024

PORTSMOUTH NAVAL SHIPYARD, Maine – Vice Chief of Naval Operations Adm. Jim Kilby traveled to Portsmouth Naval Shipyard in Kittery, Maine, to meet with Naval leadership and Sailors, Feb. 21.

PNS is an essential element of our

nation's national defense, providing maintenance for the Navy's fast-attack submarine maintenance, repair and modernization.

Kilby met with PNS leadership to discuss the ongoing work in the shipyard and the investments in Shipyard Infrastructure Optimization Program.

"The investments we're making in our public shipyards will support our Navy and our nation for generations at a critical time in this decisive decade," said Kilby. "Installations like PNS are as much a warfighting platform as aircraft carriers and submarines. We must continue to ensure our shipyards

are able to maintain and modernize our fleet, and for this shipyard, our undersea capabilities."

SIOP is a holistic, once-in-a-century effort to completely update and modernize the Navy's four public shipyards. Upgrading and building new dry docks is critical to ensure the Naval Shipyards are able to maintain and modernize the newest submarines and aircraft carriers. This includes PNS's work on constructing and recapitalizing its dry docks to support new requirements

Continued on Page 20

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# U. S. NAVY NEWS

## Continued from Page 19

of the Virginia-class and future classes of submarines.

PNS completed an addition to Dry Dock #1 in 2022, called the Super Flood Basin. This allows submarines to enter and exit without the help of tides or buoyancy assist tanks. USS Cheyenne (SSN 773) was the first submarine to enter the basin in 2022 for its Engineering Refueling Overhaul.

Kilby also toured shops on the shipyard and met with leadership aboard Cheyenne to talk about the Sailor's Quality of Service and maintenance availability challenges and accomplishments. Cheyenne is the first Los Angeles-class submarine to undergo a service life extension.

"While our submarines are a critical platform for our Navy and the defense of our nation, we can't do our undersea mission without our Sailors," said Kilby. "We know a shipyard period is challenging and the Navy is taking a hard look at how to improve our warfighters' Quality of Service. In order to build strong warfighting teams, we must take care of our people first."

In addition to Cheyenne leadership, Kilby met with submarine leadership from USS North Dakota (SSN 784), USS Texas (SSN 775) and USS Greenville (SSN 772) undergoing maintenance at PNS. The fast-attack submarines are undergoing maintenance in the shipyard from an Engineering Refueling Overhaul to a Depot Modernization Period.

"These submarines and Sailors are an indispensable element of America's Warfighting Navy," said Kilby. "The work we do in our shipyards maintaining and mod-

ernizing our fleet is just as important as what our forward-deployed crews are doing. I am incredibly proud of the work our Sailors and civilians are accomplishing here and I look forward to getting these boats delivered back to the fleet."

## CNO Visits Philadelphia for Submarine and Shipbuilding Updates

23 February 2024

PHILADELPHIA (Feb. 23, 2024) – Chief of Naval Operations Adm. Lisa Franchetti visited Naval Foundry and Propeller Center (NFPC), the Naval Sea Systems Command (NAVSEA) Compatibility Test Facility (CTF), and the Philly Shipyard, Feb. 22.

Franchetti's visit provided her the opportunity to receive updates on submarine production, to discuss innovative practices in the shipbuilding industry, and to engage with members of Congress as they work together to ensure the U.S. Navy remains the world's preeminent fighting force.

"Thank you for your continued leadership in working to strengthen our organic industrial capacity and building the partnership we need to reach the submarine production cadence the Navy requires," Franchetti said. "It's not just service in a uniform, its service to our nation – and strengthening our organic industrial base is one of the Navy's top priorities to ensure we maintain our warfighting advantage."

CNO heard from NFPC's Director Nate Bird how their 100 percent civilian workforce has the ability to test and design simultaneously, running hundreds of simulations on equipment to optimize submarine efficiency, and ensure on-time delivery of

key components. Bird explained that NFPC is on track to deliver four key components of the Columbia-class submarine on time.

CNO then saw first-hand why the unique machining capabilities of the Navy's only foundry and propulsor manufacturing facility make it a national asset – flexible to support the Navy's needs, while observing the pouring of the aft outer structure of the future Columbia-class ballistic missile submarine USS Wisconsin (SSBN 827).

"Columbia-class ballistic missile submarines are the nation's future sea based strategic deterrent and will provide the most survivable leg of the nation's strategic triad," Franchetti told NFPC personnel during her tour. "The work you're doing is important not just to our Navy but to our nation, and our national defense. Thank you for being part of the team."

While touring the Philly Shipyard with representatives from the Department of Transportation's Maritime Administration (MARAD), TOTE Services, and Philly Shipyard leadership, Franchetti learned about MARAD's Vessel Construction Manager (VCM) program and how they are using the VCM model to build their newest National Security Multi-Mission Vessels – on time and on budget.

The three organizations explained how the innovation of the VCM model is the combination of three things: providing the shipyard a very mature design, contracting with a firm-fixed price model, and the use of a small government oversight team.

"It's great to see how you've put this partnership together," said Franchetti. "Your philosophy, core values and teamwork are great for our nation. You are creating opportunities to procure ships in different ways. Increasing U.S. ability to affordably build ships is critical to our national security."

Following the shipyard tour, Adm. Bill Houston, Director Naval Reactors, hosted CNO for a tour of the NAVSEA CTF. Franchetti saw how NAVSEA engineers test, operate, and maintain the first-of-its-kind Columbia-class integrated power system (electric drive) and propulsion

plant electric distribution system. This innovative, state-of-the-art facility allows the Navy to conduct pre-delivery testing, troubleshooting, and training, ensuring we produce reliable capabilities that are essential to maintaining our sea-based strategic deterrence.

"The CTF serves as the Navy's premiere test facility for the new Columbia class electric drive propulsion system," said Houston. "This facility has been invaluable in proving out this transformative technology for the Columbia class. Future testing of components here before installation is a game-changing approach to shipbuilding and will ensure these parts are ready to support the Navy's priority procurement effort to replace the most survivable leg of the Nation's strategic deterrent."

This was Franchetti's first visit to Philadelphia as Chief of Naval Operations and part of a series of visits to see the Navy's manufacturing and testing capabilities. CNO conducted the visit alongside Rep. Mary Gay Scanlon (D-PA) and Rep. Donald Norcross (D-NJ), as well as Professional Staff Members from the offices of Rep. Chris Deluzio (D-PA) and Rep. Joe Courtney (D-CT).

## Meet the Navy's Only Model Ship Builder

From Maison Piedfort

29 February 2024

SAN DIEGO — That large white arch you see looping over the horizon from downtown San Diego on a clear day sits high on Point Loma, as it has for 70 years. Down the hill and just around the corner, there's a quiet place for builders, tinkerers, lovers of craftsmanship — less imposing and lesser known. Here time passes a little differently, almost backwards: against currents of newer and better, tradition reigns.

In the ship model shop at Naval Information Warfare Center (NIWC) Pacific you're more likely to hear machines whir than people. Ben Wong probably won't say much because he works alone. You might hear radio station Magic 92.5; "Groove

## MISC. COMMERCIAL FISHING NEWS

### Continued from Page 13

a diverse workforce and applying genomics to oyster conservation, management, and aquaculture.

Aquaculture vendors demonstrate their innovative new products and services and connect with shellfish growers and researchers at the trade show. This year 34 exhibitors participated, including BlueTrace, OysterGro, and the USDA Farm Service Agency.

"Connecting with people is what it's all about as a vendor. I'm also a shellfish farmer, which is helpful because farmers want to talk to someone with firsthand experience using the gear," explained Keith Butterfield, Northeast Distributor for FlipFarm USA. "Cool crossover conversations happen when I talk with a farmer who uses our system, and other farmers start listening to that farmer's experiences. There's immense value in getting together as a business sector. It can be solitary when you're out on the farm. You learn so many pearls of wisdom from other farmers." He also runs Butterfield Shellfish in Yarmouth, Maine.

"We always look forward to catching up with people across different disciplines at this meeting. It's the perfect blend of industry, academic and government folks," explained Heather Ketcham of Ketcham Supply Co.

Many sessions featured interactive components, including those focused on

aquaculture education and building social license to farm. In an education workshop hosted by the University of Maine Cooperative Extension and Center for Cooperative Aquaculture Research, participants constructed their own mini-aquaponics systems. They also took a virtual tour of an aquaculture research lab using virtual reality goggles. They left with hands-on curricula to teach youth about aquaculture.

Several sessions also focused on innovative ways to promote sustainability in aquaculture. Those included sessions devoted to harnessing solar power, reducing plastic use in aquaculture gear, and the growing partnership between the shellfish aquaculture and restoration communities.

"This conference was born in 1998 out of a need to connect aquaculturists in the Northeast with researchers, government officials, nonprofits, and industry vendors in an informal, fun and experiential environment," said Chris Davis, executive director of Maine Aquaculture Innovation Center and co-founder of the meeting. "It's rewarding to see growing interest in this biennial gathering."

The Northeast Aquaculture Conference and Expo first joined up with the Milford Aquaculture Seminar in 2012. The next Milford Aquaculture Seminar will be held in Shelton, Connecticut, in January 2025, and the next joint conference will be held in January 2026.

**PENOBSCOT MARINE MUSEUM**

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

See the images online:  
[penobscotmarinemuseum.org/national-fisherman/](http://penobscotmarinemuseum.org/national-fisherman/)

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LB2012.15.8056



# U. S. NAVY NEWS

Tonight” by Earth, Wind & Fire plays. With the 50-year-old, solid-steel metalworking machines, framed film prints on the walls, and relative lack of screens, it’s one more detail giving the hazy impression you’re not in 2024 anymore.

Trace the moment back a little and you’ll find the work in that shop looks much as it did when Wong first joined in 2008 as an engineering technician after working as a machinist for the San Diego Department of Public Works. In its simplest terms, his job is to build model ships to sit under the arch up the hill so other engineers can test its antennas before they’re installed on a real ship 48 times the model’s size. In broader terms, it’s to save the Navy time, money, and to perfect high-frequency radio communications on its ships.

Wong fields questions in the form of digital blueprints: Here’s how we want to place the antennas, will it work? And he builds his part in the answer with wood, brass — malleable, rust-resistant, and easy to clean — and tiny antennas you could hold between your thumb and index finger. Antenna placement, surrounding add-on compartments, and anything solid can affect how an antenna receives radio waves, which means part of Wong’s job is building by hand miniature fixtures like satellite dishes, delicate enough to top a dollhouse.

Except the dollhouse is a ship, and it’s the key to a math problem instead of a toy: What’s the fewest number of antennas, and where should we put them, for full high-frequency communications coverage?

It may be the Navy’s singular question still answered by hand measuring, hand sanding, with wood and brass and a unique sort of professional labor enduring within these walls yet fading to history otherwise. Here the skill of solving Navy problems more with hands than computers is alive

and raucous, spanning generations of model makers who dedicated their careers to this shop.

“This job requires an open imagination,” Wong said, “because there’s never a right way or wrong way of machining. Everybody machines differently. I’ve learned a lot from other journeymen,” some of whom we’ll meet soon. “That’s where I’ve learned a lot of my skills, just kind of talking to people and working together.”

Keep tracing backwards and you’ll meet first Jun Peralta, who shared the shop with Wong before retiring in 2018; then Bob O’Neill, who worked in the shop 1986 to 2008; then Fred Blas, 1976 to 2002. O’Neill and Blas saw the model range’s transformation from a zenith arch to a composite-material tripod arch in the 1990s, right around the time people first said computers would make model makers jobless — a prediction each subsequent modeler proved wrong.

Now they’re all back in this shop, pulling a sort of reverse interview: “You want to know the three most common questions we get from people who come in here?” O’Neill asks, first firing off one, admittedly, on my list.

I cross off “Do you build models for fun at home?” — they don’t. “Do you go home and write?” they ask. “That’s like asking an auto mechanic if he goes home and works on cars,” Blas says. I say sometimes, but come clean that I don’t go home and write about antennas for fun.

“Do they float?” They don’t — their bottoms are hollowed out for wiring. And, “They pay you to do this?” Hearing them talk about it, it’s almost a valid question. For the years their tenures overlap, going to work meant enjoying the satisfaction of the same hands-on craftsmanship hobbyists do at home for free, all among friends who’d prove to be lifelong.

O’Neill and Blas, for instance, were coworkers first, then neighbors starting in the late 1980s. They carpoled to this interview, which turns out less like an interview and more like a reunion. I ask Wong what kind of music he plays in the shop and he mentions Kool & the Gang’s “Cherish,” apt for the moment.

I ask Wong what he was doing last time he was happy at work, and he says he’s happy any time a model build helps solve someone’s problem. “Especially if it’s a rush job and they need it right away — getting it built well and in time without any snags brings me satisfaction. Like, ‘I did the job right. He met his deadline because I helped out.’”

I ask why brass models work better than digital ones and they tell me to ask Jodi McGee, head of the Electromagnetics and Advanced Technology division. She says, “Since I started at the Center almost 30 years ago, people have been saying that computational modeling should be able to replace brass modeling ‘in a few years.’ Periodically, our engineers check in on the progress of computational modeling for high frequency. It’s getting closer than ever, but there are still a few very challenging problems that prevent us from giving up brass models.”

NIWC Pacific’s design engineers do use computational electromagnetic modeling for predicting antenna performance in some situations, but it’s still a challenge in the two megahertz to 30 MHz band — classified high frequency, but a relatively low-frequency band with long signal wavelengths between 10 meters and 150 meters long. Because the wavelengths are so long, amounting to a significant proportion of the vessel’s size, the entire ship functions as one big antenna, a synergy of surface currents flowing over its complex shape. If that synergy isn’t accounted for, it can affect

operational performance.

For now, brass modeling just predicts that operational performance better, capturing both the sum effect of the antenna network’s parts, and the minute details of its more complicated parts.

A fan antenna, for instance, could have six wires fanning out and running down the deck topside on each side of the mast. If you know the electrical impedance of the fan antenna — how resistant or reactant it will be to current running through it — before computer modeling, you can tweak the computer model to account for it, sure. But the point of modeling antenna configurations on Navy ships is to prove effectiveness before spending the time and money to build the antenna — or even the ship. And so brass modeling still wins.

The brass models are also cost effective. “We’ll build a ship model that can be reused over the life of that ship class, which may be 30 years or more,” McGee said. “Our Nimitz-class aircraft carrier model was built more than 50 years ago and is still in use.”

And when ship classes undergo modernization, modelers can validate planned changes won’t impede communications before any metal is cut in the shipyard. Effective models can prevent costly rework on actual ships, both in terms of labor and impacts to operational fleet readiness.

Brass modeling also taps more accessible skillsets, rare as they are. “Brass model antenna measurements are fairly straightforward, whereas computational modeling in this challenging frequency band practically requires a Ph.D. in electromagnetics to perform simulations and interpret results. So we’re still at least ‘a few years’ out from fully transitioning from brass to computational modeling for high frequency.”

Continued on Page 22

## International Maritime Library

# Version 6 up

[internationalmaritimelibrary.org](http://internationalmaritimelibrary.org)

We now have a listing of over 150,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

### Also Shipwreck Index and Chronological listing up online!

**ON-GOING PROJECTS INCLUDE:**

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

**I want to join**

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*Dedicated to the Preservation of Maritime Writings*



# Maine Department of Marine Resources News

## Continued from Page 10

dent Joe Biden issue a Major Disaster Declaration to help Maine's eight coastal counties recover from the back-to-back severe storms on January 10<sup>th</sup> and January 13<sup>th</sup> that brought significant flooding and damage.

In a letter sent today to President Biden, Governor Mills said that the cost of damage resulting from the two weather events — which is estimated to have caused \$70.3 million in public infrastructure damage — is beyond the ability of the State of Maine to address.

If the President approves the Governor's request, Maine would gain access to Federal funds it could use to repair damaged roads, bridges, public buildings, utilities, and other public infrastructure in Washington, Hancock, Waldo, Knox, Lincoln, Sagadahoc, Cumberland, and York counties.

In addition to requesting public assistance, the Governor asked President Biden to authorize individual assistance to eligible families impacted by property damage in Washington, Hancock, Waldo, Knox, Lincoln, Sagadahoc, Cumberland, and York counties.

"Given that affected homeowners are also having to recover from demolition of the waterfront infrastructure that inherently supports their livelihood, the Individual Assistance program is just one necessary component to the comprehensive recovery needs of disaster survivors spanning all eight coastal counties," wrote Governor Mills in her request. "With much of the marine and aquaculture field operating out of primary homes with private docks, hundreds of di-

aster survivors are now fighting to sustain generational family businesses with limited support. Maine produces 90% of the nation's lobster supply and is home to a thriving marine economy now at risk of decline. The recovery of Maine's coastline will require the support of every federal resource available, and due to the compounded affects sustained by the coastal primary homeowners that help to sustain Maine's economy, recovery is uncertain without the Individual Assistance program."

The requests submitted by the Governor are specifically for Public Assistance (PA) Program, the Hazard Mitigation Grant Program, and the Individual Assistance Program (IA). FEMA's Public Assistance Program provides supplemental grants to State, local, and Tribal governments so communities can quickly respond to and recover from major disasters or emergencies. The Hazard Mitigation Grant Program provides funding to State, local, and Tribal and governments so they can develop hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. The Individual Assistance Program provides financial assistance and direct services to eligible individuals and households affected by a disaster, who have uninsured or underinsured necessary expenses and serious needs.

The Governor requested, and the President approved, a Major Disaster Declaration to help ten counties recover from the December storm that caused significant flooding, prolonged power outages, and extensive property damage across central and western Maine. The declaration unlocks Public As-

sistance and Individual Assistance, which is direct assistance available to certain eligible individuals and families that experienced severe property damage.

The deadline to apply for Public Assistance is February 29, 2024 and the deadline to apply for Individual Assistance is April 1, 2024. The Governor continues to urge Maine people to apply for assistance. More information on how to apply can be found at the State of Maine's Flood Resources and Assistance Hub at [www.maine.gov/flood](http://www.maine.gov/flood).

The Governor has also separately proposed \$50 million to help communities rebuild infrastructure and enhance climate resiliency by introducing it as standalone legislation rather than as part of the forthcoming supplemental budget. It's complemented by \$5 million in her supplemental budget to help another 100 cities, towns, and tribal governments create local plans to address vulnerabilities to extreme weather through the Community Resilience Partnership.

## Maine 2023 Commercial Fisheries Value Increases by More than \$25 Million

March 1, 2024

2023 was another strong year for Maine commercial fishermen who earned \$611,277,692 at the dock, which was an increase of more than \$25 million over 2022, according to preliminary data released by the Maine Department of Marine Resources (DMR).

"The Maine seafood industry continues to be a powerful economic engine for our state," said Governor Janet Mills. "The dedication to sustainability and premium quality

by our fishermen, aquaculturists and dealers is a source of tremendous pride for everyone who calls Maine home."

The jump in overall value can largely be attributed to a strong boat price for lobster, Maine's most valuable species in 2023. The price paid to fishermen increased from \$3.97 per pound in 2022 to \$4.95 per pound in 2023, netting harvesters and additional \$72 million compared to the previous year, for a total value in 2023 of \$464,371,720.

"The price Maine lobstermen received last year is a reflection of the continued strong demand for this iconic seafood," said DMR Commissioner Patrick Keliher. "Consumers and buyers recognize the Maine lobster industry's longstanding commitment to sustainable, responsible harvesting practices and how it provides a unique, premium culinary experience."

Maine's elver fishery once again was the second most valuable in 2023, earning fishermen \$19,508,478 on the strength of a \$2,009 per pound price.

"Maine's elver quota of 9,688 pounds expires after this year," said Commissioner Keliher. "Fortunately, because of the strong management measures we've instituted here in Maine the Atlantic States Marine Fisheries Commission American Eel Board has decided that the existing quota will remain in place, preventing what could have been a loss of millions of dollars in income for Maine's elver industry," said Keliher. Through an addendum to the fishery management plan for elvers, ASMFC will establish the number of years the current

Continued on Page 23

## U. S. NAVY NEWS

### Continued from Page 21

For now it's Wong and the Gang, passing the torch one by one, soon from Wong to the model maker he'll train as his replacement before he retires in two years. Wong has trade expertise to pass on, which he describes as old school, requiring a more nuanced touch than can be input via computer numeric control. By comparison, larger, automation-friendly machines at the Center's machine shop are fit for mass production; here, one needs to be comfortable both using manual machines, such as a manual machine lathe, and tools — sanding, carving, and soldering one-off models that will be used for a lifetime.

"One of the fun things about that is seeing your product through, start to finish, step by step," Blas said. "In the machine shop, you develop the skills to know which steps to take. Here, those skills are the same, it's just that some of those steps are on smaller machines, and some are by hand."

The group seems to share this ethos: one of precision, dedication, high attention to detail. "And camaraderie," Blas adds. They say there simply wasn't enough room in the shop to not end up friends.

Before I leave, O'Neill tells me to visit the Miniature Engineering Craftsmanship Museum in Carlsbad, so I do, marveling with my own division head at the tiny artistry and raving about the satisfaction that comes from using your hands to turn basic materials into something new. Looking at pictures and stories of people who spent decades building intricate dollhouses, functioning miniature engines — and thinking about the vibrant personalities back at the shop — it strikes me there's an intangible, personal quality to models, marked by the modelers who make them.

We get to the model ship section and learn about William Tompkins, who, start-

ing as a teenager, built more than 307 ship models at 1:600 scale. He was so good at it that naval intelligence personnel, shocked at seeing accurate representations of then-secret radar antennas hanging out on a model in a Los Angeles department store window, interrogated him as a suspected spy. He wasn't a spy — just smart — so they asked him to join the Navy, just 17 years old.

He went on to build exceptional careers both in the Navy and in support of government projects after, a major contributor to plans for Apollo space missions. He looks a little like our technical director, whose dad interned in the model shop in the 1960s; I'd swear there was a relation if they didn't have completely different last names.

Somewhere in this history — no one can say when — brass models began to fill first "the barn," a shed next door for storing models still used for testing, then overflowed into the "bone yard" — a ship cemetery for retired models so eerily captivating that passersby, complete strangers, have pulled over to the side of the road to ask how to acquire one of those old model ships.

Before the barn and the bone yard, before Wong and Peralta and O'Neill, Blas' time in the shop overlapped with Joe Havlick, the very first, who started in 1951 and retired in 1979. Havlick would come along for the model range in its second form, the wooden arch in 1948. It'd only take a handful of years for ship modeling to prove its cost effectiveness; when USS Mt. McKinley (AGC 7/LCC 7) was recommissioned in 1951, engineers at the Antenna Model Range proved they could reduce the number of antennas needed on Mt. McKinley by two thirds.

Between Wong and Havlick there's a small club of 30 people who spent anywhere from a few months to a few decades here. Before all of them, all the way back at the start, there were just three 100-foot-tall tele-

phone poles that simulated incoming radio waves at various frequencies, and engineers on the ground below doing pretty much the same thing they're doing now. There were modelers and machinists, some middle-aged and some yet to be born, some for summer internships and some for lifelong careers, all set to intersect and overlap here at the bottom of the hill. Some of their friendships would span nearly 40 years.

If I could, if it were open to the public, I'd prescribe an afternoon in the model shop as a retreat from constant change — energizing but not often enough leaving time to look back and appreciate the ingenuity that came before. Here innovation has been suspended in time since the late 1940s, when they first found a solution hardy enough to survive more than 70 years of subsequent breakthroughs. It leaves one wondering whether we should measure our innovations more by their staying power — how much we get it right the first time — than by their novelty.

For now, just know there's a place under that big white arch, a time capsule for a niche sort of person doing a niche sort of work more enduring than rumors about computers making another trade obsolete, where craftspeople do things the old way, simply because it works.

## Assistant Secretaries of the Navy Visit Maine Defense Industry, Establish New Industry Group

01 March 2024

SANFORD, Maine - Assistant Secretary of the Navy for Research, Development and Acquisition (ASN-RDA), the Honorable Nickolas Guertin, took part in the launch of the Maine Defense Industry Alliance (MDIA) today, where he delivered remarks and took questions from the media.

Guertin's support of the MDIA demonstrates the Navy's commitment to developing and maintaining relationships with

industry. Organizations like the MDIA support shipbuilding by helping provide a trained, skilled, and motivated workforce.

"The vital work of building our ships, submarines, and aircraft requires a highly skilled workforce," Guertin said. "It takes money, time, and dedication to train people in these trades, and the Navy is ready to partner with organizations like the MDIA to ensure we have the industrial base in place to deliver the capability we need."

While in Maine, Guertin also visited Portsmouth Naval Shipyard and Bath Iron Works. At Portsmouth Naval Shipyard, Guertin was shown a visualization for improvements under the Shipyard Infrastructure Optimization Program (SIOP), as well as learning centers, machine shops, and an additive manufacturing center.

At Bath Iron Works, he was shown the assembly building, future trade center building, and conducted a ship tour on DDG 122, USS John Basilone.

Assistant Secretary of the Navy for Energy, Installations, and Environment, the Honorable Meredith Berger joined Guertin at the Portsmouth Naval Shipyard and Bath Iron Works, emphasizing the role these locations play as critical infrastructure for the Department of the Navy.

"Our shipyards are a key component of our national defense and we are making sure they are optimized for energy efficiency and resiliency, ensuring these sites can respond to the effects of climate change, sea level rise or any vulnerability," said Berger.

Guertin's visit underscores the importance of relationships with industry, and is part of a series of visits to ship, aircraft, and munitions centers across the country. Guertin was joined at MDIA by Sen. Angus King (I-ME), Rep. Chellie Pingree (D-ME) as well as Governor Janet Mills, with Sen. Susan Collins (R-ME) providing video remarks.



# MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

19 July  
Page 1

A Sailor in Lexicography. – An officer today after reprimanding a sailor, for some alleged neglect of duty, told him to do forward, that he was such a perfect nondescript he did not know what to do with him. So forward Jack went, muttering to himself, Nondescript – what does that mean? “Here, Wilkins,” said he, “can you tell me what nondescript means? The officer of the deck called me a nondescript, and I want to know what it means – something bad I suppose, for he was mighty angry.” “No,” said Wilkins, “I don’t know what it means; call Tim Shades, he can tell you.” Now this latter person was a sort of ship’s dictionary, and though perhaps as ignorant as any one on board, had a meaning for everything, and a reason for it besides. So Tim Shades came. “What does nondescript mean?” inquired the aggrieved sailor. Our lexicographer seemed at first a little puzzled; but soon settling his features into oracular solemnity, replied, “Nondescript means one who gets into heaven without being regularly entered on the books.” “Is that all it means?” ejaculated the offended sailor; “well, well, I shall be glad to get there any way, poor sinner as I am.”

\*\*\*\*\*

The mackerel fishery is represented as being exceedingly promising this year. “Tinkers” are caught in abundance by parties, in our bay.

\*\*\*\*\*

The block of granite which has been furnished by California for the Washington National Monument, is the gold bearing quartz. It is irregular in shape, weight 120 pounds, and is supposed to contain the value of \$80 in gold.

\*\*\*\*\*

Mr. J. Bartow Brown, died on board the Hawaiian schooner KALAMA, April 15<sup>th</sup>, at sea, five days sail from California. He came to San Francisco as passenger on board the LEONORE, which brought the N. E. and California mining company. His friends reside in Palermo, Maine. A fellow passenger, Mr. McKean, of Charlestown, Massachusetts, has taken charge of his trunk and property, and will see them returned.

Page 3.

## MARRIED.

In this town, at the New England House, 4<sup>th</sup> inst., by Rev. C. Palfrey, Mr. George C. Sanborn, of Waldo, to Miss Elvira D. Peabody, of Thomaston.

In Unity, 20<sup>th</sup> ult., by Oliver Farwell, Esq., Mr. Alfred Kane to Miss Helen M. Starkey; Mr. Daniel Starkey to Miss Priscilla

A. Vickery, all of Unity.

In Albion, by Rev. S. S. Nason, Levi Keay to Miss Maria H. Harding, both of Albion.

In China, by Rev. B. F. Shaw, Dea, Franklin Barton, of Albion, to Miss Mary Ann Brackett, of Lowell, Massachusetts.

In Brewer, 10<sup>th</sup>, by Rev. A. C. Godfrey, Mr. Paul T. Barstow to Miss Elizabeth H. Marston.

In Boston, Mr. Cyrus Knapp, of Bradley, Maine, to Miss Phebe S. Foss, of Houlton.

In Boston, by Rev. Mr. Streeter, Mr. John H. Hutchinson, of Frankfort, to Miss Caroline C. Grant, of Boston.

## DIED.

In Chelsea Hospital, 23d ult., William Calley, of this town, 43 years 3 months.

I would kindly return my sincere thanks for the kindness of the citizens of Belfast, in providing means to have the body of my deceased husband brought to this place for interment; also to the ladies for their kindness to me. – Mary C. Calley.

In Searsport, 9<sup>th</sup>, Margaret Ann, wife of Capt. Wm. Butman, 36 years; 15<sup>th</sup>, Capt. B. Vose Park, late master of the brig ACONITE, 31 years 4 months.

In Camden, 7<sup>th</sup>, Mr. Ephraim S. Flye, 44 years 10 months Ken. and Portland papers please copy. 15<sup>th</sup>, Mr. Thomas Harbach, about 65; Nathaniel Frost, about 40.

In Orland, 2d, Hon. Job Nelson, formerly of Castine, 82.

In Bangor, 10<sup>th</sup>, Mr. Stephen Giddings, 73; 24<sup>th</sup> ult, Ellen, wife of John Griffin, 27; 2d inst, Arvesta Packard, 19.

## SHIP NEWS.

### Port of Belfast.

Arrived – 12<sup>th</sup>, M. WASHINGTON, Morse, Bangor; SARAH A. SMITH, Farrow, Portsmouth, and sailed for Bangor; JENNY LIND, Coombs, New York; HARRIET, Thomas, Bangor; ABBY WELD, Brier, Salem, 13<sup>th</sup>, CASPIAN, Matthews, do, and sailed for Bangor; WALDO, Bird, Boston; LADY OF THE LAKE, Hinds, Bangor, 15<sup>th</sup>, Malibar, Cottrell, do; 16<sup>th</sup>, WM. STEVENS, Shute, do; TRUXILLO, Robbins, do; 17<sup>th</sup>, ELIZABETH, Smalley, Salem.

Sailed – 11<sup>th</sup>, TIPPECANOE, Brier, Newburyport; 18<sup>th</sup>, CAROLINE, Bradman, Bangor; C. EDWARD, Doak, St. John, NB.

Searsport – Sailed 11<sup>th</sup>, CHARLOTTE, Butman, Bangor; arrived 12<sup>th</sup>, GENEVA, Park, Bangor; RANGER, SWEETSER, do; BANGOR, Fowler, do; MAJESTIC, Smart, Boston, and sailed for Bangor; arrived 13<sup>th</sup>,

LEVANT, Pace, Bangor.

Goose River – Arrived 10<sup>th</sup>, LADY OF THE LAKE, McGuire, Machias, and sailed 16<sup>th</sup> for Frankfort; arrived 12<sup>th</sup>, ANTI, Amsbury, Boston; KENUE, Elwell, fishing; sailed 11<sup>th</sup>, J. L. WHIPPLE, Geyer, Philadelphia; LEBANAH, Geyer, do; LEADER, Clark, Norfolk; 12<sup>th</sup>, REBECCA & FRANCIS, Nickerson, Philadelphia; 13<sup>th</sup>, J. TUNIS, Crane, Norfolk; ANTI, Amsbury, eastward; 15<sup>th</sup>, BEAUCHAMP, McIntyre, Norfolk; ARIEL, Nichols, Philadelphia.

Arrived at Salem 12<sup>th</sup>, MORING STAR, from Cherryfield; arrived 13<sup>th</sup>, TIONESTA, Leland, Philadelphia.

Arrived at Boston 11<sup>th</sup>, LUCERNE, Nichols, Havana; T. P. PERKINS, (of Searsport) Gilkey, St. Johns, NB; MARY H., Baker, Philadelphia; cleared BRUNETTE, Magrath, Gibraltar and a mkt; DAVID NICKELS, Nickels, Malaga; cleared 12<sup>th</sup>, C. C. DOW, Merryman, T. Islands; E. TAYLOR, Hardie, New Orleans; SCIOTA, McFarland, Ellsworth; ANCONIA, Griffin, Robertson; arrived 13<sup>th</sup>, YUCATAN, Baker, Philadelphia; SHERER, Currier, Franklin; PALOS, Berry, and RIO, Nickerson, Philadelphia; DONWORTH, Spencer, Machias; TIMOLEON, Mitchell, Steuben; cleared KATAHDIN, Brown, Pictou; EAGLE, Matthews, Philadelphia; SELAH, Atkins; SEA BIRD, Curtis; and SHAKESPEARE, Pendleton, do; arrived 14<sup>th</sup>, SOUTHERNER, Baker, Savannah 5<sup>th</sup> inst.; GEO. E. PRESCOTT, (of Camden) Rondout; arrived 15<sup>th</sup>, BAY STATE, Harding, Baltimore; LEANDER, Mayo, Cape Haytien; E. MERRITHEW, Groton, Matanzas 28<sup>th</sup> ult; ACORN, Howes; FRANK, Coombs; and LYRA, Remington, Philadelphia; MORO, Cottrell, Jacksonville 1<sup>st</sup> inst; H. M. JENKINS, ANN, and GEO. EDWARDS, Philadelphia; IVANHOE, Simonton, New York; E. D. GHASE, Baker, Hampden for Harwich; cleared EGLANTINE, Norton, Port au Prince; NASHUA, CLIFFORD, and PEARL, Harding, Philadelphia.

Arrived at Fall River 10<sup>th</sup>, HARBINGER, Heath, Bucksport; sailed YANTIC, Brightman, Norfolk.

Arrived at Providence 11<sup>th</sup>, MARY FRANCES, Turner, Orland; G. TURK, Berry, Bangor; BENJAMIN, Collins, do.. HELLESPONT, and CONGRESS, Calais; F. A. HEATH, Monclova, and UNITED STATES, Bangor; arrived 13<sup>th</sup>, CYPRUS, from Harrington; cleared TRITON, Merryman, Pictou.

Arrived at Harwich 8<sup>th</sup>, CLEOPATRA, Nickerson, Orrington; MANGUM, Gould, Bangor.

Arrived at New Haven 14<sup>th</sup>, L. COPELAND, Bangor; H. D. LEIGHTON, Perry, Calais; CAPT. JOHN, Machias; cleared NEUVITAS, Griffin, Porto Rico.

Arrived New York 10<sup>th</sup>, PRICO, Anderson, Sagua la Grande; ELIZA, Merrill, San Juan, Cuba; ROLERSON, Chase, Mobile; INDIAN QUEEN, Varney, Calais; JACOB LONGFELLOW, and E. HUPNER, Machias; cleared I. REED, Ashley, Para; ETRURIAN, Leland, Kingston, Ja.; GASSABEAS, Foster, Jacksonville; arrived 11<sup>th</sup>, SAMUEL B., Sawyer, Bangor; BAHAMA, Haskell, Calais; JANE & ELIZA, do; TOMAH, Eastport; VENDORI, and NOURMAHAL, Thomaston; STATESMAN, Levenseller, Havre; SAVANNAH, Crowell, Savannah; VOLANT, Judd, Ellsworth; ONTARIO, Hosmer, Thomaston; JASPER, Nickerson; CORA, Chase; and HERO, Perry, Boston; L. CATHERINE, Calais; GEO & WILLIAM, do; CAPT. JOHN, McFarland, Machias; BYZANTIUM, Cherryfield; cleared M. VARNEY, Sturgis, Millstone Pt.; MARSHALL, Taylor, Malaga; PHILURA, Thatcher, Savannah; VRNDALIA, Pendle-

ton, Philadelphia, arrived 12<sup>th</sup>, MARIEL, Colson, Ponce, PR; TALLY HO, Smith, Rochelle; ENTERPRISE, Dyer, Calais; arrived 13<sup>th</sup>, PTK HENRY, Haskell, Ragged Island; MATILDA, Thomaston; METALLUK, Ames, do; cleared SANTEE, Parker, Cadiz; MEXICAN, Burlingame, Malaga; MONTPELIER, Colley, Camden; NIAGARA, Harding, Bangor; arrived 13<sup>th</sup>, HAMLET, Crawford, Neuvitas; EMERALD, Calais; FRIENDS, Kelley, Cherryfield; CERES, Small, Machias; GEN CASS, Thomaston; W. B. PETERS, Lord, Sullivan; CENTURION, Bangor; arrived 14<sup>th</sup>, J. BRAGDON, Bragdon, Apalachicola; MARCELLUS, Hooper, Mayaguez; WECOGUSS, Wass, do; GOV. ANDERSON, Sawyer, Key West; cleared 14<sup>th</sup>, JOSEPH, Kellar, Portland.

Arrived at Philadelphia 10<sup>th</sup>, WILLIAM, Hall, Matanzas; C. NICKELS, Nickels, Sagua; cleared GIRARD, Chase, Boston; PAULINA, Flynn, and HYLAS, French, do; ALHAMBRA, Blanchard, do; DELAWARE, Calais; arrived 11<sup>th</sup>, GEN. NICKERSON, and OAK, Ryder, Boston; ARIEL, Eastport; ADAMS, Veazie, Providence, and cleared for Boston; M. & J. C. GILMORE, Eldridge, New York; MARIEL, Staples, St. John, NB; H. M. JENKINS, Babbidge, Charleston; S. ROSS, King, Boston; cleared SUN, Crosby; S. SPOFFORD; and MECHANIC, Cain, for Boston; arrived 11<sup>th</sup>, E. ELIZABETH, Eastport; 12<sup>th</sup>, LACONIA, Howes; and ELK, Eldridge, Boston; BERONDA, Morton, Calais; H. CURTIS, Strout, Harrington, and cleared for Boston; TORTOLA, Ludwig, Calais; CHALLENGE, Cousins, Boston, and cleared for Boston; arrived 13<sup>th</sup>, ROUND POND, Pierce, Camden; J. D. PENNELL, Stover, Providence, and cleared for Providence; M. GROTON, Greyer, Camden; MARGARET, Boardman, Boston, and cleared for do; arrived 14<sup>th</sup>, ALBION, Hart, and M. E. BALCH, Yates, Calais; cleared VESTA, Flinn, Boston; ALBANO, Pitcher, and AVON, Carver, do; DELAWARE, Harding, Providence.

Arrived at Baltimore 9<sup>th</sup>, H. MARIA, Howes, and UNION, Kendrick, Boston; M. STANTON, Ryder, do; S. G. BASS, Alexandria; E. MERRYMAN, Merryman, Bangor; arrived 10<sup>th</sup>, DR. ROGERS, do; arrived 11<sup>th</sup>, S. SOULE, Drinkwater, Eastport; MATANZAS, Bangor; arrived 12<sup>th</sup>, W. R. GENN, Nye, Sandwich; JUNIATA, Webber, Holmes’ Hole, arrived 13<sup>th</sup>, M. EMILY, Bangor.

Arrived at Wilmington, Delaware 9<sup>th</sup>, BELLE, Spates, Eastport.

Cleared from Georgetown, DC, 6<sup>th</sup>, FIDELIA, Jones, St. Thomas; arrived 8<sup>th</sup>, SUSAN, Bray, Boston.

Arrived at Norfolk 8<sup>th</sup>, FREDERICK EUGENE, Thomaston; MERCY, Taylor, City Point; arrived 10<sup>th</sup>, FOUNTAIN, Thomaston.

In Hampton Roads, 8<sup>th</sup>, brig CHARLES, from Goose River.

Arrived at Jacksonville 26<sup>th</sup>, B. CARVER, Carver, St. Augustine.

Cleared from Wilmington, NC, 5<sup>th</sup>, ISOLA, Park, Wilmington, Delaware; 6<sup>th</sup>, EMBLEM, Park, Matanzas; J. G. TEXAN, Hall, Boston; arrived 9<sup>th</sup>, J. HOLT, Chase, New York; 11<sup>th</sup>, COMMERCE, Greenlaw, Boston.

## FOREIGN PORTS.

At Genoa 21<sup>st</sup> ult, LEONIDAS, Jordan, for Leghorn to load for New York.

At Laguayra 20<sup>th</sup> ult., VENEZUELA, Wilson, from and for Philadelphia.

At Neuvitas 30<sup>th</sup> ult., LORETTO FISH, Gates, for New York 2 ds.

Sailed from Havana 4<sup>th</sup>, ROSCOE, McCrillis, Boston; ZUYDER ZEE, Young,

# MAINE DMR NEWS

## Continued from Page 22

quota will remain in effect.

Softshell clam diggers earned \$13,881,073 in 2023, which made the fishery the state’s third most valuable. “DMR’s Nearshore Marine Resources Program, launched in 2022, has been working hard to support this vital fishery through outreach, funding, and collaboration with towns to develop effective shellfish management strategies,” said Commissioner Keliher. More information about the Program and funding opportunities can be found on DMR’s website.

Maine oysters were the fourth most valuable harvested product at over \$11 million on the strength of a twenty cent per pound increase in value.

Menhaden, used as bait for the lobster fishery, was the state’s fifth most lucrative fishery in 2023, with a landed value of more

than \$10 million.

Maine’s groundfish industry also saw an increase in landings and a more stable price due in part to investments DMR made in the Portland Fish Exchange, Vessel Services, and the Maine Coast Fishermen’s Association (MCFA) with Covid relief funds from NOAA.

“DMR is proud to have supported fuel, ice and landing fee rebate programs at the Portland Fish Exchange and Vessel Services,” said Keliher. “These programs, which helped to reduce costs, along with market stability enabled by MCFA’s Fishermen Feeding Mainers program, were critical to maintaining and increasing landings of groundfish in Maine. It’s important work and a positive story; fishermen were able to keep working, critical infrastructure has been maintained, and fresh, healthy Maine seafood went to schools and families in need.”



# MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

Amsterdam; cleared 6<sup>th</sup>, INDIANA, Watts, Philadelphia.

At Matanzas 7<sup>th</sup>, HECLA, Sanper, for New York, loading; INDIAN QUEEN, Drummond, for Cronstaf; S. B. HALE, Atkins, for Philadelphia; sailed J. R. DOW, Merryman, for Boston.

Brig WARCALLER, (of Camden), Murry, from New York, with assorted cargo; for Cedar Keys via Key West, ran ashore on Bahama Banks, between Riding Rocks and Orange Keys, on Thursday, July 4 about 11 p.m.; got off in about an hour. A survey examined and reported that she leaked 800 strokes per hour; water ways seem strained, as she was going about 7 knots when she struck. They have ordered her to be discharged and hove out for examination.

Schooner MONTROSE, Wenchenpaw, from Calais, arrived at Philadelphia 13<sup>th</sup>. The day before, when off Gloucester Point, Wm. Wenchenpaw, one of the crew, a native of Penobscot, Maine, was knocked overboard by the mainboom, and before assistance reached him, notwithstanding the greatest exertions being made, he sunk to rise no more.

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For Bangor! The new and fast steamer LAWRENCE, Captain Deering, Will make one trip per week to Bangor every Monday, at 12 ½ o'clock p.m., or immediately after her arrival from the east, touching at all the landings on the River. Returning from Bangor on Tuesday.

The LAWRENCE will continue her trips to Ellsworth as usual.

Freight taken. D. Lane, Jr., agent.  
Belfast, July 13, 1850.

26 July  
Page 2.

Henry Sumner, brother of Charles Sumner, Esq., of Boston, was one of the persons lost in the ship ELIZABETH, mentioned elsewhere.

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Shipwreck. – The ship ELIZABETH, from Leghorn, was lost 21<sup>st</sup> inst., four miles east of Long Island. Among those who perished was the Marchioness D'Ossely, (formerly Miss Margaret Fuller, the Italian correspondent of the crew, and four others, passengers. She had on board a cargo of marble, oil paintings, and a statue of John C. Calhoun, all lost.

Page 3.

## THE LAST GALE.

Accounts from as far south as Baltimore, report a very severe storm of wind and rain on the night of Thursday and Friday morning. At New York it began about ten o'clock, and continued with but little intermission until 2 p.m. on Friday, when it was still raging. The New York Commercial Advertiser calls it "one of the most severe storms felt in this vicinity for years," and says, "the rain poured down in torrents during the night, and the wind blew with a violence that seemed to sweep everything before it." The parks and squares, throughout the city of New York, have all suffered severely; the cellars in the 9<sup>th</sup> ward were reported to be full of water. All the vessels lying at quarantine, and all the vessels in the North river, outward bound, dragged their anchors.

The steamboat A. H. SCHULZ, under command of Capt. Redman, left this city on Thursday afternoon for Cedar Grove, with about 60 passengers onboard, and on her passage down bent her connecting rod, to repair which detained her at Cedar Grove until 11 o'clock at night, when the storm struck her, tearing her from her fastenings, and driving her broadside on the beach. She

had on board at the time she went on shore about forty passengers, consisting of a large number of ladies and gentlemen, who were rescued by the great exertions of the inhabitants, who had to go up to their necks in the surf to get them of the wreck. The steamer is now lying broadside on the beach with one side entirely gone, and a large hole in her hull, and it is supposed she will be a total loss. The passengers were conveyed to the quarantine ferry yesterday morning by stages. The dock at Cedar Grove was also carried away by the gale.

Considerable damage is reported to have been done to the trees and crops in New Jersey; and in Williamsburg it is reported that several houses were unroofed.

On Staten Island many large trees are said to have been blown down. Most of the corn is prostrated. The fruit trees have also suffered severely.

The Philadelphia Ledger of Friday morning, the 19<sup>th</sup> says, "A severe gale from the northeast prevailed during the most of yesterday, and in the evening became so violent as to create serious apprehensions of marine disasters on our coast an in the bay.

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First Vessel Across the Isthmus of Tehuantepec. – We have to record the clearance, yesterday, of the schooner "PIONEER", of New Orleans, for San Francisco, via Vera Cruz.

The schooner, of 88 85 tons burthen, was built at Algiers, opposite the city. She goes to Vera Cruz purpose of obtaining from the Mexican authorities the right of way across the Isthmus of Tehuantepec, over which it is contemplated to take her. On board as cargo are the wheels and frame on which she is to be placed while crossing the Isthmus. She has a crew of ten able-bodied men, who are all jointly interested in the enterprise. Success to them! – New Orleans Delta.

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Commercial and Shipping Interests of Maine. The following statistics, gathered from official documents, are worth knowing, we think. They cover the year from July 1, 1848, to June 30, 1849.

Maine has exported to foreign ports during the above period, goods to the value of \$1,286,681

And imported  
721,409

Balance of trade in our favor  
\$565,272

The amount of shipping, American and Foreign, entered from abroad into Maine, was 1170 vessels, of 132,897 tons. The amount cleared was 1497 vessels, of 193,449 tons.

In the Portland District, the entries were 338 vessels, of 41,225 tons; and the clearances 445 vessels, of 60,794 tons.

The whole amount of tonnage belonging to this District is 84,568 80. Of this, 21,424 89 are engaged in the coasting trade, 2,998 47 in the cod fishery, 1,985 07 in the mackerel fishery, 2,225 44 in steam navigation, and the balance in the foreign trade.

The whole number of vessels built in Maine during the year above named, of all classes, was 344, with an aggregate tonnage of 82,255 56. Of this amount there was built in the Portland District, 38, of 11,256 21 tons.

The total tonnage of the United States is 3,334,015 29. – Argus.

## DEATHS.

On board bark BELGRADE, on her passage to California, of typhoid fever,

March 2d, B. F. Jacobs, of Maine; March 29<sup>th</sup>, Hiram D. Tibbets, of Columbia, 28 – leaving a wife and three children; April 15<sup>th</sup>, Mr. David Cotes, of Cherryfield.

## SHIP NEWS.

### Port of Belfast.

Arrived – 22d, CITY POINT, Hart, Salem; H. McLeod, Stanley, Boston; 23d, ROCKINGHAM, Howes, Boston; GEN. JACKSON, Brown, Boston; 23d, MORA, Cottrell, do; S. A. SMITH, Farrow, Bangor.

Sailed – 17<sup>th</sup>, GEORGIANA, Gilchrist, Bangor; 22d, VETO, Patterson, fishing; HARRIET, Thomas, N. Haven; GALLIO, Brown, Machias; MALABAR, Cottrell, N. Haven; M. WASHINGTON, Morse, New York; WM. STEVENS, Shute, Philadelphia; ELIZABETH, Smally, Salem; ELIZABETH, Burgess, do; A. WELD, Brier, do; J. FREDERICK, Wheeler, do; A. GALE, Pattershall, Boston; PEYTONA, Gilman; and COMET, Rogers, do; D. BREED, Linnekin, Lynn; L. BROOKS, Mayo, Salem; LADY OF THE LAKE, Hinds, Newham; DIME, Gilmore, Boston; ERIE, Coombs, Salem; CAROLINE, Bradman, Boston; CATHARINE, Ryder, do; FRIENDSHIP, New York; F. ELLEN, Doar, Salem.

Searsport – Sailed 17<sup>th</sup>, MONADNOCK, Colson, Bangor; arrived 19<sup>th</sup>, CHARLOTTE, Butman, do, and sailed 22d for Providence; 20<sup>th</sup>, MAINE, Webber, do, sailed for Brighton; arrived 20<sup>th</sup>, J. CARVER, Nichols, from Havana for Trieste – carried away jibboom, fore-top-mast, main top-gallant mast, and lost other spars and sails – put in for repairs; sailed 22d, GENEVA, park, Providence; RANGER, Sweetser, Boston; BANGOR, Fowler, do; LEVANT, Pace, Salem; CORAL, Gilkey, Boston; CASILDA, Lanphere, Pictou.

Goose River – Arrived 18<sup>th</sup> MONTPELLIER, Colby, New York; 21<sup>st</sup>, O. H. PERRY, Holmes, Rockland; sailed 22d, NORTH STAR, Maddocks, N. London; TWEED, Quin, for the Banks; arrived 23d, CHAS DEVENS, Bailey, Portland; sailed O. H. PERRY, Philadelphia.

Launch – Capt. Eastman launched at Eastport, 10<sup>th</sup>, the ship intended to receive the steamer S. B. WHEELER. She is over 600 tons, she has had been but seven weeks on the stocks.

Arrived at Boston 19<sup>th</sup>, GIRARD, Chase, Philadelphia; ROAMER, Nichols, Cardenas 7<sup>th</sup> inst. – left WM. MCGILVER, for New York 4 days; ZUYDER ZEE, Fosssett, do, 4<sup>th</sup>; SUN, Crosby, Philadelphia; J. G. FAXON, Hall, Wilmington, NC; L. SAUNDERS, Corson, Philadelphia; cleared LEGHORN, Pendleton, Pictou; L. MARIA, Rich, New York, to load for Mediterranean; cleared 20<sup>th</sup>, CHIEFTAIN, Drinkwater, Pictou; EUTAW, Matthews, Baltimore; IDA, Hallett, do; HYLAS, French, do; D. WELD, Cherryfield; TRITON, Bangor; CHICOPEE, Emery, Philadelphia; arrived 21<sup>st</sup>, BOSTON, Torrey, St. Martins 4<sup>th</sup>; VANDALIER, Strout, Philadelphia; arrived 22d, MARCELLUS, Sleeper, Baltimore; cleared MARY H., Crowell, Philadelphia.

Arrived at Wareham 18<sup>th</sup>, LOGAN, Treat, Pictou.

Sailed from Providence 20<sup>th</sup>, M. FRANCES, Turner, E. Greenville; 21<sup>st</sup>, HELLESPONT, Elwell; FOSTER, and ORBIT, Torrey, Calais; U STATES, Crockett, for Bangor or Philadelphia, according to wind; F. A. HEATH, Carver, Bangor; arrived 19<sup>th</sup>, GONDOVA, Nickerson, East Caicos, Turks Island; sailed GRAND TURK, Berry; and BENJAMIN, Collins, Bangor.

Arrived at New Bedford 19<sup>th</sup>, T. R. JONES, (of Machias) put in for a harbor.

Arrived at Newburyport 20<sup>th</sup>, IOWA, Cheney, Boston; ROSCOE, McCrillis, Ca-

maito.

Arrived at \_\_\_\_\_ 22d, schooner EAGLE, Parker, for Belfast, crew sick with fever.

Arrived at New York 17<sup>th</sup>, O. BRANCH, Pomroy, Frankfort; 18<sup>th</sup>, ISIS, Chase, Boston; M. MARIA, Nickerson, Salem; arrived 1<sup>st</sup>, CLIFTON, Ingersoll, New Orleans; AU-TOLEON, Park, do; J. TOURO, Nickerson, Apalachicola; P. PENDLETON; CURTIS, Sagua (see disasters); arrived 19<sup>th</sup>, J. FARWELL, Alexander, Thomaston; POLYANTHUS, from Bridgeport; arrived 20<sup>th</sup>, MOPANG, Clark, Matanzas, B. A. TUFTS, Norton, Gonaives; cleared 19<sup>th</sup>, CUBA, Sawyer, Lisbon; EMPIRE, Chandler, Matanzas; EUDORA, Matthews, Malaga; XENOPHON, Moxey, Norfolk; PORTO RICO, Perkins, Philadelphia; arrived 18<sup>th</sup>, ALINA, (of Lubec) Buenos Ayres, ORION, Wass, Ponce, PR; OBERON, Pendleton, do; FINANCIER, Hall, St. John, PR; STERLING, Pike, Guyama; H. CLAY, French, Liverpool; CORNELIA, Faulkin, Boston; cleared TEXAS, McNair, Savannah; N. W. BRIDGE, Collins, Machias; ORONOCO, Parritt, Jacksonville; C. THOMAS, Thomas, N. Haven.

Arrived at Philadelphia 20<sup>th</sup>, BURMAH, Sargent, Boston; arrived 18<sup>th</sup>, TANGIER, Park, Boston (and cleared for do); GAZELLE, Whitcher, Thomaston (and cleared fro Milton Mills, CT); cleared M. F. SLADE, Baker, Boston; ARIEL, Soule, Portland; ZELICA, Larkin, Wilmington, Delaware; also arrived 8<sup>th</sup>, SELAH, Atkins; and OAK, Ryder, Boston; VIATOR, Park, do, and cleared for do 19<sup>th</sup>.

Arrived at Baltimore 17<sup>th</sup>, GALVESTON, Norton, Cardenas; E. HINDS, Perry, Hallowell; cleared CUTLER, for Boston; arrived 18<sup>th</sup>, ZION, Reynolds, Boston; TRITON, Graham, do; cleared KATE PENDERGAST, Evans, St. John, NF; sailed 20<sup>th</sup>, LAWRENCE, Crowell, Boston; MATANZAS, Choptauk River.

Arrived at Norfolk 15<sup>th</sup>, DEL NORTE, Stinson, Wilmington, N. C., for Richmond; arrived 16<sup>th</sup>, ALVANO, Thurston, Baltimore; cleared VIOLA, San Blas.

Sailed from Richmond, 16<sup>th</sup>, CHARM, Berry, Boston; arrived 17<sup>th</sup>, ALSTON, Chase, Bangor; sailed RICHMOND, Packard, Portland; sailed 20<sup>th</sup>, I O of O F, Ellins, Boston.

Arrived at Baltimore 22d, ADELAIDE, Treworgy, Surry.

Cleared from Wilmington, NC, 18<sup>th</sup>, BELLE, Spatos, Eastport.

Cleared from Charleston 17<sup>th</sup>, AUGUST, Snow, New York; sailed SARANAC, Yates, New Orleans; C. D. ELLIS, Harmon, New York.

Cleared from Savannah 15<sup>th</sup>, R. M. CHARLTON, Gilkey, Boston; arrived 18<sup>th</sup>, WILDER, McGaw, Camden.

Arrived at New Orleans 11<sup>th</sup>, RELIANCE, Somes, Boston; cleared E. WATTS, Watts, Havana; CHEROKEE, Getty, Charleston; arrived 9<sup>th</sup>, MARTHA, Silsby, Boston; URANIA, Sewall, St. Andrews Bay.

Arrived at San Francisco, June 1 (reported by telegraph from New York) ALEXANDER, long, N. London November 2; 5<sup>th</sup>, STAR, Lendholm, Salem December 29; NOBLE, Robertson, Boston June 29; CITIZEN, Coffin, Nantucket, December 5. Talcuahuano March 28; NESTOR, Toole, Boston November 30; DON JUAN, Mitchell, N. Haven November 12, VALPARAISO April 9; TRUMPH, Burt, Boston November 12, Rio Grande January 26; 12<sup>th</sup> EMILY FRANCES, Freeman, Provincetown, December 1, St. Catherines, January 20; 14<sup>th</sup>, LEOPOLD, Pike, Boston December 18. St. Catherines February 27, North Carolina.



# MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

DRUMMOND, Bath December 7; SEA BREEZE, Newell, Boston February 6; GANGES, Bathes, Boston November 7, via Valparaiso; 15<sup>th</sup>, L. SNOW, Thorndike, New Orleans December 15, Rio Janeiro February 23; H. S. PAGE, Woodbury, Boston November 12, Valparaiso April 10.

Brig CHINA, Frost, from New York (April 27) for California, is said to have been burnt at sea, and the crew to have arrived at Babia previous to May 28<sup>th</sup>, in their boats. The CHINA was owned in this town by White & Connor, Lewis Bean, Oakes Angier, and Wm. Holt, 2d.

Barque P. PENDLETON, Curtis, (of Searsport) at New York from Sagus, on the 16<sup>th</sup> and 17<sup>th</sup> inst., experienced a heavy gale from NE to SE, between Hatteras and Cape Fear; split sails, lost longboat, stove bulwarks and water casks, and received other damage. 18<sup>th</sup>, saw a brig steering for New York with bowsprit gone.

At New York, in the gale of last week, brig WACISSA, (of Camden) Powell, just arrived from St. Marks, got under way at the quarantine in the morning, but under the force of the gale drifted ashore between the quarantine and the public store docks. She will be got off without much damage.

Brig ADAMS, Veazie, from Philadelphia for Boston, went ashore at New Inlet, during the gale of Thursday night – no particulars. We learn that the ADAMS has gone to pieces. She was owned by P. R. Hazeltine, of this town, and not insured. She was an old vessel, but had just been overhauled and repaired.

Brig WM. MCGILVERY, Hichborn, arrived at New York 29<sup>th</sup>, from Cardenas. Had gale 16<sup>th</sup>, lost masts, &c.

We learn by a telegraph despatch, that Capt. Berry, of brig MANSANILLA, is sick at New York, so that the owners are asked to send another captain.

Brig MCMAIN, (of Warren) Lawry, from New York for Savannah in ballast, was totally dismasted off Chincoteague, in the gale of 18<sup>th</sup> inst. On the afternoon of 21<sup>st</sup>, off Great Egg Harbor, she was fallen in with by stmr KENNEBEC, which towed her to Philadelphia 22d. The MCMAIN also lost one of her large chains, and everything off deck. She leaked badly, having six feet water in her hold at one time. It is stated that Capt. L's wife was in one of the state rooms, and was saved from drownlug by jumping into the sea from a window, with a rope round her waist, by which Capt. L. drew her on board.

2 August  
Page 2.

## More of the Wreck of the Ship ELIZABETH.

The remains of neither of the missing persons have been discovered. There is reason to fear that some of them may have come ashore, been plundered of the valuables upon them, and then buried in the sand, in order to conceal every trace of the robbery. It is certain that the fact of the wreck was known to the people on shore very early on the fatal morning; some of the sailors of the ship testifying that the first things they saw on the shore after daylight, were wagons carrying off articles that had floated to the beach. The prospect of recovering Powers' statue is small. The sea has not been quiet enough to go out to the wreck till Friday. It is feared that the marble stowed between decks will prove to have fallen through upon the contents of the hold, where the statue was, and thus to have so covered the latter with a heavy mass as to render it inaccessible.

The body of Madame Ossoli's child has been disinterred, and will be removed

to Massachusetts for burial.

The wreck of the ELIZABETH has been marked by atrocities which seldom occur in any part of the country.

The Journal of Commerce remarks: "Depredations have been committed on the property of the persons lost, and trunks of passengers are thought to have been taken by those drawn to the scene of disaster for the sake of plunder."

The Morning Star says: "The conduct of the people of Fire Island and its vicinity may be compared to the cannibals of the Feejee Islands, for although they did not eat the bodies of the shipwrecked passengers as the waves threw them on the sands of the shore, yet they stripped and robbed them of every thing."

Of the life boat, five miles off, the New York Tribune says:

"Could it have been sent for soon after daylight, and got there by 9 o'clock, before the tide rose, and the storm grew to its last destructive fury, every soul on board the vessel might have been saved. Our informant states that the people in the vicinity often exclaimed in his hearing that had they known that any such interest was taken in the lady on board as has since been manifested, the result would have been otherwise. They told him also that the conduct of the parties saved from the British ship MINERVA, which went ashore on their beach not very long since, was not calculated to produce extreme exertions in behalf of the present sufferers. Then several men toiled all day in the life boat, rescued men and their clothing, built fires for them to dry themselves, and did for them everything, in their power, without so much its being thanked for it."

Mr. Maxwell, the Collector of this port, with becoming public spirit and humanity, has directed four efficient officers to meet him at a point near Fire Island, with the intention of a full examination of the matter. The detection of the guilty parties is highly necessary, and Mr. M. will not fail to do his duty in making an example. – N. Y. Express.

A piece of rail-board with "Augusts Parker" painted on it, came ashore on Pinkham's Island in Milbridge, Narragagus Bay, on the 17<sup>th</sup> ult, supposed to belong to some new vessel.

Steamer ATLANTIC. – The new steamer ATLANTIC, which has lately made the fastest trans-Atlantic voyages on record, is a glorious triumph of American skill and industry. There has been much interest in the public mind upon the comparative sailing of the ATLANTIC and other steamers. The New York Herald describes the circumstances attending her last arrival at New York. When the ATLANTIC announced her arrival off the Battery by the thunder of her guns, a crowd collected. On ascertaining that the firing proceeded from this gallant steamer, which made the passage from Liverpool to New York in eleven hours shorter time than it was ever done by steamship before, they gave three cheers, which were responded to by the passengers on board, and by another broadside from the wooden walls. The crowd increased and ran down the side streets to North River; even the watchmen joined in the race to welcome her, so that by the time she reached her dock at the foot of Canal street, there was a large crowd collected, who cheered her there again. Great excitement prevailed during the day.

Last year there were manufactured in Rockland 700,000 casks of lime. By the way, the people of Rockland don't like to have any one say East Thomaston now. So

take notice.

The steamer HUNTRESS passed here on Tuesday, for the temperance celebration at Calais, well loaded with passengers.

Page 3.

Line of Steamers to Africa. – The special committee of the house of representatives, having this subject in charge, are about to submit a bill, accompanied by a report, in which they provide for, and recommend, the building of three large war and mail steamers, to run between the United States and the coast of Africa. It is proposed that they shall cost \$600,000 each; that they shall be built by contract, under the direction of the proper officers of the general government; that they shall be at the disposal of the United States, when required; and that they shall sail, one from New York, one from Baltimore, and one from New Orleans, and that the sum of \$40,000 per annum shall be paid for carrying the mails. This report has been agreed upon nearly unanimously, as we learn from the New York Express; and the effects of the measure in carrying out the benign projects of the Colonization Society, promise to be productive only of good.

Mackerel Fishery. – Our agent from Deer Isle writes: - "A letter from a vessel belonging to this town, dated Prince Edward's Island, July 8<sup>th</sup>, states that the mackerel catchers up to that time, had been very unsuccessful, not averaging more than 60 barrels per vessel, whereas last year, they would average from 150 to 200 barrels per vessel."

The bark BELGRADE which sailed from Cherryfield last fall for California, touched at Rio and there took the yellow fever, and in going round Cape Horn, forty of her passengers were taken sick, and three died, viz; E. F. Jacobs of Cherryfield, E. Cates of Harrington, and Hiram Tibbetts of Columbia. Others barely escaped and had not entirely recovered when they reached San Francisco.

Accident at Searsport. – We learn that on Friday of last week, at the shipyard of Mr. John Carver, a large ship in the process of construction, while the workmen were engaged upon it, slipped five or six feet astern from her blockings and fell over upon on side, crushing badly and breaking the ribs of Mr. Merritt Saunders, of Brewer, and injuring the master carpenter, Mr. Carver, and slightly bruising others. Mr. Saunders's recovery is doubtful. There were about thirty men at work upon her, and it seems wonderful that so few were hurt.

Arrival of Females in California. – A vessel arrived at San Francisco on the 12<sup>th</sup> of June, from Sydney, New South Wales, with several females on board. The Pacific News says that there was quite a rush of bachelors to the bay all the afternoon, whole boat loads of them climbed the ship's sides, trying to engage housekeepers.

**MARRIED.**  
In Prospect, by Z. F. Shute, Esq., Mr. Jotham M. Ellis to Miss Margaret C. Keen; Mr. Samuel J. Clifford to Miss Prudentia Kelly, all of Prospect.

In Newburg, 21<sup>st</sup> ult., by Rev. A. L. Simpson, Mr. George Simpson, of Dixmont, to Miss Cordelia P. Miles, of Newburg.

In Lincoln, by Dr. A. Pierson, John B. Megguier to Miss Sarah Melissa S. Buck.

In Mattawamkeag, 14<sup>th</sup> inst., by Dr. A. Pearson, Charles F. Ordway, of Lincoln, to Miss Mary Elizabeth McKenny, of Enfield.

**DIED.**  
In this town, 28<sup>th</sup> ult., John Read Sibley, 12 years, 11 months.

In Lincolnville, 18<sup>th</sup> ult. Rev. Benjamin Jones, member of the Maine Methodist Conference, formerly of Sandwich, Massachusetts, aged 64.

In Searsport, on the 19<sup>th</sup> ult. Miss Abby E., daughter of Samuel and Eliza Donnell, aged 15 years and 11 months.

In North Bangor 26<sup>th</sup>, Mrs. Sally Arno, 72.

In Chelsea, 16<sup>th</sup>, Mr. Leander Miller, formerly of Thomaston, of the firm of Boynton & Miller, Boston, aged 36.

In Thomaston, 23d, Woodbridge Odlin, son of William and Susan Bentlett, 10 months.

## SHIP NEWS. Port of Belfast.

Arrived. – 26<sup>th</sup>, PALESTINE, Wells, Eastport, and sailed 30<sup>th</sup> for Bangor; 27<sup>th</sup>, NANCY, Barter, fishing; 28<sup>th</sup>, TIPPECANOE, Brier, Newburyport; POSTILLON, Ryder, Boston; D. BREED, Linnekin, Lynn; HANNAH, Boston; GEORGIANA, Gilchrist, Bangor and sailed for N. Haven 30<sup>th</sup>; 31<sup>st</sup>, CASPIAN, Matthews, Salem.

Sailed. – 25<sup>th</sup>, WALDO, Burd, Machias; 28<sup>th</sup>, MORA, Cottrell, Bangor; GEN. JACKSON, Brown, Machias.

Searsport. – Sailed 27<sup>th</sup>, KEOKA, Carver, Bangor; arrived 28<sup>th</sup>, SOUTHSORE, Towle, Scituate; 29<sup>th</sup>, ROAMER, Nichols, Boston.

Arrived at Gloucester 25<sup>th</sup>, GLOBE, Small, Salem, for New York; 26<sup>th</sup>, WILLIAM, Bangor; WAVE, Perkins, Belfast; GEO. HENRY, Bangor.

Arrived at Salem 26<sup>th</sup>, BRILLIANT, LAUREL, FRANCES, ELIZABETH, SAVANNAH, ORNAMENT, EQUITY, EAGLE, CHAMPION, CASPIAN, LEVANT, and GEORGE, all from Bangor; JULIA & MARY, and POTOMAC, Hampden; JAMES, and LUELLA, Orland; CONSUL, Frankfort; BOLIVAR, Surry; COMET, and ELIZABETH, Belfast; arrived 27<sup>th</sup>, North Carolina, Bangor; 28<sup>th</sup>, ADELAIDE, Murch, Rondout; arrived 25<sup>th</sup>, M. TAYLOR, Nickerson, Norfolk SPARK, Bangor; BILLOW, Orland; Salina, Bangor.

Arrived at Boston 25<sup>th</sup>, VESTA, Flinn, Philadelphia; ELM, Taylor, do; CHALLENGE, Cousins, do; COTTAGE, Lubec; CIRCASSIAN, Eden; A. GALE, Belfast; MAINE, Seaville; arrived 26<sup>th</sup>, SEPTEMBER, Nickerson, Omaso June 24<sup>th</sup>. TRUXILLO 4<sup>th</sup>, left no American vessels at either port; S. SPOFFORD, Spofford, Philadelphia; JASPER, Nickerson, New York; ZODIAC, Norton, Blue Hill; CHAMPION, and OUTVIE, Bangor; PERUVIAN, Treat, Frankfort; cleared YUCATAN, Baker; and ALHAMBRA, Blanchard, Philadelphia; H. Ann, Wells, Calais; arrived 27<sup>th</sup>, H. ATKINS, Randall; ALGONIA, Wall; and GENOA, Grant, Philadelphia; M. & SUSAN, Fullerton, Calais; M. L. HALL, ADMIRA, ZULMA, and NEPTUNE, do; FRANKLIN, Clark; and BENNET, Hobart, Dennysville; LUCINDA, and PIONEER, Machias; MARY, Blake, Franklin; OTRANTO, Hammond, Ellsworth (see disasters); FAME, LORD, and HANNAH, Murch, do; JAMES HARBOUR, Hanscomb, Mt. Desert; THAMES, Freeman, do; OREGON, Arey, Vinalhaven; MAGNOLIA, Stone, Blue Hill; CHARLESTON, INDEPENDENCE, OPHIR, MARY ANN, WAVE, LUELLA, ELIZABETH, NAPOLEON, ECLIPSE, and TRAVELLER, Bangor; MARY, Bailey, Camden; E. FRANCES, Wall, Robbinston; ZONE, Lewis, Hampden; SPARTAN, Robbins, Jonesport;



## MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

GEORGIA, Benson, Seaville; cleared 27<sup>th</sup>, JEDDO, Stetson, Savannah; E. DOANE, Loring, Baltimore; SUN, Crosby, Philadelphia; ROAMER, Nichols, Searsport; CHEROKEE, Smith, Vinalhaven; J. W. PAIGE, Taylor, Baltimore; arrived 28<sup>th</sup>, LACONIA, Howes, and A. ROGERS, Taylor, Philadelphia; ISABELLA, Nickerson, Baltimore; SWAN, Bray; E. BENNER, Morton; H. MATTHEWS, Merrithew; M & J GILMORE, Harvey; H. CURTIS, Strout; C. NICKELS, Nickels; and ALFARETTA, White, Philadelphia; LAGRANGE, Murch, Calais; ALHAMBRA, (of St. George) Wass, St. John, N. B.; SUSAN, Bray, Alexandria; MARGARET, Boardman; R. THOMAS, Heagan; H. M. JENKINS, Babbidge; CLARISSA, Griffin; INDEPENDENCE,

Blanchard; El DORADO, Rumble; INVINCIBLE, Hodgdon; AVON, Carver; SAUNDERS, Eldridge; HARVEST, Rice; PAVILION, Ames; MADAWASKA, Cutter; and TORTOLA, Ludwig, Philadelphia; ONTARIO, Hosmer, New York; SHIPWRIGHT, Ban, Calais; ROCKET, Easton, do; BALTIC, Harris, do; VANDALIA, Dean, Hampden; ESSEX, Cousins, Blue Hill; arrived 29<sup>th</sup>, M. F. SLADE, and ELK, Philadelphia; PALOS, Hatch, Buenos Ayres June 4<sup>th</sup>; CHOCKTAW, Kendrick, Charleston; VIATOR, Park; BURMAH, Sargent; C. & MARY, Warren; and D. LOCKE, Given, Philadelphia; CORDELIA, Smith, Norfolk; ADELAIDE, Colman, Philadelphia; CANARY, Farnsworth, do; WRENTH, do; J. Q. ADAMS, Norris, New

York; cleared J. G. FAXON, Hall, Pictou; CARDENAS, Crocker, Baltimore; arrived 30<sup>th</sup>, KONIGSBERG, 8<sup>th</sup> ult; LAWRENCE, Crowell; OAK, Ryder, and SELAH, Atkins, Philadelphia; J. HOLT, Chase, Wilmington, North Carolina; OTTAMAN, Philadelphia; cleared G. W. BRINKERHOFF, Crocker, Rio de Janeiro; LEANDER, Mayo, Aux Cayas; ANN MARIA, Dodge, San Juan, Cuba; HARRIET, Seldom, Richmond, Maine; JANE, Atkins, Bangor.

Arrived at Providence 27<sup>th</sup>, GEN. TAYLOR, (of Thomaston) Watts, Mobile; LAFAYETTE, Clifford, Bangor; N. AMERICA, Foster, Machias; UNION, Bangs, Baltimore; JOS. BAKER, MATILDA, MAINE, HUDSON, Milwaukie, E. LELAND, ABACO, MAJOR RINGGOLD, J. B. MEYERS, GOLDEN RULE, F. J. CUMMINGS, TARQUIN, WM. MCCOBB, GEN. KNOX, HY CROSBY, GENEVA, MARCELLUS, and RAMBLER, Boston; CAMEO, Moore, Machias; WELCOME RETURN, Shaw, Calais; PENINAH & JOSEPHINE, Cousins, Eden; arrived 26<sup>th</sup>, DELAWARE, Harding, Philadelphia; RAMBLER, PARKS, and MARCELLUS; PARTRIDGE, Bangor.

Arrived at New Bedford 28<sup>th</sup>, GAZELLE, Coombs, Bangor; 28<sup>th</sup>, CARROLL, Robinson, Machias.

Arrived at New York, 24<sup>th</sup>, PTKHENRY, Gordon, Liverpool; TEXAN, McCulloch, Eastport; LUCULLUS, (of Castine) from Aux Cayes, 4<sup>th</sup> ult, cleared R. H. GAMBLE, Hosmer, Key West; and St. Marks; CABOT, Nickerson, Malaga; HERO, Griffith, Nores; arrived 25<sup>th</sup>, EDGAR, Ellis, Matanzas, 26<sup>th</sup>, HECLA, Sleeper, do; JNO COLBY, Hatch, Ponce, PR; NAUCOOOCHE, McClintock, Savinilla; ESTHER, Child, Lubec; cleared 26<sup>th</sup>, ONWARD, Chase, St. John, N. B.; J. CASKIE, Pendleton, Bangor; also arrived 26<sup>th</sup>, J. MEAD, Brown, Savannah; below, SUSAN, Thurlough, Neuvitas; cleared 26<sup>th</sup>, AM BELLE, Baxter, Boston; arrived 27<sup>th</sup>, WOTUMPHA, Fowler, Apalachicola; arrived 28<sup>th</sup>, L. MARIA, Rich, Boston; VANDALIA, Chase, Cardiff; URANUS, Burt, Sydney, CB; MONTEREY, Kellar, Zara, Cuba; LEPRELETTE, and MARGARET, Thomaston; arrived 29<sup>th</sup>, LLEWELLYN, Pendleton, St. Marks.

Arrived at Philadelphia, 23d, FOSTER, Baker, Fortune Island; cleared OAK, Ryder, Boston; cleared 24<sup>th</sup>, ELLA, Atwood, New Orleans; MAIL, Baker, Boston; arrived 25<sup>th</sup>, INDIANA, Watts, Havana; TOLEDO, Hemenway, New Orleans; CARLANN, Long, Aricibo, P. R.; SEA BIRD, Curtis,

Boston; SHAKESPEARE, Pendleton, do, (cleared for do). VANDALIER, Pendleton, New York; A. J. HORTON, Carson, Wilmington, Delaware (and cleared for Chelsea); cleared 25<sup>th</sup>, MARIEL, Colson, Boston; arrived 26<sup>th</sup>, SARAH B. HALE, Atkins, Matanzas; W. P. CARLITT, Hewitt, Searsport, (and cleared for Providence); LEBANON, Greyer, Camden, Maine; SEA MARK, Harriman, New York, (and cleared for Boston); arrived 27<sup>th</sup>, TREMONT, Sears, Boston; J. P. PERKINS, Gilkey, and BRAZILIAN, Hodgdon, do; AMERICA, Treadwell, Salem, Porto Rico; PERKINS, New York; H. FULLER, Bradley, Calais; F. A. HEATH, Carver, Providence; R. & FRANCIS, Nickerson, Camden; cleared GEM, Nickerson, and WASHUA, Clifford, Boston; VANDALIER, Pendleton; SEA BIRD, Curtis, and MARIETTA, Shackford, Boston.

Arrived at Baltimore 24<sup>th</sup>, SYLPH, Ryder, Boston; 26<sup>th</sup>, G. DARLING, Bartlett, Bridgeport, CT; cleared 27<sup>th</sup>, O. THOMPSON, Pettengill, Ponce, P. R.; E. MERRIMAN, Merriman, New York.

Arrived at Wilmington, NC, 23d, ELLEN REED, Chipman, Boston; cleared COMMERCE, Greenlaw, do.

Arrived at Jacksonville 11<sup>th</sup>, MARY ANN, Hupper, New York; 12<sup>th</sup>, MELROSE, Moore, do; 12<sup>th</sup>, LUCRETIA, Mosman, do; 15<sup>th</sup>, H. GREELY, Keeley, do; cleared 16<sup>th</sup>, ALMIRA, Brown, Philadelphia.

Arrived at New Orleans 15<sup>th</sup>, MARIA, Weymouth, Cardenas; cleared 16<sup>th</sup>, MENDOMAK, Rich, Havre; MAYFLOWER, Johnson, New York; W. R. PETTES, Saunders, St. Marks; arrived 19<sup>th</sup>, J. PENNELL, Fullerton, Liverpool.

Arrived at Newburyport, 24<sup>th</sup>, TIPPECANOE, Belfast; AGRICOLA, Orland; EMERY, Bangor; arrived 26<sup>th</sup>, APIS, do.

Missing Vessel. - Brig ALVARADO, Richardson, (of Sullivan) sailed from Boston about September 8, for Port au Prince, with an assorted cargo, and has not since been heard from. Vessel and cargo insured in New York and Boston.

Correction. - The report that the brig CHINA, of this place, was lost at sea, by fire, is a mistake. It was the bark "CHANNING," from New York for California.

Schooner WM PENN, wrecked near Cutler, was from Portsmouth for Eastport. She was 98 tons burthen, and two years old. She had gone to pieces. Materials saved were to be sold 25<sup>th</sup> ult.

Brig POCONOCKET, from Bangor for Pensacola, when 14 days out encountered gale of Thursday night, in which she lost (?).

\*\*\*\*\*

Awful Steamboat Disaster. Buffalo, July 31. About one o'clock this morning, the steamer AMERICA exploded her steam pipe, when about 60 miles above this port, by which some 25 persons were scalded, and a number killed, including the 2d engineer. She was on her way to Sandusky when the accident happened.

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The bark CHANNING, Capt. Adams, of Bangor, Maine, was destroyed by fire on the 23d of May, 200 miles east of Bahia, Brazil. All hands saved, and reached Bahia, in a boat on the 26<sup>th</sup> of May. Vessel and freight insured in New York and Boston.

9 August  
Page 1.

Are Fleas Lobsters? Some philosopher - we think it was Sir John Banks - was represented as maintaining the theory that fleas were but a diminutive species of lobster. Her brought a great amount of scientific learning and research to the support of this



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# MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

odd conceit. There was but one practical way of testing it; namely, by boiling fleas in water, and if they should turn red a triumph awaited the philosopher – his theory was verified. If boiling should not have the coloring effect upon them, it would be positive that they did not belong to the respectable family of lobsters. The experiment was no sooner suggested than it was tried. The fleas were boiled. With intense anxiety Sir Joseph watches them in the pot – incredulously sees them retain their original color – wipes the perspiration from his forehead, and looks more closely – indignantly observes the perverse insect in utter disrespect of his theory, putting on no change of hue – until he vents his chagrin and disgust, and at the same time recants his theory in the exclamation – “Fleas are not lobsters; blast their eyes!”

\*\*\*\*\*

Escape of a Fugitive from Bondage. – The brig MARY FARROW, of Belfast, Timothy Warren, master, from Pensacola, Florida arrived in our lower harbor on Monday last, having on board a fugitive slave, who, previous to the departure of the vessel from Florida, secreted himself on board, and was not discovered until the brig was five or six days out. Soon after the vessel had sailed the fugitive was missed by his owner who suspected the means he had employed for his escape, and immediately wrote to the collector of customs at this port, and Attorney General, his suspicions, not doubting, probably, that those officers would be fully impressed with their duty, as expounded by the great Webster, as immediately to return the fugitive to slavery. Some time before the arrival of the brig the friends of freedom obtained the information contained in the owner’s letter and the arrival of the interesting stranger was anxiously looked for. On the arrival of the vessel two of the most zealous abolitionists of this city went on board and asked Capt. Warren to allow the negro to go on shore with them. This he refused to do, and they were about to return to the city to try if by lawful means could not compel the captain to release him, when the negro jumped on board the boat. The pilot and captain followed and took him out of the boat using some violence. The friends of the negro came up to town and had a writ served on the captain for assault and battery, and brought up the black man to appear as a witness against him. Thus the matter now stands – the witness will probably be forthcoming when the captain is brought up, for trial, and not till then – and as no one is disposed unnecessarily to punish Captain Warren, the matter will probably end here.

The negro is a healthy young man, black as a coal; has always been known by the name of Adam, and is probably twenty-five years of age – he calls himself twenty-one. He is said to be a good blacksmith, and has for some time past been employed on the dock basin in course of construction at Pensacola, and was valued by his master at \$1800. We hope he may find liberty well worth the exertion he made to obtain it.

The affair caused much excitement in our city throughout the day, and has been the chief topic of conversation since. Much sympathy is expressed for Capt. Warren, as the escape of the slave will no doubt greatly injure him in the southern ports; and as the master would probably hold him responsible for his loss, he could scarcely be blamed for resisting his escape. – Portsmouth, NH Messenger.

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Escape of a Slave. – A case has recently occurred of the escape of a slave from his owner, which seems likely, at this time, to occasion some considerable inquiry and in-

terest. Some time last week, the brig MARY FARROW, Capt. Timothy Warren, (vessel and captain both of this town) arrived at Portsmouth, New Hampshire, having on board a colored man, a slave, who secreted himself on board at Pensacola, Florida, and was not seen until three days at sea. The captain of the vessel, on discovering the presence of the slave, concluded not to put back, as it would be a serious detriment to the voyage, and he would also run the risk of losing the insurance upon the vessel, in case of accident. For these losses he could have no redress; and having a return freight, he concluded to retain the negro, and carry him back with him. But on arriving at Portsmouth, it was discovered by the abolitionists that the negro was on board. They solicited the captain to suffer the slave to go ashore, but he retained him by force. However, the friends of the black took out a process against Capt. Warren for false imprisonment, and he, finding that he could not hold the negro by law, suffered him to leave. It cannot be doubted but a requisition will be made by the authorities of Florida for the delivering up of Capt. Warren, as a “fugitive from justice.” In this case, and under these circumstances ought he to be given up? That he is no “fugitive from justice”, and that he has committed no real violation of law, is very certain. How much fairness there might be in the trial of Capt. Warren in case he should be surrendered upon a requisition we do not know, but the following cases are in point. The Charleston (S. C.) Courier of a recent date has the following: -

The State vs. John McMamee. – Aiding a slave to run away. – The prisoner was an Irishman, and the proof seemed to indicate that he was rather the instrument than the instigator of the slave. The injury had demanded the defendant to mercy. The prisoner was sentenced to be hung on Friday, the 13<sup>th</sup> of September next.

Says the Portsmouth Journal: -

A captain belonging to Portsmouth, having sailed from New Orleans for Liverpool, found a slave secreted on board his ship, when he had been about twelve days on his passage. On going into Mobile, four years after, he was forced to pay about \$1000, to the owners of the fugitive for whom he was obliged to furnish free passage to Liverpool against his will. Another captain having found a slave on board while leaving a river in Virginia, a year or two since, immediately returned him to his owners. But they compelled him to pay a heavy fine, on the ground that he intended to carry the slave off, and the fear of detention only prompted his return!

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Fatal Affair in Portland. – On Saturday evening in Portland two persons fell into the water from the wharf at the foot of India street, and one was drowned, a woman by the name Ophelia McCurdy, a domestic, about 24 years of age. On that evening she had asked of her employers liberty to go to the post office, and a boarder in the house who goes by two names Cole and Worthen offered to accompany her, which was accepted. She was reputed a person of good habits. Says the Argus: -

The rest of the story comes from his lips, (?) hers are sealed in death. He testifies that (?) were utter strangers, he not even knowing her name; but that lie accompanied her to the post office, thence to Mr. Robinson’s Saloon and (?) an ice cream – and thence to their boarding house. Before going in she remarked that she had not been round much, and should like to walk to (?) depot. They accordingly went down on to the wharf, and after walking about there returning up the wharf, took a wrong turn, and walked

overboard. He struck the fender, as he says hurting his breast considerably, she falling clear of that, but so far from him that, as he could not swim, he could not help her, and says she drowned before help came, though she did not sink.

The coroner’s jury have not reported.

Page 3.

## MARRIED.

In Belmont, by John P. Ames, Esq., Mr. Oliver Neal to Miss Lucy Willis, both of Searsmont.

In Monroe, August 4, by M. H. Holmes, Esq., William Kingsbury to Miss Rebecca Clark, both of Frankfort.

In East Machias, C. G. Folsom, Esq., Mr. George Lund to Miss Mary Ann Polly Munson, both of East Machias.

In Bangor, 28<sup>th</sup>, by Rev. Mr. Mansfield, Simon Crosby to Miss Almira Harris.

In Milbridge, 7<sup>th</sup> ult., Capt. Warren Brown, of Milbridge, to Miss Eliza H. Reynolds, of Addison.

In St. Albans, 16<sup>th</sup> ult., Wm. Cross, of Hampden, to Miss Sarah Jane Morse, of St. Albans.

In Knox, Albert H. Bates, of Unity, to Miss Sarah J. Bangs, of Knox.

## DIED.

In Penobscot Bay, on board of a fishing schooner, on Wednesday, July 31. Elisha Sherman, Sen., of Knox, formerly of Marshfield, in the 73d year of his age. He has been a devoted Christian for upwards of 52 years, and beloved by all who knew him. He was taken with the black vomit, and died within an hour after he was first attacked. He was brought into Belfast, and thence taken to his friends, and interred on Friday. We would extend our sincere thanks to the friends of the deceased, in Belfast, for their untiring attention to him, and especially to those who attended him at the Waldo House. – Hiram P. Sherman & Ebenezer E. P. H. Sherman.

In Bangor, Maria F., wife of H. G. O. Morrison, Esq., 3(?).

On Monmouth, John Safford, 82.

In Marysville, California, June 9<sup>th</sup>, John F., son of Capt. Nathaniel Kimball, of Gardiner, 22.

Lost overboard, July 24, about 10 miles SE of Monhegan, from schooner HENRY CROSBY, on passage from Bangor to Providence, Wm. French, of Bucksport, about 15.

## SHIP NEWS.

### Port of Belfast.

Arrived at Boston 1<sup>st</sup>, H. MARIA, Crosby, Baltimore; CHAS. HENRY, Wilson, Aux Cayes; COMMERCE, Greenlaw, Wilmington; H. NEWALL, Hatch, Philadelphia; AGNES, Lord, Baltimore; FRIEND, Hallet; M. E. BALCH, Yates; H. H. (?), Carson, and MARY GROTON, Geyer, Philadelphia; arrived 2d, GEM, Nickerson, Philadelphia; T. F. KNOX, Taylor, Pictou; ALBION, Lufkin; and ALBANO, Pitcher, Philadelphia; cleared FRANK, Coombs, Baltimore; TANGIER, Park; and S. SPOFFORD, Spofford, Philadelphia; arrived 3d, NASHUA, Clifford, Philadelphia; MARIA, Perry, Tobasco; FRONTIER, (of Calais) Hoyt, Turks Island; MARY PERKINS, Chase, Havana; cleared CHOCTAW, Kendrick, Charleston; VERSA, Finn, Philadelphia; M. F. SLADE, Baker, do; MADAWASKA, and SHIPWRIGHT, Calais, arrived 4<sup>th</sup>, J. W. BLODGETT, Loring, St. Martins; DRUID, Deming, Fortune Island; MARIETTA, Shackford, Philadelphia; TALBOT, Johnson, and SEVEN SISTERS, Drisco, Philadelphia; S. NASH, Allen, and DART, Marshall, Calais; ATLANTA, Dickey, Bangor; arrived 5<sup>th</sup>, A. VINAL, Fettyplace, Mobile; HENRIETTA, Harriman,

Philadelphia; GIRAFFE, Emerson, do; SEAMARK, Heagan, do.

Arrived at Milton 2d, GAZELLE, Whitchee, Philadelphia.

Sailed from Dighton 2d, MICHIGAN, Shute, Bangor (or Philadelphia, according to wind).

Arrived at Providence 1<sup>st</sup>, LUBEC, Berry, Calais; ALPINE, Clough; MONTEREY, McIntyre; MARY, Yates; EMPIRE, Wear; MADEIRA, Harriman, and NORWEST, Marshall, from Bangor; MEDOMAK, Bickmore, and MEDFORD, (?), Calais; FREDONIA, Church, Machias; sailed N. AMERICA, Foster, Machias; arrived 1<sup>st</sup>, ASHLAND, Corbett, Perry, Maine; sailed 2d, E. LELAND, Coombs; ABACO, Colcord; MAJ. RINGGOLD, Staples, and H. CROSBY, Philadelphia, (or Bangor according to wind); MILWAUKIE, Stowers, and GENEVA, Park, Bangor; arrived 3d, FACTOR, Handy, Calais; arrived 4<sup>th</sup>, VELASCO, Hill, Bangor; BUTLER, Tibbitts, and TENNESSEE, Black, do; returned Milwaukee, for Philadelphia, with loss of main boom, by being in contact with schooner F. J. CUMMINGS.

Cleared from Norwich 31<sup>st</sup>, YANTIE, Brown, Machias.

Arrived at New London, 1st, HARRIET, Thomas, Belfast.

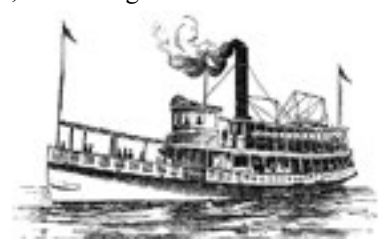
Arrived at New Bedford 4<sup>th</sup>, VANDALIA, Durant, and GRAMPUS, \_\_\_\_\_, Sullivan.

Arrived at Fall River 2d, NORTH STAR, Maddox, Lincolnville; arrived 3d, CITY POINT, Hart, Belfast.

Arrived at New Haven 29<sup>th</sup>, LADY OF THE LAKE, Hinds, Calais; cleared 1<sup>st</sup>, MALABAR, Drisco, Philadelphia; 2d, MARCUS, Pierce, Bangor; NEW ENGLAND, Viezie, Philadelphia.

Arrived at Newport 2d, SULTANA, Searsport, for Philadelphia; BENJ. FRANKLIN, Cherryfield, for Fall River.

Arrived at New York, 31<sup>st</sup>, MONTEREY, Mitchell, Salt Key; PERU, Hart, Thomastom; STATESMAN, Ramsay, Milbridge; O. JONES, Jones; KELLEY, New Bedford; cleared B. A. TUFTS, Norton, Machias; BAY STATE, Ryder, Boston; M. MARIA, Nickerson, Salem; arrived 1<sup>st</sup>, GEO. EVANS, Kellar, Machias; WATCHMAN, Eaton, do; cleared MANSANILLA, Colcord, Doboy Island, Georgia; ISIS, Chase, Boston; GOV. ANDERSON, Sawyer, Key West; arrived 2d, CAMDEN, Sherwood, Charleston; CLINTON, Andrews, Savannah; ISABELLA, Mitchell, Harrington; arrived 3d, MARY ELLEN, Kinsman, Sagua la Grande; cleared J. BRAGDON, Bartlett, Bordeaux; COPIA, Sears, Philadelphia; HOMER, Kent, Boston; ERIE, Loring, Portsmouth, New Hampshire; cleared 3d, MARIA, Rich, Malaga; OBERON, Pendleton, Boston; DUNCAN, Gilchrist, and CAMDEN, Sherwood, Boston; arrived 4<sup>th</sup>, E. WILSON, Colson, Dadie, June 28<sup>th</sup> LAMARTINE, Thorndike, Jacksonville; UNDINE, Treat, Portland; GEN WARREN, Thomaston; SULLIVAN, White, Charleston; S. D. HART, Calais; KALOS, Matthews, Eastport; LEOPARD, Wilcox, Lubec; JENNY LUND, Coomb, Bangor; arrived 6<sup>th</sup>, B. YOUNG, from Calais; UNCAS, do; POMFRET, from Eastport, Westport, from Lubec; ROUGH AND READY, from Machias; EXCHANGE, from do; TRAVELLER, from Bangor.





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