

# Maine Coastal News

Volume 37 Issue 8

August 2024

FREE

## Lobster Boat Racing - Five Down Six to Go



Jeremy Beal's MY TURN and Jeff Eaton's LA BELLA VITA battling it out in the Andrew Gove Memorial Cup - Fastest Working Lobster Boat at Stonington on 14 July.

BASS HARBOR- Everyone was hoping that the long-range weather forecast was incorrect going into the weekend, but they were not as it rained both days. When I arrived at Bass Harbor there was a sprinkle here and there, but we were shut in by fog, which would lift a little and then shut in again. With the rainy forecast it was thought there may not be many boats entering the race. However, when sign ups concluded we had 44 boats registered, which was a pleasant surprise and up over last year. The hope now was that the fog would lift and about 45 minutes after the scheduled start it did. There were a couple of new entrants and some real close finishes. The down-pour held off until we were ready to run the Gasoline Free-for-All, which just added to the misery for those standing out in it. With just a few races left we persevered on and finished in sprinkles.

There were no entrants in Work Boat Class A (Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger), just one in Class B (Inboards, outboards, or outdrives 31-90-hp) and three in Class C (Inboards, outboards or outdrives 91hp and over), so they were combined into one race. The winner of Work Boat Class B was Reagan Anderson's TROUBLE [Carolina Skiff 16; 40-hp Tohatsu]. The winner of Class C was Coe Thurston [Mitchell Cove 20; 140-hp] followed over by Ryan Davis [Seaway 23; 150-hp].

There were only three entrants in the

Gasoline classes, all in separate classes, with none in Class A (4 & 6 cylinder 24 feet and over) and C (V8, 376 to 525 cid, 24 feet and over). The winner of Class B (V8, Up to 375 cid, 24 feet and over) was Roy Hadlock's EMPTY POCKETS [Crowley 28; 350 Chevrolet]. The match up most was hoping to see was between Mark Freeman's FOOLISH PLEASURE [30' Custom Riley Beal; 800-hp 550 Chevy] in Class D (V-8, 376 to 540 ci, 28 feet and over) and Randy Durkee's BLACK DIAMOND [Holland 32, 672 Chevrolet] in Class E (Over 525 ci, 28 feet and over, Turbos/superchargers), which was easily won by FOOLISH PLEASURE. Since they were in separate classes they each won their respective class. It was later learned that BLACK DIAMOND was having an issue with her gear slipping.

In the Diesel Classes there were no entrants in G (436 to 550 hp, 28-35 feet), J (551 to 700 hp, 36 feet and over), L (901 hp and over, 28 feet and over) and O (Non-working boats, any length, any horsepower). Two boats were on the line for Class A (up to 235 hp, 24-31 feet), which was won by Eric Eaton's ISLAND RAT [General Marine 25; 210-hp Cummins] followed by Charles Dillion's JANA D. [Sisu 30, 220-hp John Deere]. Five boats were entered in Class B (up to 235 hp, 32 feet and over), and the winner was Wayne Rich's RICH RETURNS [38' Robert Rich; 210-hp Cummins] with second going to Brian Gordius' SUN DANCER


[Stanley 36, 210-hp Caterpillar]. The winner of Class C (236 to 335 hp, 24 to 33 feet) was Mike Gillespie's LEAH MORGAN [Stanley 28; 265-hp Cummins] and sliding over in second was Pat Hanley's MICHAEL ALAN [Mitchell Cove 32; 300-hp Cummins] and third was Everett Beers' MISS KARI LYNNE [Mitchell Cove 32; 265-hp John Deere]. Two boats came to the line for Class D (236-335 hp, 34 feet and over), which was won by Shawn Stanley's MISS MARGO [Mitchell Cove 35; 300-hp John Deere]. Class E (336 to 435 hp, 24-33 feet) has been dominated by Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] and today was no different. Second went to Erin Hardy's MYRA GRAYCE [Crowley Beal 33; 365-hp FPT]. Another dominate boat this year has been Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins] in Class F (336-435 hp, 34 feet and over) and he led the way with Robert Lee III's JUSTIN & COLBY II [Mitchell Cove 35; 400-hp John Deere] getting second. The winner of Diesel Class H (436 to 550 hp, 36 feet and over) was Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT] followed by Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645]. Jackson Lemieux's ASPIRATION [Young Brothers 35; 450-hp Volvo] did her best to get by Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] in Class I (551 to 700 hp, 28-35 feet), but just could not do it and they finished one-two.

Jeff Eaton's LABELLA VITA [Northern Bay 38; 815-hp FPT] has been the boat to beat in Class K (701 to 900 hp, 28 feet and over) and Nick Wiberg's WITCHING HOUR [Northern Bay 36; 815-hp] tried her best to slide by, but could not do it and they finished one-two. Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] was the winner of Class M(A) (40 feet and over, up to 500 hp), followed over by Chris Goodwin's DREW & HENRY [Osmond 40; 500-hp John Deere] who was followed over by Lewis Bishop's PROVIDER II [Young Brothers 40, 405 Cummins]. It was no surprise to see Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] just ahead of Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] in Diesel Class M(B) (40 feet and over, 501 to 750 hp) as they finished one-two. Class N(A) (40 feet and over, 751 to 1000 hp) has proved to be consistently the closest finishes this year, between Ryan Lemieux's OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT], picking up where they left off last year. The judges stood right on the line and the win went to NATALIE E., by just a couple of feet. The winner of Class N(B) (40 feet and over, 1001 hp and over) went to Mack Kelly's FIFTH GENERATION [Wesmac 46; 1,000-hp FPT].

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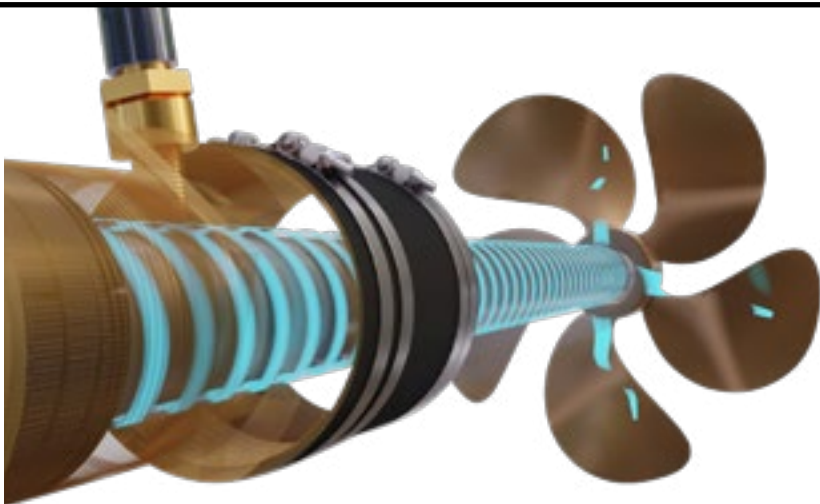
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**Advertising Deadlines:** The deadline for the September issue is August 9.  
The deadline for the October issue is September 6.

# Publisher's Note

Jonesport Shipyard is still a huge learning curve for me. I have been trying to spend as much time as possible to lend a hand as they get boats ready for the water. This has been a juggling nightmare for me. I am hoping that once I get through the summer and hauling season that we will have a good handle on what to expect as we go forward.

I also am trying to figure out what is needed so we can do the jobs which come our way. It has been a challenge to have the right tools and located where it is easily accessed. We just finished a major restoration on SUSIE K., a 28-foot Wayne Beal powered with a 300-hp Yanmar. The crew did an amazing job making sure she looked great when she hit the water. Her owners were thrilled and that is really all that matters. She will be an excellent advertisement for the yard and hopefully that brings in more work.

Isaac Beal has been working on his race/lobster boat CHRISTOPHER in Bert Frost's old shop and we have lent a hand here and there. He has been fun to have around the yard and has even lent us a hand. SARIANN I was in and he did her caulking and let us know what else should be done.

I cannot believe how fast the summer has gone by so far. I know where the time has gone for me. When SARI ANN I went into the shop I did as much as I could to get her to look better. Wooden boat people seem to be very particular about how their boat looks. Over the years I have noted the detail that many go to make sure that their boat is near to perfect as humanly possible. I started by sanding the topsides and filling in the voids to make her as smooth as possible. Then Destiny Bellanger and I rolled a coat of Mono-Urethane from Epiphanes on the topsides. It did not come out as smooth as I would have liked, thinking it just needed

more sanding with finer grits. Alonzo Alley worked on the hydraulics and hatches and Casey Denning installed the electronics. Everyone was rushed as she needed to be back in the water so she could get to the Stonington lobster boat races. She went over the Friday night before the races. In the end she looked a lot better, but still needs a lot of work to get her where I want her.

Lobster boat racing has been going well this summer with every venue having more entrants than last year. Not sure why the up-swing, but giving a hull away sure brings them out. Stonington was up more than 40 boats over last year and that was due to giving away a 25-foot hull. Sign-ups took a while as we registered over 110 boats and some waited in line for more than an hour. I was hoping to have been in Stonington the night before, but logistically that did not happen. I am always looking for ways to do things better, so, hopefully next year I will be at some venues the night before and pre-register as many boats as possible. That should lessen the time it takes to do sign ups on race day. I am hoping to be in Winter Harbor the night before as this is their 60th anniversary and will be giving away a 33-foot Crowley Beal hull.

Something else I have noted in the races is that some of the races have been very competitive. It is no secret that some of the engines have been turned up and I am hoping that those that are just behind his competition does not go beyond the limits and lose an engine. No one wants to see an engine let go, as the cost goes well beyond the cost of the engine. Lost fishing days could make this a very costly mistake. Getting the bragging rights I understand, but not at the cost of your livelihood.

# 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 &...  
Upta Camp  
Bath  
Info: [mainemaritimemuseum.org](http://mainemaritimemuseum.org)

### Cape Ann Museum

Above the Fold, Photographers of the "Gloucester Daily Times"  
Coming Home: Selections from the Janet and William Ellery James Collection  
Native Waters, Native Lands  
Fitz Henry Lane Gallery Re-envisioned  
In the Round: 20th Century Cape Ann  
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  
New Bedford, MA  
Info: (508) 997-0046

### 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

### JULY

25-27 Camden Classics Cup  
Lyman-Morse, Camden  
Camden  
Info: [camdenclassiccup.com](http://camdenclassiccup.com)

26-27 Downeast Challenge  
Marblehead Yacht Club  
Marblehead, MA  
Info: [regattaman.com](http://regattaman.com)

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

### AUGUST

1 Castine Classic Yacht Race  
Castine Yacht Club  
Castine  
Info: [castineclassic.com](http://castineclassic.com)

1-4 Monhegan Island Race & Seguin Sprint  
Portland Yacht Club  
Falmouth  
Info: [portlandyachtclub.com](http://portlandyachtclub.com)

2 Camden to Brooklin  
Camden

3 Eggmoggin Reach Regatta  
Brooklin

10 The Third Annual SailMaine Festival  
SailMaine  
Portland  
Info: [sailmaine.org](http://sailmaine.org)

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

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

16-18 Ted Hood Regatta  
Marblehead, MA

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

17 RYC/Sail Power & Steam Scholarship Race  
Rockland Yacht Club  
Rockland  
Info: [rocklandyachtclub.org](http://rocklandyachtclub.org)

17 Bluewater Regatta  
Centreboard Yacht Club  
South Portland  
Info: [regattaman.com](http://regattaman.com)

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

22 Max Warburg Trophy  
Northeast Harbor Fleet  
Northeast Harbor  
Info: [nehfleet.org](http://nehfleet.org)

25 Camden Solo Challenge  
Camden Yacht Club  
Camden  
Info: [camdenyachtclub.org](http://camdenyachtclub.org)

### SEPTEMBER

7 Around Islesboro Race  
Northport Yacht Club  
Northport  
Info: [regattaman.org](http://regattaman.org)

12-15 Newport International Boat Show  
Newport, Rhode Island  
Info: (800) 582-7846

14 Maine Rocks Race  
Rockland Yacht Club  
Rockland  
Info: [rocklandyachtclub.org](http://rocklandyachtclub.org)

# Remembering the Race Boat CRY BABY

By Jean Dubuc & Bruce LePage

The recent photos and complimentary articles in "Maine Coastal News" about the racing lobster boat CRY BABY really warmed the hearts of her builders Jean Dubuc and Bruce LePage – now 83 years old – inspired us to write the story of the CRY BABY.

Bruce grew up in Falmouth and fished lobsters while attending high school and college, first from a skiff he and his dad built, and later from a 28-footer with a Ford flathead engine. He went on to a career as a high school math teacher.

Jean vacationed at the coast as a boy and always admired lobster boats. When he returned from Vietnam he rewarded himself by buying a piece of junk lobster boat which provided him an education on just about everything that could go wrong with the boat. He completed a 40-year career with Johns Manville as the Plant Engineer in Lewiston.

We were neighbors and friends since 1979. At one time we worked together to build a 16-foot John Gardner designed semi-dory and discovered that we could work very well together. Over the years we thought that when we retired we could build a big skiff, and fish a few traps for fresh air and exercise, and make a few bucks! Fast forward to the late 1990s—we were both retired and faced with the realization that the system was rigged so there was no way in hell that "outsiders" like us could ever get lobster licenses. Jean said to Bruce, "You have lots of boat experience and you know woodworking. I have been around auto racing half my life and know how to design things. We know we work well together. We can't fish with these people but we can still race against them. What do you think?" Bruce said, "Let us do it!"

THUS BEGAN THE STORY OF THE "CRY BABY"

We studied racing results to learn what boats went how fast in the various classes. We attended some races to get a feel of what went on. We hooked up with Al Strout, an old friend from sports car days, who was racing KELIN at the time, and got a feel of what a racing lobster boat was like. We decided that a small boat, which could be trailered to the races, would be most practical and affordable. We also decided that the six-cylinder gas class would be a good fit since no one was competing regularly in that class. If we were no good, nobody would notice—if we were fast we would not be stepping on anyone's toes (we were not figuring on "Free for Alls" at the time).

We felt that a small, lightweight boat, powered by a big race tuned six-cylinder gas engine, should be able to exceed 30 miles per hour (in its final form CRY BABY could go 33-34 miles per hour.)

Making a boat with a conventional hull design go fast is not magic. You need a wide flat planning surface aft, minimal underwater interference, and lightweight. Bear in mind that CRY BABY was not a lobster boat – she was a fast boat that looked like a lobster boat, the way a NASCAR racer looks like a passenger car. All she had to do was to go fast in the relatively calm water of harbors. She did not have to deal with rough or following seas, handle loads of traps, or take the beating of a working lobster boat. We figured that it was just as easy to build a good-looking boat as an ugly one. We did a lot of sketching and determined that we could make a 25-foot boat look like a scaled-down 30-footer rather than a stubby 24 footer. The trunk cabin could be kept low since there were no accommodations and the shelter could be kept lower than normal since neither one of us is very tall. We built a half model and shaped it until we were pleased with its appearance. At this point we were faced with the harsh reality – how do two amateurs actually build a real 25 foot boat?

We visited several boatbuilding shops and met a number of interesting individuals, every one of them respectful and helpful in their own way. We hit the jackpot when we met Walter Greene, builder of world-known sailboats. He sat with us, sketched and explained the way he built his hulls. It is simple, straight forward and generates a minimum of wasted material. Building the hull upside down you hang plywood "perimeter frames" developed by cutting the half model in sections, tracing on graph paper and scaling up directly on the plywood-interlocked with 2x fore and aft stringers. The perimeter frames were half inch plywood. The 2x lumber made up four vertical supports. The two center were quite tall. They supported the working platform and continued through the bulkhead to become motor mounts. The outer two were 2x4s supporting the platform and ended at the bulkhead. Down in the cabin we laminated plywood material extending forward of the motor mounts and curving to a point to support the perimeter frames where the hull narrowed toward the bow. This assembly is bolted to stands and basically covered by nailing and gluing cedar strips to it. On the big flat triangle that made up the planning surface on the aft half of the bottom, we used 1x6 boards. From there we use cedar strips 1 inch wide x 5/8 inch thick.

The full-length keel required by racing rules presented a challenge. We built a truss-like structure of oak above and below the fiberglass shaft tube. We ground the sides of the tube flat, as much as we dared, to keep the keel narrow. The sides of the keel were covered with 3/8 inch Marine Meranti plywood



The racing lobster boat CRY BABY, powered with a 6-cylinder gasoline engine, showing her transom to Lindsay Durkee's BLACK DIAMOND, which was powered with a V-8 454.

Photograph by Lindsey Strout

and scalloped out ahead of the propeller in an attempt to stream-line the water flow in that area. The outside of the hull was covered with two layers of 6 ounce fiberglass cloth in epoxy resin. At that point we flipped the hull over onto a cradle. The inside of the hull, frames, stringers, etc. were covered with 18 ounce stitched-mat in polyester resin. The platform, decks, cabin and shelter were built in a rather conventional manner keeping everything as lightweight as we thought we could. The shelter was too high on the boat to build it inside the garage so it was built separately and bolted onto the boat outdoors.

The two common six-cylinder engines were a Chevy 292 and a Ford 300. Knowing that 292 Chevys were used in lobster boats and that they shared some parts with very

common small block Chevy V8s, we chose that motor and were able to buy one from a gunsmith in Norway, Maine. We found a Clifford racing intake manifold in "Uncle Henry's" and located a set of exhaust headers used in the old six-cylinder charger class race cars. To obtain hardware components we found a derelict lobster boat and a rundown Downeast cruiser in a field in Naples, Maine. The property owner said that they had belonged to a deadbeat tenant who abandoned them when he skipped out. We could have anything off the lobster boat if we got it out of there. We cut it up, salvaged the pot hauler, steering controls, gear, shaft, etc., hauled the rest of it to the dump and cleaned

Continued on Page 6

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# Remembering the Race Boat CRY BABY

Continued from Page 5

up the area real well. The man was so pleased he told us to take whatever we wanted off the other boat. So, we grabbed another velvet drive, shaft, and propeller. The Olds' engine was junk and the gear was no good but the gear from the second boat was good and used in the CRY BABY her whole entire career. We sold the hydraulic trailer. To avoid the complexity and weight of the hauler but stay within the rules we used the old system of a belt driven pulley off the front of the engine turning the shaft to a capstan. (Yes, yes, yes, we all know what it is really called.)

We built the trailer out of square and rectangular tubing. The only unique feature was the towing draw-bar which we could extend ten feet to get the trailer deeper into the water during launch and retrieval. We used house trailer axles and wheels. The magnetic brakes were a maintenance headache—we seldom returned from a race weekend with all four working. We added grease fittings to the hubs to keep water out of the bearings. At the end of each season, we had to remove, clean and re-lubricate the bearings because water always got in. When we were building the second boat we decided we were going to buy a real boat trailer.

When the time came to launch the boat for "sea trials" we brought it to Lake Auburn. The first thing we did was mark the waterline. Not knowing where it would end up, we had not painted it. The boat floated dead level on the design waterline! Beginners luck? We pulled away from the dock, warmed up, opened it up, went over 25 miles per hour – over-revved the motor and spun a rod bearing. We had hoped to make the last races of the 2004 season but now we had to remove, rebuild and replace the engine instead. It was obvious that the boat had potential so we decided to get serious with the engine. We approached Bob Bailey and Cundy's Harbor – a well-known

builder of racing engines, notably the one in VOOP. He said he wanted nothing to do with our project in no uncertain terms! When we asked if he could recommend another engine builder he referred us to a young man in Richmond. The next time we met Bob Bailey was at a Boothbay race. He was with the Engerts at the dock where we had our trailers. THUNDERBOLT had retired with engine trouble and CRY BABY had just won the Free for All. We have since learned that Bob is a pleasant and accommodating guy – (just not with us, we guess). Sharing the same building with Bailey is the shop of Mark Lucas who specializes in marine gears. He was exceptionally helpful to us on a number of occasions.

The shop to which we were referred was doing so well rebuilding automotive transmissions that they were not doing engine work. However, there was a man in Richmond who was a retired Coast Guard man, in not very good health, who did engines, and said he could come in and use his machinery. What a stroke of luck! This man had specialized in building six-cylinder racing engines for the old "Charger" class stock cars. He did our engine promptly, at a fair price, set up and cleared for racing. In her whole career CRY BABY never had an engine issue! In its final form the engine had an Iskenderian cam, solid lifters, cylinder head with oversized intake valves – racing springs – milled .090-inches, hi-volume oil pump, Clifford aluminum racing intake manifold, Holley 500 CFM-4 barrel carburetor, and exhaust headers. A stock 292 has 165 horsepower. We estimate our motor had about 225 horsepower. We ended up running a 17 x 19 inch propeller with a medium cup and ran at 5000 RPMs. As we made improvements over the years at some point the propeller was 17 x 17 inch and we were buzzing the motor so we added pitch and cup. At Lake Auburn, the first time the throttle was opened up, there was a horrendous screeching and thumping

noise. The increased effort to turn the prop was too much for the old bronze shaft we salvaged from the old cruiser and it twisted. Since it was under compression the twisted area expanded about 1/8 of an inch – right inside the rear cutlass bearing, turning the rubber to charcoal. A new steel shaft and cutlass bearing, and we were ready to go racing again.

CRY BABY made her debut in Boothbay in 2005. The day before the races we called up Clive Farrin to make sure about launching, parking, and docking, and sign-up procedures so we would not get off on the wrong foot and be a nuisance. Clive patiently and politely dealt with our concerns. He asked if we had a full keel and hauler. Years later we learned that after that phone call he put his head in his arms on the desk and said "Now I have heard it all. Two f\*\*\*ing dubs from Lewiston think they've built a lobster boat and want to come race with us." When we arrived and tied up the boat we received a lot of attention. We treasure a photo of us talking with Glenn Holland on the boat. We remember the look of surprise on the face of Jon Johansen when he came aboard and felt the boat move when he shifted his weight. Our performance on the race course brought immediate success in our class which had practically no other entrants. We also regularly placed in the money in the Free for Alls, since it was uncommon for more than one or two of the really fast boats to show up – and they often had problems. The first time we had one a Free for All was at Searsport. Galen Alley in FOOLISH PLEASURE ran side-by-side with us to make us look good. When we got near the finish he opened it up, blew something in the drivetrain and went dead in the water. We sailed on to win. We went on to win other Free for Alls over the years, but that one was the most fun! One time, early in our career, in Friendship there were several boats in the small block V-8 class. The race director was evidently not familiar with us yet as he politely asked us to run in the race with the small blocks saying we would be credited with our class when and requested that we run on the side and stay out of the way of the other boats. Naturally we went out-stayed out of the way by leading all of them down the course.

Shortly after we started racing, we met Chris Smith who now races the MISTY. We had taken on the unenviable task of trying to make a Repco 30, named LINDA CAROL go fast. The Repco hull – one of the very first fiberglass hulls [produced by his relatives] – has a lovely sheer line but is very heavy and pathetically narrow in the transom. We usually ran against him and had about a two miles per hour advantage. We became friendly rivals and later on good friends. For several years we would both make improvements during the winter and emerge the next season both faster, but we maintained the slight advantage. He keeps a ruined piston in his shop as a memento of one of these attempts. The CRY BABY was uncontrollable in wind and choppy water. Chris took great delight in beating us when this happened. CRY BABY had an evil habit – usually in a crosswind – of heeling over

and seemed to sail on its keel and start to go in a circle. The steering wheel input did nothing – only slowing down would correct the situation. This actually occurred once during a race at Pemaquid. The addition of tiny lifting rails recommended by Glenn Holland made a major improvement. We first ran the boat with the rails at Richmond with Chris Smith aboard. We were congratulating ourselves on how safe and stable she felt. Chris said, "If you guys thought that was safe and stable, I cannot imagine how it was before!" This would not occur in a lobster boat that had three times the weight and one third the speed.

Over the years we kept careful records of construction cost, and maintenance, as well as all the expenses associated with the race days. Each year we added up race expenses versus race winnings. Every year except one we earned money – that year we gave away two traps to young friends – that we would normally sell – and lost \$11 from that season. When we sold the boat each of us earned about \$4000.

The CRY BABY provided many wonderful experiences and memories – from the satisfaction of designing and building a successful boat, to the fun of racing, to the great characters we met, to some memorable experiences. That is about all of the CRY BABY story, but let us recall some of our favorite memories:

One day after the Searsport race, Steve Johnson and his crew needed a ride back to their motel. We had no room in the truck so they rode in the boat from the harbor, right down Route 1 to the motel, in Sunday holiday traffic.

While we were getting the boat and trailer ready to leave after a Friendship race, a lovely lady spotted the boat and excitedly said something like, "Is that the CRY BABY? Is that the CRY BABY? Yes! Yes! It is the CRY BABY! Oh! I love that boat! It is my favorite boat." Needless to say we had a very pleasant conversation with her!

Tied to the dock in Pemaquid we were approached by a woman who appeared normal at first. She said something about not being allowed on some other boat. Bruce graciously said she was welcome aboard our boat. After a few minutes it became evident that she was more than a little strange. She muddled onto Jean and tried to hug and kiss him. Jean was so shocked he cannot remember how we got rid of her.

One of the good guys we met was Paul "Bucky" Holloway "Coastal Boatworks." We had an arrangement where we could drop off the boat and trailer in his yard after the Boothbay race and pick it up the next morning on the way to Rockland, saving us the two-way haul to Lewiston and back. We even had the combination to the lock on his gate so we could get in if it was close. Much appreciated!

Another facility where we were treated very well was Bittersweet Marine in South Bristol where we launched for the Pemaquid races. Mike gave us the run of the place, use of his tools, etc. and never made us pay for launching.

After the Rockland race, one year, we were parked next to the awards hall and were pleased to see several young studs under the back of the boat checking out the propeller etc. Our rudder was quarter inch stainless steel – ground to a knife edge and engine turned. We kept the propeller polished so it would look brand-new or special-just for such an occasion.

After the Searsport race Glenn Holland came over and gave the boat a good inspection as it sat on the trailer. He asked "Would

Continued on Page 25

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# PASSED OVER THE BAR - "GIFFY" FULL

Guilford Ware Full, lovingly known as Giffy, died peacefully on Saturday, July 6, 2024, with his children Bill Full and Arlene "Tuny" Page at his side in Brooklin Maine. Giffy was born in Lynn, Massachusetts on February 9, 1927, to William Sanford Full and Mabel Farnham Full.

The family relocated to 16 Beacon Street in Marblehead MA, where Giffy and his siblings William, Barbara, Jim and Caroline grew up. As luck would have it, their new home happened to be directly across the street from Graves Yacht Yard where custom wooden boats were being built, rehabbed and stored. It was on those hallowed grounds that Giffy learned everything and more about the wooden boat industry and, in very short order, became a student in wooden boat building and care, while somehow surviving a traditional education. With World War II underway, Giffy didn't wait to be called up, rather, he lied about his age and served in the US Navy until at the war's end he was honorably discharged.

On his return to Marblehead, Giffy threw himself into the marine industry with a strong focus on the building and

surveying of wooden boats. His reputation blossomed. In 1949, Giffy began a 22-year run as private captain aboard the yachts of Maynard and Jane Ford.

In early 1952, Giffy was invited to a blind date, and chose the yacht "Maggie Fury" for drinks and dinner where he met the love of his life, Charlotte. Legend has it that it took Giffy several months before making it clear to her that he was the captain of the yacht not the owner! That said, the die was cast; Giffy and Charlotte were married in 1952, and welcomed son William in 1954, and daughter Tuny in 1956.

Giffy and his brother Jim were "like-minded souls" and together bought, designed and built boats to support a dynamic business of boat charters, harbor excursions, deep-sea fishing and the like, together they ruled Marblehead harbor for over 25 years.

Giffy's reputation as an honest and thorough surveyor of any type of boat was beyond reproach. He loved the work and was honored to have assessed famous vessels such as the MAYFLOWER II, the USNS CONSTITUTION, TICONDEROGA, and



## Ground Breaking Study Reveals Oceanic Seabirds Chase Tropical Cyclones

WOODS HOLE, MA -- A new study published today in Current Biology, "Oceanic Seabirds Chase Tropical Cyclones," reveals that the rare Desertas Petrels (*Pterodroma deserta*), a wide-ranging seabird in the North Atlantic, exhibit unique foraging behaviors during hurricane season. Contrary to other pelagic seabirds, these petrels do not avoid intense tropical cyclones but instead exploit the dynamic conditions for their benefit, providing new insights into the impact of cyclones on open ocean marine life.

"Initial studies suggested that seabirds either circumnavigate cyclones or seek refuge in the calm eye of the storm. However, the Desertas Petrels we tracked did neither; instead, one-third of them followed the cyclone for days, covering thousands of kilometers," stated Francesco Ventura, lead author and a Postdoc Investigator in Biology at the Woods Hole Oceanographic Institution (WHOI). "When we saw the data, we nearly fell off our chairs. This is the first time we have observed this behavior."

"It's striking how well the birds know how to exploit the large-scale wind conditions over the North Atlantic for their travels," said Caroline Ummenhofer, Associate Scientist, Physical Oceanography, at WHOI. "When you overlay the petrels' foraging trips on top of average winds, it's

a very close match."

The Desertas Petrels nest on the Bugio Island in Portugal, located off the western coast of North Africa. This island hosts the only known nesting colony of these pigeon-sized seabirds in the world, with fewer than 200 pairs residing on a plateau surrounded by steep cliffs. During their six-month breeding season, Desertas Petrels embark on extraordinary foraging journeys, often spending weeks at sea and flying roundtrips up to 7,500 miles across the Atlantic in search of food. They belong to the genus *Pterodroma*, which means "wings on the run."

"We correlated the birds' locations with intensifying storm conditions, including waves up to 8 meters high and wind speeds of 100 kilometers per hour," said Ventura. "Upon encountering strong winds, the birds reduced ground speed, likely by spending less time in flight to avoid injury to their wings. In addition, the wakes of the storms provided predictably favorable wind conditions with higher tailwind support than alternative routes. Impressively, none of the birds we tracked were harmed by the storms and there was no incidence of nest desertion."

**Continued on Page 12**

many of the Aage Nielsen-designed boats, and no fewer than 60 of the Concordia yawls. That said Giffy was just as happy to help newcomers to the boating world with his classic "free advice!" He loved his connection with the Wooden Boat School in Brooklin where he taught the basics of surveying boats to eager students who invariably became close friends.

Giffy's "pseudo" retirement allowed for extensive cruising with Charlotte and more friends (and friends yet to be) that can ever be counted. Ultimately, they chose the wooden boat capital of America, Brooklin, Maine, as their true and final home. They enjoyed comradely, storytelling, family, and their "open door" policy that never failed to bring fun and laughter. After Charlotte's passing in 1994 Giffy was supported by friends and family, who encouraged him to soothe his heartache by buying another

boat, the "GOLDEN RINGS" named in honor of Charlotte. Eventually his boat-owning days came to a quiet close, but Giffy's passion for boats, family and friends never waned. He was incredibly proud of his family: Bill and Sue Full, Tuny and David Page and three grandchildren Ashley and Steve Full and Charlotte Page.

Giffy passed away just as he wanted: with family and friends galore, with dedicated caregivers, phone friends, "In his house!" with the odd rum coke, and with the sure knowledge that he was respected and "Loved Beyond Measure!"

Bon Voyage "Cap"

In lieu of flowers, Giffy requested that donations in his name be made to the Friends Memorial Library in Brooklin, 1 Reach Road, Brooklin, Me 04616

Condolences may be expressed at [www.acadiacremation.com](http://www.acadiacremation.com)

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# U. S. NAVY NEWS

## Corpsmen, The Cutting Edge of Navy Medicine, Celebrates 126 Years

17 June 2024

FALLS CHURCH, Va. -- Today, the 126th birthday of the Hospital Corps was celebrated with great pride and tradition at the Defense Health Headquarters. The ceremony, attended by distinguished guests and personnel, honored hospital corpsman's rich legacy and invaluable contributions to the United States Navy and beyond.

Rear Adm. Darin Via, Navy Surgeon General, who was a prior hospital corpsman, delivered remarks highlighting the dedication and sacrifice of hospital corpsmen throughout history.

"You are the reason Sailors and Marines are willing to go into harm's way," said Via. "It is the corpsmen at the front line that is going to be saving lives and determining who gets to come back to their loved ones. Truly a salute to every corpsman who has served, who is serving, and who will serve."

The ceremony featured a solemn flag folding ceremony, symbolizing the honor and respect accorded to those who have served and continue to serve in the Hospital Corps. This was followed by a ceremonial cake-cutting, a time-honored tradition signifying unity and camaraderie among all

members of the Navy community.

In anticipation of this milestone, on June 14, Rear Adm. Rick Freedman, Navy Deputy Surgeon General, and Force Master Chief Patrick Paul Mangaran led a commemorative command run. Sailors participated in the run, pausing at planned stops where they were educated on significant historical milestones of the Hospital Corps. This educational journey underscored the Corps' pivotal role in shaping the Navy's current landscape.

"126 years of the Hospital Corps legacy continues to live strong because of each and every one of you," remarked Mangaran. "Thank you for continuing to build on the foundation that was set before us."

The 126th Hospital Corpsman birthday ceremony served as a poignant reminder of the unwavering dedication and professionalism of hospital corpsmen worldwide. As they continue to keep the warfighter in the fight, their legacy remains an integral part of Navy tradition and service.

Navy Medicine – represented by more than 44,000 highly-trained military and civilian health care professionals – provides enduring expeditionary medical support to the warfighter on, below, and above the sea, and ashore.

## SECNAV Names Future Guided Missile Frigate USS Galvez (FFG 67)

21 June 2024

MADRID – Secretary of the Navy Carlos Del Toro announced that a future Constellation-class Guided Missile Frigate, FFG 67, will be named USS Galvez, June 21.

Secretary Del Toro made the announcement while joining U.S. Ambassador to Spain Julissa Reynoso Pantaleón and Chief of Staff of the Spanish Navy, Admiral

Antonio Pineiro, in Madrid, Spain, for the U.S. Embassy's Fourth of July Celebration.

The future USS Galvez honors Conde Bernardo de Gálvez y Madrid and his service during the American Revolutionary War. This will be the first U.S. Navy vessel named for Gálvez.

"Gálvez wasn't just a supporter from afar—his actions directly influenced the course of the war and helped secure American Independence," said Secretary Del Toro. "That is why, in his homeland, I am incredibly pleased to announce that our next Constellation-class frigate, FFG 67, will be named the USS Gálvez."

During the American Revolution, Gálvez provided supplies, intelligence, and military support to the American colonists and led military victories for Spain against Great Britain. As governor of Spain's territory in Louisiana, he covertly worked with American agent Oliver Pollock in 1777 to transfer money, gunpowder, and vital supplies to colonial forces.

In his direct service to Spain, Gálvez recruited an army of 7,500 men made up of Spanish, French, African American, Mexican, Cuban, and Anglo-American forces. In 1779–1780, his forces defeated the British at Battles in Baton Rouge, Louisiana; Natchez, Mississippi; and Mobile, Alabama. In 1781, he successfully seized Pensacola, Florida, and was wounded during the fighting. His contributions were recognized by George Washington as a decisive factor in the outcome of the Revolutionary War.

After the Revolutionary War, Gálvez led an effort to chart the Gulf of Mexico, including Galveston Bay, and served as the viceroy of New Spain. In 2014, the United States Congress passed Public Law No. 113-229, granting him honorary citizenship of

the United States—making him one of only eight honorary citizens in U.S. history.

The future USS Galvez, the sixth of the new Constellation-class frigates, was appropriated in 2024. The other ships in the class are USS Constellation (FFG 62), USS Congress (FFG 63), USS Chesapeake (FFG 64), USS Lafayette (FFG 65), and USS Hamilton (FFG 66). Secretary Del Toro named the future USS Lafayette (FFG 65) in 2023 and the future USS Hamilton (FFG 66) in May 2024.

Along with the ship's name, Secretary Del Toro announced the sponsors for the USS Galvez will be Ambassador Reynoso Pantaleón and Spanish Ambassador to the U.S. Ángeles Moreno Bau. They, in their role as sponsors, will represent a lifelong relationship with the ship and crew.

"Honoring Bernardo de Gálvez in this way at our Independence celebration marks not only the close, enduring, and historic partnership between the United States and Spain, it also recognizes his and Spain's critical role in the war for America's Independence almost 250 years ago," said Ambassador Reynoso.

The Constellation-class guided-missile frigate represents the Navy's next generation small surface combatant. This ship class will be an agile, multi-mission warship, capable of operations in both blue-water and littoral environments, providing increased combat-credible forward presence that provides a military advantage at sea.

The Constellation-class will have multi-mission capability to conduct air warfare, anti-submarine warfare, surface warfare, electronic warfare, and information operations.

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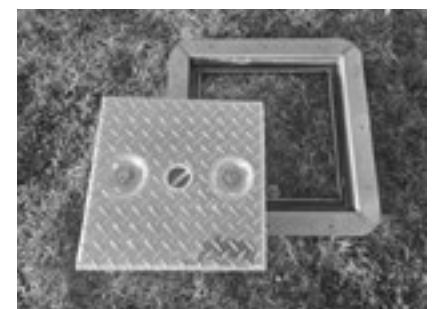


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# U. S. NAVY NEWS

## Keel Authenticated for Future USNS Sojourner Truth

From Team Ships Strategic Operations  
24 June 2024

SAN DIEGO — The keel for the future USNS Sojourner Truth (T-AO 210), a John Lewis-class fleet replenishment oiler, was authenticated at General Dynamics (GD) NASSCO, June 21.

The ship is named for human rights pioneer Sojourner Truth, an abolitionist and women's rights activist.

A keel laying ceremony represents the joining together of the ship's modular components at the land level. During the ceremony, the keel is authenticated when a welder etches the initials of the ship sponsor into the ceremonial keel plate, which will sail with the ship throughout its service life. The ship sponsor is Marian Wright Edelman, civil rights trailblazer and Founder and President Emerita of the Children's Defense Fund.

"The future USNS Sojourner Truth will aid in expanding refueling capability at sea," said John Lighthammer, program manager, Auxiliary and Special Mission Ships, Program Executive Office (PEO) Ships. "This ship honors the legacy of a woman of great character and determination and the ship will bring the critical capacity needed to the fleet in often rapidly changing environments."

The John Lewis-class of ships is operated by the Military Sealift Command and the oilers feature substantial volume for oil, a significant dry cargo capacity and aviation capability. T-AOs provide additional capacity to the Navy's Combat Logistical Force and become the cornerstone of the fuel delivery system.

PEO Ships, one of the Department of Defense's largest acquisition organization, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, auxiliary ships, special mission ships, sealift ships and support ships.

## USS John C. Stennis Leaves Dry Dock, Begins Second Phase of Refueling and Complex Overhaul

From Program Executive Office Aircraft Carriers Public Affairs

10 July 2024

WASHINGTON NAVY YARD - USS John C. Stennis (CVN 74) undocked from dry-dock April 8, completing a significant milestone during its multi-year Refueling and Complex Overhaul (RCOH) at HII-Newport News Shipbuilding (NNS) in Newport News, Virginia.

Commissioned in December 1995, the nation's seventh Nimitz-class nuclear-pow-

ered aircraft carrier entered RCOH in May 2021, under a \$3 billion contract with NNS. The overhaul is now more than 65 percent complete and tracking for redelivery in October 2026.

Aircraft carriers enter refueling complex overhauls at the mid-point of their 50-plus-year lifespan, incorporating upgrades to propulsion equipment, infrastructure and electronic systems. After NNS flooded the dry dock with more than 100 million gallons of water, the ship moved to the shipyard's outfitting berth, where shipyard workers and crew will complete the installation and testing of major components and combat support systems.

Rear Adm. Casey J. Moton, Commander, Program Executive Office Aircraft Carriers, recognized the important milestone, adding that the next phase of the ship's overhaul will deliver impressive new technologies to support the Navy's warfighters, enabling John C. Stennis to meet operational taskings during another 25-plus years of service. "When John C. Stennis redelivers, she'll be the most technologically advanced Nimitz-class aircraft carrier in the Navy," Moton said. "She'll bring to the fleet the highest level of capability across all mission sets."

Moton also acknowledged that the shipyard and Navy team have been navigating several challenges and working under an extended redelivery schedule due both to mandatory growth work following ship condition assessments, as well as industrial base challenges.

"The Navy-Industry team is dealing with the lingering effects of a post-COVID industrial base—one that includes a reduced or unstable capability and capacity along with challenges in workforce recruitment, retention and proficiency. However, the bottom line is that fleet operators need us to deliver these capital assets to our warfighters ready for tasking, so we are working on a daily basis with our industry partners and within the Navy to accelerate problem solving and to speed production on the deck plates—all focused on delivering readiness. I am proud of our entire team for achieving this important production milestone towards redelivering USS John C. Stennis to the fleet."

Capt. Mark Johnson, manager of the PEO Aircraft Carriers In-Service Aircraft Carrier Program Office, said that the Navy-Industry team is leveraging lessons learned from the Navy's previous RCOHs, especially on USS George Washington (CVN 73), which was redelivered in May 2023.

"Recognizing the changing workforce demographics coming out of the COVID



The aircraft carrier JOHN C. STENNIS undergoing major overhaul.


panic, the combined Navy/Shipbuilder team has taken measurable steps to improve the level of support to the mechanic or sailor actually performing work on the ship by leveraging new digital management tools and processes," said Johnson.

More than 25 million total man-hours of work will go into John C. Stennis' RCOH, with crews refitting and installing a new square and tapered mast, accommodating state-of-the-art defense and communications systems, updates to the ship's shafts, refurbished propellers, and modernized aircraft launch and recovery equipment.

"RCOH construction enhances nearly every space and system on the carrier, beyond the most critical requirement to defuel and refuel the ship's two nuclear reactors and to repair and upgrade the propulsion

plant," Johnson said. "We work on every part of the ship, from the hull, screws and rudders to more than 600 tanks; thousands of valves, pumps and piping components; electrical cables and ventilation; as well as combat and aviation support systems. It's demanding, complex work that challenges every member of the planning team, shipyard crews and ship's force."

During the upcoming outfitting and testing phase, shipbuilders will complete the overhaul and installation of the ship's major components and test its electronics, combat and propulsion systems. This period will also focus on improving the ship's living areas and the general quality of life for the sailors, including crew living spaces, galleys and mess decks.



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# Downeast Working Maine

By Sheila Dassatt

Most of you know that I have been working with the Downeast Lobstermen's Association for a while now. This July marks my 20<sup>th</sup> year being affiliated with the association and I am very proud of representing Downeast Maine and it's fishing and marine industry.

We have struggled with certain issues for as long as I have been involved, we have fought certain battles and are continuing to fight these battles such as protecting whales and now protecting the threat of our fishery from wind power that includes massive wind turbines along our Gulf of Maine Coast. We have studied the mercury content of our lobsters from certain drain offs from factories and worked to make sure that these issues are cleaned up so that the lobsters and marine wildlife are safe from this kind of toxic harm. This is all just the tip of the iceberg when it comes to working with all of the regulations that we are now facing. The new requirements that are being asked of the fishermen are very involved, most requiring electronic entry (which most still don't have the equipment to do) and a lot more rope work than ever before, just to be whale compliant. This is all very expensive to the fishermen as well. It costs a lot just to meet the requirements and make ends meet after expenses.

Last week, Mike and I took a trip to Jonesport-Beals so we can look in on the

Jonesport Shipyard, which is under new ownership by Jon and Ann Johansen. We didn't make it to their open house, so we took a beautiful day and headed Downeast. We also wanted to see how the coastline and docks looked after those terrible January storms.

Now I need to say to all that are interested and care about helping the fishing industry, That this is an area that totally depends on a certain way of life. It is a beautiful and hard working area that has virtually been untouched for years. I took the time to write down the working establishments that support this area. If you take the time to read this, you will get the picture.

Traveling to Jonesport-Beals, we went through various towns that have stayed the same for years, which can be a beautiful thing. One of the big industries that we passed through is that it's almost time for the blueberry harvest. I'm sure that you've heard of Wyman's Blueberries. It is almost that time of the year and things are ramping up for that. This all takes in harvesting, trucking them to process and getting them to their destinations in the market place. As you go further "down," you will turn by Friendship Trap, where they show the largest lobster trap in Maine! This is directly across from a shop that looks like a bunch of blueberries. When we head to our destination, we had a good idea of how folks live and survive in this rural area. We passed Dennis

Welding and Marine, woodworking shops and places that sell firewood. The closer that we got, we saw a place that buys and sells clams and a large bait facility which I believe belongs to the Durkee Family. We also went by the "Wreaths Across America" facility! This is such a wonderful thing that they do for all of our veterans.

As we entered town, we saw T. A. King and the Church True Value accompanied by Hamilton Marine. I remember the IGA across from it that is now closed and boarded up. Why am I painting this picture? Well, this is a very hard working area that depends on a certain way of life. We do not want to see this go away in time simply due to regulations and "progress" called green energy, such as windmills and even these solar fields. They take up good fields that can be used for a better survival purpose such as blueberries, hay and a place for our wildlife to exist.

Our trip through Beals took us by A. C. Lobster, where most of the lobsters are purchased and trucked out to further destinations. This took us by Barney Cove, Alley Bay and the Fishermen's Co-op. As

you cross the bridge to Beals, we also saw the U. S. Coast Guard Station, which is very important to the area.

At the end of our road through Beals, we ended up at the Downeast Institute, which is headed up by DEI's Director of Research, Brian Beal. This is the state's first and only public shellfish hatchery. DEI's specialty is raising juvenile shellfish for fisheries stock enhancement and research purposes. They also produce food for shellfish through stock phytoplankton culture system and mass algal system. They do have facility tours. If you are interested in a tour, you can call 207 497-5769.

Again, one of our concerns was that a lot of the docks and waterfront facilities are not large municipalities, which the large ones with ten or more workers, are the ones that have been receiving help with waterfront restoration. We have not given up on helping these traditional waterfront docks that have been established for years. This is all a way of life and we need to put more focus on helping to restore whatever they need to make a go of it for our future generations.

## Maine Dept. of Marine Resources

### Body of Colorado Man Recovered from Frenchman Bay

July 14, 2024

BAR HARBOR - The body of 73-year-old Dennis Webber of Colorado Springs, Colorado was recovered at 10 p.m. Saturday from Frenchman Bay.

According to the Maine Marine Patrol, Mr. Webber had launched his kayak for a solo trip from a location at the end of Seely Road in Bar Harbor at approximately 4:30 p.m. yesterday. When he failed to return, a family member notified the Bar Harbor Police Department at approximately 8:30 p.m. A search was then initiated involving members of the Maine Marine Patrol, the U.S. Coast Guard and the National Park Service.

Mr. Webber's body was located in the water by National Park personnel near The Thrumcap, a small island near his reported put in location at Seely Road. Mr. Webber was wearing a life jacket when his body was recovered. His kayak has not been found.

His body was transported to the Bar Harbor town pier where local EMS personnel pronounced him deceased.

Mr. Webber's body has been transported to Jordan Fernald Funeral Home and will be examined by the Office of Chief Medical Examiner's Office.

### Registration Now Open for 2024 Maine Coastal Cleanup

July 12, 2024

The Maine Coastal Program, a Division of the Maine Department of Marine Resources (DMR), has opened registration for the annual Coastal Cleanup. The Coastal Cleanup is a volunteer-driven initiative designed to clean debris from Maine's coastal shores and waterfront communities.

Part of the International Coastal Cleanup, Maine's Coastal Cleanup will run from September 7<sup>th</sup> to the 21<sup>st</sup>.

Anyone who wishes to coordinate a local cleanup can register online by completing a brief form on the DMR website and selecting a site along the coast.

Once a registration has been received, DMR will remove the chosen location from the available sites on the online registration form. If a coordinator indicates on the registration form that they are seeking volunteers, DMR will list that site along with contact information so interested volunteers can reach out to the coordinator.

Prior to the date of each cleanup, coordinators will be sent a package containing resources to collect and record trash. "We encourage Coordinators to have their volunteers bring gloves, hats, sunscreen and water to stay hydrated," said Theresa Torrent, Outreach and Stewardship Specialist for the Maine Coastal Program.

The International Coastal Cleanup was established over 35 years ago to address the problem of trash in our oceans and on our coasts. The non-profit Ocean Conservancy, which coordinates the global initiative, maintains a database of all the items that volunteers around the world record when collecting trash.

"Every year the Maine Coastal Cleanup provides a chance for people to join a global initiative aimed at improving the health of our oceans and to support Maine's vital coastal communities and," said Torrent.

"As the state coordinator for the International Coastal Cleanup for over 30-years, the Maine Coastal Program remains committed to supporting and facilitating efforts like this to keep our coastal beaches and waterways clean," said Torrent.

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# Commercial Fishing News

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

**From the Director -**

Here we are, halfway through July already! Where has the time gone? It seems that we were just waiting for the lilacs to bloom and the lupins, now the Tiger Lilies are all in full bloom. One of the only reasons that I bring up these seasonal flowers is that "old school" predicts when the lobsters should be starting to "hit." Generally, when the raspberries are ripe and the Tiger Lilies come to bloom, it is an indicator that there is going to be lobsters showing up with new shells.

No matter what is said about global warming or climate change, this still seems to be fairly accurate indicators. We are finding this theory to be so in our area. There are mostly hard shell lobsters in the month of May and June and not very many in shore. Then around the 4<sup>th</sup> of July or the following week, they traditionally show up with newer shells. This is also the time that the tourists are looking for lobsters for the lobster feeds. It all comes together quite well.

Things slow down a little in the summer months, such as meetings, the legislature is finished for the season and most of the zone meetings have been held for a while. Although, we are still busy with our issues such as the proposed research windmill array and the presence of the research vessel that is tracking for the presence of whales. The lease will be limited to 9,700 acres mostly for research. At this point in time, this should not be happening as soon as tomorrow. This is all going to take time, research, permits and applications need to be filed before anything can take place. Being part of the ground level meetings concerning the research array, the navigational part of where it is located is also a concern. Then we are talking about where they can be located and not interfere with the fishery around the turbines. BOEM is accepting

public comment until July 22 through [www.regulations.gov](http://www.regulations.gov) if you want to weigh in on your feelings about this.

A lot of folks in the Searsport and Belfast area are up in arms about Gov. Mills selecting Sears Island as a site for the future wind turbine staging area. This will have a big impact on the Penobscot Bay area and also have an impact on the fishing there. There will need to be a designated route coming and going to and from Sears Island if and when this site goes through and is approved. There are no other sites on the East Coast that are being considered for the wind port. This will definitely change the impact of Sears Island and the presence of Mack Point if this goes into approval and action. A lot of what is happening is more research at this point. We need to stay in touch with all of this and hope that the research shows findings that is detrimental to our navigation and fishing grounds. We all know what sonar seems to be doing to our whales and other sea life.

A lot of this testing and research has to do with using sonar. We will stay in touch and keep you posted.

On the other hand, there is a research vessel, the R/V Hugh R. Sharp, which will be conducting surveys on mammal research to monitor North Atlantic right whales in the Gulf of Maine. This will involve visual survey for NARWs, plankton sampling and servicing of passive acoustic monitoring moorings. At this time, the vessel monitoring has been postponed due to vessel maintenance issues. We will be posted on re-scheduled trips as soon as the information is available. So here we go.....although it all appears to be a lot of research and a lot of funds to make this all available. Grants and research seem to be keeping the world going around or so it seems.

There are a lot of other issues to be

aware of during the summer months. There is a lot of consideration for our health while we are on the water. Please, make sure that you are covered with a hat and sunscreen. Hydration is another big factor when out on the water.

It is easy to get over heated and have what is called a heat stroke. If you should get overheated, what I have always done is to drop your arms right into the holding tank and you will cool down immediately. It works very well.

Mike and I also took a trip to Jonesport, Beals a few days ago. It was a beautiful day and we wanted to see about the shape of the wharfs that made it through the storm damage. We need to say that most of the docks that we saw, are family docks and don't fit the criteria of including ten dock workers or a part of the town municipality as the FEMA loans are requiring. There must be provisions for all of the folks that missed out on help just simply by being part of a smaller community and traditional family property. Please don't give up on that, we need to bring this even more to the attention of our representatives and government. I have been in contact with a representative from Washington DC and we are still communicating about this issue. We have not given up on this yet. A lot of docks have been left just the way they looked after the two winter storms and it is sad to see. Work has just been started on a lot of them. So there is still time to look into other options for help. Downeast Maine is very important

to the survival of our fishery and marine industry and we plan to stay in touch.

Don't forget, we still have the "Endangered species" shirts that help to support our association and industry. Simply contact us and we will make arrangements to get it to you, [dassatt711@yahoo.com](mailto:dassatt711@yahoo.com) or 207 322-1924. We want to help any way that we can.

Think about joining us and come aboard! We are a smaller association, but we help to get things done and people listen to what we have to say. This all keeps us strong and our fishing families and industry going strong!

Stay safe and have a good season, Sheila

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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### NOAA Fisheries and USDA's Agricultural Research Service to Breed Better Oysters

NOAA Fisheries and the U.S. Department of Agriculture Agricultural Research Service cut the ribbon on the new Northeast Oyster Breeding Center on June 24, 2024, in Milford, Connecticut.

NOAA Fisheries and the U.S. Department of Agriculture's Agricultural Research Service launched a new, state-of-the-art Northeast Oyster Breeding Center in June 2024. The center is an investment that will bolster shellfish farming in the Northeast.

Scientists will use advanced selective breeding methods to develop better-performing lines of Eastern oysters to boost production. They aim to breed disease-resistant oysters that are resilient in the face of current and changing environmental conditions in the Northeast's diverse oyster growing areas.

#### Spawning Success

In a renovated hatchery at the NOAA Fisheries Milford Laboratory, 50 acrylic cones with continuously flowing, filtered seawater gently bubbled as tiny swimming oyster larvae

munched on algae. In April 2024, scientists from NOAA Fisheries and USDA Agricultural Research Service spawned the first generation of oysters in both a traditional culture system in Kington, Rhode Island, and in the new high-density flow-through larval culture system in Milford, Connecticut, the first of its kind in North America.

NOAA and USDA will grow these juvenile, or "seed," oysters in their hatcheries until they reach 5 millimeters, roughly the size of a pencil eraser. Then the young oysters will go to oyster grower partners while scientists continue to evaluate their growth and performance. This year, Moonstone Oysters in Rhode Island will be growing oysters from both hatcheries.

#### Building a High-tech Hatchery

The Milford Laboratory is the birthplace of modern shellfish farming. The lab's hatchery was recently modernized; it now has significantly more capacity to grow oysters and keep families or lines of oysters separate, key to selective breeding.

New developments include a Cawthron Ultra-high Density Larval System. This flow-

through system developed by the Cawthron Institute in New Zealand allows a hatchery to grow many families of oysters on a small footprint. The lab uses two photobioreactors to grow large quantities of algae, also called phytoplankton, as nutritious baby food for the oysters. Milford Lab scientists built a new quarantine system to safely house out-of-state oysters that are the broodstock, or parents, of the selectively bred larvae. They also built nursery systems for progressively larger juvenile oysters as they grow.

Milford Laboratory Director Gary Wikfors said, "The NOAA Fisheries Milford Lab is expanding on our 90-plus year heritage as innovators at the forefront of cultivating shellfish, from developing the Milford Method to breed and grow shellfish in the 1950s to growing oysters in the first flow through ultra-high density larval system in the country. Our close collaboration with USDA Agricultural Research Service allows the breeding center to benefit from the unique expertise of both agencies."

USDA Agricultural Research Service's expertise in genetics and genomics has long supported farming. The agency is now applying this science to oysters. "There's a need for oysters that are resilient or tolerant to disease, but also retain optimal performance across the Northeast's oyster production environments," Caird Rexroad III, the Agricultural Research Service's National Program Leader for Aquaculture explained. "More comprehensive information on oyster physiology and genes associated with important traits is needed to facilitate genetic improvement."

The East Coast Shellfish Growers Association represents 2,300 shellfish growers from Maine to Texas. They collectively harvest about \$195 million worth of sustainably farmed shellfish annually. Executive Director Bob Rheault said, "Because Eastern oysters are grown from Canada to Brazil, they need to be able to thrive in a wide range of habitats. We are looking forward to having oysters that can survive the five different parasites and diseases that afflict oysters, that have the perfect shape for the raw bars, that grow quickly and can tolerate various climate change challenges."

#### A Win for Sustainable Seafood

Connecticut Senator Richard Blumenthal showed his support for aquaculture innovation in the state by participating in the ribbon cutting ceremony. Senator Blumenthal said, "This center is a historic investment in shellfish farming, which is vital to Connecticut—tens of millions of dollars in sales, and hundreds of employees. It's also a matter of culture and heritage. Connecticut oysters are the best, and will be even

better as a result of the oyster breeding center. The scientific work done here will benefit shellfish farming everywhere."

Danielle Blacklock, Director of NOAA's Office of Aquaculture, emphasized the importance of this initiative to local and sustainable seafood in written remarks, "At a time when 75-85 percent of our seafood is imported, shellfish aquaculture provides our coastal communities with healthy local seafood and jobs. The Northeast Oyster Breeding Center is a significant investment to ensure the resiliency of American aquaculture."

The ribbon cutting ceremony concluded with a tour of the new hatchery in Milford. Visitors examined both tiny oyster larvae under a microscope and larger juvenile oysters nearly ready for the farm. Now the work ramps up: "Each year, we will use modern genetic tools to produce oysters that perform better than the previous generation," said Agricultural Research Service Research Geneticist Thomas Delomas. Rheault expressed, "I am very excited about the next 10-15 years of oyster farming. Good luck and godspeed."

### \$451,553 in Coastal Planning Grants Announced

June 28, 2024

The Department of Agriculture, Conservation and Forestry's (DACF) Municipal Planning Assistance Program (MPAP), in collaboration with the Department of Marine Resources (DMR) Maine Coastal Program (MCP), is proud to announce the award of \$451,553 in coastal planning grants. These grants will support vital projects focused on climate vulnerability assessments, designing resilient infrastructure for working waterfronts, and updating municipal land use regulations to address current and future coastal hazards and guide development away from vulnerable areas. Projects will begin in late summer 2024. These planning grants are funded through the MCP Shore and Harbor Planning Grant and the Coastal Community Grant, supported by an annual National Oceanic and Atmospheric Administration (NOAA) award.

"As climate change continues to challenge our communities, these grants underscore our commitment to helping them protect and enhance crucial coastal resources," said DACF Commissioner Amanda Beal. "By investing in sustainability and adaptability, we safeguard the resilience and long-term health of our coastal areas."

"Ensuring the resilience of public working waterfronts and coastal infrastructure is essential for Maine's coastal communities," said DMR Commissioner Patrick Keliher.

## Ground Breaking Study Reveals Oceanic Seabirds Chase Tropical Cyclones

Continued from Page 7

The petrels pursue small fish, squid, and crustaceans that typically dwell at depths of 600 to 3,000 feet. Since they cannot dive to such depths, these seabirds have to wait until nightfall when their prey ascends closer to the surface.

"As we've now discovered, Desertas Petrels follow hurricanes where prey have accumulated closer to the surface in the wakes of the storms," said Ummenhofer.

The study shows that cyclone wakes provided enhanced foraging conditions, with sharp drops in sea surface temperature and striking increases in surface chlorophyll. These changes suggest enhanced ocean mixing and productivity, which presumably increase prey abundance and accessibility for surface-feeding petrels.

"One of the interesting aspects of the interaction of a tropical cyclone and the ocean is the intense vertical mixing in the upper ocean layers caused by very strong winds and huge breaking seas," said Philip Richardson, Emeritus, Physical Oceanography at WHOI and a co-author on the paper. "The cyclonic winds can cause a divergence in the upper layer that moves cooler, deeper water toward the surface."

"The cyclones present a highly valuable foraging opportunity for Desertas Petrels

because the storms churn up mesopelagic prey from deep within the vertical column, giving the seabirds an easy meal at the surface," explained Ventura. "While storms are typically seen as destructive, particularly in coastal areas, our research reveals that functional perturbation driven by storms can create new opportunities. We're advancing our understanding of how petrels navigate the open ocean to find food."

"We now have a fresh perspective on hurricanes' impact on marine ecosystems through the eyes of an apex predator," said Ummenhofer. "This study provides valuable insights into the resilience and foraging strategies of pelagic seabirds in the face of extreme weather events."

While cyclones are known to dramatically affect oceanic and coastal ecosystems, their impacts on pelagic marine life are poorly understood. This research reveals how higher predators like Desertas Petrels adapt their foraging strategies in the dynamic ocean environment and utilize cyclone-induced oceanographic changes to their advantage.

This research was made possible by the WHOI Postdoctoral Scholar Program with funding from the *John E. Sawyer Fund* and the *John H. Steele Endowment* and *The Andrew W. Mellon Foundation Endowed Fund for Innovative Research* at WHOI.

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# Commercial Fishing News

## MISCELLANEOUS COMMERCIAL FISHING NEWS

“These projects highlight how municipalities and their partners can find solutions to adapt to a changing climate while protecting vital commercial and recreational opportunities.” Coastal Community Grants (CCG)

Under the Coastal Community Grants (CCG), MPAP has granted \$196,553 to the following municipalities and organizations:

- Frenchboro’s “Update and Revision of 1991 Land Use Ordinance and Maps Incorporating Climate Resilience” project is twofold: updating Frenchboro’s parcel data, building a digital mapping system, and conducting a comprehensive update of land use ordinances while integrating coastal resilience.
- Gouldsboro’s “Planning for Resilience in Gouldsboro’s Working Harbors” project will inventory public and private working waterfront infrastructure in three harbors to assess existing conditions, future uses, vulnerability to sea level rise, storm surge, flooding, and erosion, and existing waterfront infrastructure resilience plans. The project will develop design recommendations to increase climate resilience and recommend changes to municipal land use and shoreland zoning ordinances to address current and future coastal hazards.
- Hancock County Planning Commission (HCPC)’s “Climate Ready Communities: A Vulnerability Assessment and Adaptation Plan for Coastal Sullivan and Sorrento” project provides joint flooding and sea-level rise vulnerability assessments and adaptation plans for the towns of Sullivan and Sorrento.
- South Portland’s “Resilience Overlay and Zoning Standards” project will result in the development of a climate resilience overlay zone and related land use policies for South Portland, which will set forward-looking resilience standards for new development across the city.
- Surry’s “Surry Newbury Neck Peninsula Storm Evacuation Project” will improve the resilience of Newbury Neck Road by advancing the engineering designs to a 35% design development stage, positioning the town to apply for final planning and construction funds.

For insights and case studies on CCG projects, including “Lessons Learned,” please visit MPAP’s CCG Case Studies webpage. For inquiries about the CCG program, kindly contact Joan A. Walton, AICP, at joan.walton@maine.gov or (207) 419-8661. The Coastal Community Grant program has been operating

since 2012 and has distributed over \$2.5 million to coastal communities. The next round of funding is anticipated in early 2025.

Shore and Harbor Planning Grants

Within the Shore and Harbor Planning Grant program, MCP has awarded \$255,000 to the following municipalities:

- Blue Hill’s “SLR/Storm Resilient Public Wharf Design” project will develop 30% permit-ready engineering designs to elevate and increase the resilience of the two municipal wharves in Blue Hill.
- Chebeague Island’s “Understanding and Mitigating Coastal Erosion in Casco Bay’s Island Communities” project will empower communities to face the challenges of sea level rise and coastal erosion through education and engagement activities, all of which will support the development of a Coastal Community Toolkit for municipalities and landowners.
- Jonesport’s “Henry Point Working Waterfront” project will support the development of a modern, climate-friendly, and resilient working waterfront. The project will advance the existing concept plans for the parking lot, boat launches, and pier to construction-ready plans and support preparation for construction and the selection of qualified contractors.
- Kittery’s “Pepperrell Cove Working Waterfront Resiliency Assessment” project plans for the future of Pepperrell Cove, the municipal marina and primary public landing for the town’s commercial fishing and aquaculture industries. The town will hire an engineering firm to explore resilience upgrades for the property and create a plan for future maintenance and upgrades for the timeframes in which the site will remain usable.
- Monhegan Island’s “Resilient Redevelopment of Monhegan Island’s Public Wharf” project prepares engineering designs for raising and increasing accessibility at the island’s only public wharf, which was damaged during the January 2024 storms and is facing increasing damage from sea level rise. A conceptual design for raising the wharf was completed in 2023 with funds from the FY22 Shore and Harbor Planning Grant; this award will continue the engineering and survey work needed to prepare the wharf design for permitting and eventual construction.
- Vinalhaven’s “Vinalhaven Working Waterfront Infrastructure Preliminary Design and

Engineering Report” project will assess vulnerability and get preliminary engineering designs and cost estimates for the reconstruction of a pier, floating docks, and wave attenuator/crib located next to the ferry terminal. The crib was damaged in the January 2024 storms and will need to be repaired and raised to continue protecting the harbor. Redesigning the pier and floating docks will provide additional access, reduce crowding at the public dock, and potentially provide tie-up space for an emergency vessel.

To explore past projects and access “Lessons Learned,” please visit the MCP webpage. For inquiries about the Shore and Harbor Planning Grant program, kindly contact Melissa Britsch at melissa.britsch@maine.gov or (207) 215-6171. This program has been operating since 2006 and has distributed over \$2.5 mil-

lion to coastal communities since 2010. The next round of funding is anticipated in early 2025.

for seafood. As with all forms of agriculture, this rapid growth has exposed challenges for environmental, social, and economic sustainability. Guidelines are needed to ensure aquaculture grows sustainably.

This framework addresses these challenges by outlining a plan that benefits people, the ocean, and coastal economies. The authors envision an aquaculture sector that:

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# Boat And Ship Yard News



The lobster boat ELASSONA in at Royal River Boat Yard in Yarmouth for some annual maintenance.



The cabin is going on this 33-foot wooden pleasure boat under construction at Buxton Boats in Sunset.



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### Buxton Boats Sunset, ME

Last September Peter Buxton, owner of Buxton Boats, started construction on a 33-foot wooden dayboat for a customer from Port Clyde.

The owners were interested in a boat that had been designed by Peter Kass of John's Bay Boat Company in South Bristol. Peter Kass had carved out a model and then Tad Roberts, who at the time was working for Bruce King in Newcastle, took the carved model and put it to paper. The first boat was a full on cruiser, but this one was going to be a very simple day boat. The lines were sent to Will Sturdy of Brooklin Boat Yard in Brooklin who made some minor adjustments.

Just before construction began, Peter had gathered up the wood for the keel, floors, frames and planking, which is not at times very easy to come by. The keel is five inches thick, the frames are 2 x 1¼-inch white oak, and the planking is 1 1/8-inch cedar.

Over the winter Peter, with the assistance of Tim Clark, set up the moulds, framed and then planked the hull, which they finished in the spring. The engine and drive trained was then installed. They then framed out and laid the deck, which was followed by putting down the platform. All that is down forward is a small locker and that is already in place.

Presently, they are working on the cabin, which was almost complete. The trunk is done and Pete was framing up the shelter

top. Then will come the shelter top, have windows made and installed and then fiberglass the cabin tops with Dynel. The comes the guards, toe rails and a large box for a stern seat, which would have just a pair of cushions on it. Then comes the details such as hardware and paint.

When asked when he thought she would be launched, Peter said, 'The day after she's done,' which should be mid-summer.

What is next? Pete said he was looking forward to a break. He has a 36-foot cruiser and loves to cruise the coast of Maine. Several years ago, he and his wife, Sue, took the boat south to Florida and they are hoping to do that again this year. The farthest south they went was Key Largo and this time they are hoping to go out to the Bahamas. First, they need to work out the details.

The oyster boat, which Peter has been working on for a number of years when they owner gives him the go ahead to do more, has become Tim Clark's project. Peter said that he was more versed with a gaff-rigged sailboat than he was. He also said that Tim was going to get some assistance from David Stimpson on her rig. The only design available is for the oyster sloop NELLIE, which was obtained from Mystic Seaport Museum, in Mystic, CT. This sloop is the NELLIE H., and there are some differences., but the designs were still helpful.

Peter did say that he might have a small project for a new boat this winter and that would work well with his cruising south for the winter.



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# Boat And Ship Yard News



The wooden pleasure boat HARPOON getting an extensive rebuild at Downeast Custom Boats in Yarmouth.



This is a Wesmac 38, which was finished off by Farrin's Boat Shop in Walpole 14 years ago. She was in to be repowered and have a facelift.

## Downeast Custom Boats Yarmouth, ME

HARPOON is getting close to being finished up. All the stern framing is done, but they need to plank up the stern with mahogany finished off bright. All the ribs and floor timbers are in and she has been refastened. They are now working on the engine. Whoever put this engine in changed the original placement and they put the coupling too close to the packing gland so it cannot be maintained properly. They are moving the engine ahead a couple of inches so you can get at the packing gland. Once this is complete, they will remove the engine and have an electrician come in, tear out all the wiring and rewire the entire boat. They are also finishing up on the planking. They removed three strakes on either side of the keel and already have the garboards in place. They also have a few planks, which were damaged when the put new ribs in, which

they are going to replace. They have purchased cedar for the planking and much of this has been milled to near-size and ready to be fitted. Once this is done, the boat will be shipped to Jonesport Shipyard in Jonesport for systems and paint.

They have been working on the stem of ROYAL. When they went to install the new stem they found that the boat had lost some shape, so they made sure that she was true to her lines and put the stem in. Joe Lowell is working on the rabbet line and once this is done Joe needs to fit the rest of the planking into the rabbet. There is not much planking left to do, and most of it is around the hauling patch. There was also some planks, which were fastened with iron and those will have to be replaced.

Joe added, "When this boat came in, she had the original cabin on her with the original fiberglass. That is usually unheard of on a wood boat 40 years old. The top inch of the

shear plank has deteriorated underneath the glass and the rails. I can't tell you how many rub rails he has had on the boat, probably 2 or 3 different sets. Fastening into stuff it weakens things. So, when I took the boat apart, I just removed those planks. I was going to end up recutting the shear anyway and it also gave me a little bit of better access to putting the new full-length ribs in. Once I get that all done, I will do the forward ribs and I have got a few ribs back aft to finish up on. We just bought a new engine, a 2.5 Cummins 250 hp and that needs to be installed. Then I'll get as much done before the end of the year and moving to Jonesport."

Joe is also going to Safe Harbors at Eliot to look at a wooden boat, which is having an issue around her shaft log.

## Farrin's Boat Shop Walpole, ME

In the first bay they have a Wesmac 38,

which they finished out for Central Maine Power as a utility boat 14 years ago. The engine, 500-hp John Deere, was removed and replaced with a 550-hp John Deere. They then did a lot of cosmetic work, mostly upgrading the gel-coat on the platform. This will give her at least another ten years maintenance free. Troy Benner was also coming in to add a mast, do a little bit of wiring and add new electronics. She was scheduled to be done and in the water by mid-July.

In the back bay, they have a 42-foot split-wheelhouse patrol boat for the Maine Marine Patrol. She has a full interior with a queen size berth forward, which will be used for rescued persons. She also has a small galley and a head. The boat will be operated from inside and the outside station has a pot hauler. There is some storage under the platform. She is powered with a V-8 800-hp

**Continued on Page 18**



Just finished restoring this boat to like new condition. Her shelter top was removed as well as her stern deck and repaired. Then painted her top to bottom.

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# Boat And Ship Yard News



This is a wooden lobster boat built by John's Bay Boat of South Bristol, back for her annual maintenance.



This is a 56-foot sailboat being built at Brooklin Boat Yard in Brooklin.

## Continued from Page 15

MAN and carries about 400 gallons of fuel. This boat is scheduled to be launched in August.

Coming in next will be a Young Brothers 40, which was started at another yard. She will be finished out as a cruiser for a customer from the Caribbean. It is unclear at what stage she is in. Bruce Farrin said 'She may have a couple of bulkheads in, no engine, no drive train.' There is no top and they will be building one of their custom top.

Another new build will be on Northern Bay 38, which was laid up at Chislet Boat in Dover, NH. Chislet has borrowed the Northern Bay 36 moulds and then extended it to create this 38. She will be finished out as a sportfisherman for a customer from Ipswich, Massachusetts, but none of the real details

have been worked out at this time.

They are also talking about another new build for a local fisherman, which might be a Wayne Beal 36 or a Calvin Beal 38, but that is just in the discussion stage.

There is no repair work scheduled, but that can change at any time.

### John's Bay Boat Co. South Bristol, ME

In the last issue there were several photographs of the new 44-footer VIGILENT going over on 8 June. The original model was based on John Williams' lobster boat KHRISTY MICHELLE of Stonington, which is 44 x 14. This model has been stretched all the way to 47-feet, which is done by spreading the moulds out. By today's standards, this boat is lean with just a 14-foot 1-inch beam. The model has also

been deepened due to the bigger reduction gear and shaft, so she can swing a larger propeller.

VIGILENT is pleasure cruiser finished out for a customer from Westport, Massachusetts, who also has a summer place in Friendship. He is also a person who truly uses his boat and will cruiser over to the Maritimes or take her south. This is the third John's Bay Boat he has owned. He bought a used one, and after using that for a time ordered a new one. This one is just a couple of feet bigger than his last, but is very well appointed. She has a V-berth forward with lots of storage, aft of this is a guest cabin with two berths and more storage, then to port is a head and shower. Up in the shelter there is a settee to port, a full galley to starboard and two raised bench seats at the bulkhead for the helm and others. This is all finished with varnished mahogany.

VIGILENT is powered with an 800-hp MAN and all were very pleased with its performance and how quiet it is. Peter Kass, owner of John's Bay Boat, added, "He can get 25 out of her wide open and its pretty good, she is heavy. She went down to

Billings for sea trials and they hauled him out on their Travelift and I think she was 38,000. She did not have that much water and fuel on board and was not soaked up, so she will be over 40,000. I thought she was overwheeled, but actually proved to be a little bit of an engine issue. At 1700, she goes 17 knots at 55 percent load."

Already they are cutting parts and pieces for the next new boat. This is a new model as the last time they built a boat this size was 30 or more years ago. She is a 34 feet with a 12 foot beam. Peter added, "I made the model and did a rough sketch of the arrangement and Will Sturdy tidied it up. One of the reasons we had Will do it was that he could do just a profile of a boat and show the owner, who could spend some time thinking about what he wanted to do. Will then refined that. Then, which is new for us, Will having everything in his computer he had Hewes & Company CNC cut patterns. I'm pretty impressed and that is going well.

Hewes could not make the patterns, because of the thickness they need to drive a lag into. "We just traced them out on the pine," explained Peter, "It saves time mak-

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# Boat And Ship Yard News



This is SUZY K., which underwent a major restoration at Jonesport Shipyard in Jonesport. Her cabin top and stern deck was replaced and she was painted from top to bottom.

ing the moulds. Instead of lofting the boat and then picking the lines off the floor you can just mark stuff out. I used to be able to do your average boat... I could do the lofting and patterns in a week easy enough. Making the moulds, went a little quicker."

The owner of this boat grew up tuna fishing with his father out of Salem, Massachusetts. She will have cruising accommodations, not elaborate, more like what they do on the lobster boats. She will have a V-berth, head and a little galley. Up in the wheelhouse the owner just wants a settee and some cabinets.

This boat will be followed by a 32-foot cruiser/lobster boat for Peter on the same model. He said, "I have been thinking about this for years and a few years ago we took a 32-footer I had built. The owner let us use her for a week and I thought that was all we needed. Really comfortable for two and it wasn't a huge boat. You could usually find a spot at a dock somewhere when you wanted to get a shore. I think you'd have a hard time squeezing a shower into that boat. I want to try and work a shower into it. That and the fact that we are doing this 34 everything is right in front of me so why not?"

Will this be the last new boat to be built by John's Bay Boat? Peter added, "Time will tell. For the last few months I was down a couple of guys and I am tired of finding myself in that sort of situation. We had a steady crew over the years, but I don't know how many times we have run into help shortage and the only way I have ever overcome it was to work continuously and that happened

on this last boat. I had a guy get done in February and I knew if we did not get that boat done before we got involved with all our service work, it would never get done. I worked seven days a week, 12-14 hours a day and I have had it with that.

"My plan is," continued Peter, "I have got these two guys that have both been here 16 to 18 years and they know how the place runs. I am going to build my boat and they are going to do service work. Every time we launch a boat there is another service customer. We hate to turn them down, somebody that is good enough to give us a new boat to build, we hate not to help them out when they need it."

Over the last several years they have had a difficult time trying to find time to work on a new build between April and September. Peter added, "The repair work has always been there. People that have boats that aren't ours approach us every year and we have always turned them down. The new boats are more demanding, take more planning and I think with the amount of service work we have, we are best to just do that. I am going to miss doing the new boats. When I get mine done, who knows, if the situation looks better, there's nothing to say we can't start doing it again."

Peter has not been taking orders for new boats. With the questions about the lobster industry most of the inquiries have been about yachts.



This wooden lobster boat was grounded out by Travis Otis of Otis Enterprises in Searsport. She had a leak at the transom, which was caulked and puttied by Travis.

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# Lobster Boat Racing - Five Down Six to Go



Nick Lemieux's ASPIRATION [Young Brothers 35; 450-hp Volvo] battling it out with Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT]. ASPIRATION would place second in Diesel Class I and LA BELLA VITA would get the win in Diesel Class K.

## Continued from Page 1

The only wooden boat entered in the Wooden Boat Races (36 feet and over) was RICH RETURNS.

The rain was falling much harder as the two gas boats came to the line for a rematch, FOOLISH PLEASURE and BLACK DIAMOND in Gasoline Free-for-All. The win went to FOOLISH PLEASURE again.

The winner of the Diesel Free-for-All went to LA BELLA VITA with second going to WITCHING HOUR. They then went down to compete in the Fastest Lobster Boat and were the only two entered. The results were the same.

Just three boats were on the line for the Bass Harbor's Fastest Lobster Boat and it

was Travis Lunt's STEPPIN' UP [Mitchell Cove 35; 580-hp FPT] getting the win with second going to Patrick Hanley's MISS AMELIA [Young Brothers 40; 610-hp Volvo].

MOOSABEC REACH – Notoriously the enemy at the Moosabec Lobster Boat Races is fog. Well, Saturday 29 June we did not have to worry about fog, but the skies were overcast, with a good breeze out of the sou'east and the temperature in the fifties making it just a little bit nippy.

Sign-ups were steady and when done I had 97 boats entered. Shawn Alley's LITTLE GIRL [28' Calvin Beal Jr.; Chevy] was ready and in the water; Randy Durkee had brought BLACK DIAMOND from Islesboro and



The closest race of the day was between Ryan Lemieux's OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] in Diesel Class N(A). The win, by a mere two feet, went to NATALIE E.

Mark Freeman's FOOLISH PLEASURE was there. Many came to see these boats race, but LITTLE GIRL had an oil filter issue and was a no-show at the start of her race and BLACK DIAMOND still had not worked out the bugs with her gear, which was still slipping.

The first race of the day was an exhibition race for high-speed pleasure boats, which was won by Alton Smith's ORANGE BLOSSOM SPECIAL with a speed of 84 mph. Second went to Kraig Church's E-GAD [Donzi Classic 22; 540 hp Mirmon].

Next up was Work Boat Class A, which was won by Teagan Gray's SHIT DIGGER [14' Lund; 25-hp Yamaha] with a speed of 23 mph. She was followed over by Nataya Merchant's THE BOY [15'; 15-hp] in second. In Class B no one was surprised to see Ralph Davis' ALPEX [16', 90 hp Johnson] in the lead. He has been the dominate boat in this Class for the last 20-plus years. Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Mercury] did his best to keep up with ALPEX, but just could not and settled for second. Third went to QUICK TIDE [Corson 16; 90-hp Honda], owned by Aiden Rittenhouse. Six boats came to the line for Class C and jumping right into the lead was Caleb Norton's WHITE LIGHTNING [Mako 20; 200-hp Evinrude]. She grabbed first with second going to Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda], which came from Peaks Island.

In the Gasoline Classes there were no entrants in Classes A, B and C and there was just one entrant in Class D and Class E. This was going to be a rematch between BLACK DIAMOND (Class E) and FOOLISH PLEASURE (Class D). As they came up the course it was obvious that FOOLISH PLEASURE had the advantage and went on for the win. Each still got first in their respective classes.

The only Diesel Classes with no entrants were Class J and O. Eight boats were on the line for Class A and no one was surprised to see Calvin Beal, Jr.'s JEANINE MARIE [Calvin Beal 30; 235-hp Cummins] leading the way to the finish line. Second went to Jacob Kirby's BARE BOTTOM [BHM 25, 220-hp John Deere] followed by Jeremy Tyler's JUMPINS [Holland 30; 210-hp International]. The only entrant in Class B was Cole Beal's BUCK WILD [Young Brothers 33; 230-hp Cummins]. There were three boats entered in Class C, but one, SU-SIE K. [Wayne Beal 28, 300-hp Yanmar], skippered by Doug Dodge did not make it to the line having developed a problem with her exhaust. Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] was the winner of Diesel Class C with a speed of 27 mph. Second went to Shane Phinney's KNOT SHORE [Crowley Beal 33; 318-hp Volvo]. Class D was a battle of the Libbys and it was a close one. Ivan Libby's WRECKING CREW [Libby 38; 305-hp Caterpillar]

and Chad Libby's MYRTLE BELLE [Libby 34, 205-hp John Deere] were bow to bow as they approached the finish line, but it was WRECKING CREW, which would get the win. AUDREY MAY was expected to be the winner of Class E, but that did not happen as Calvin Beal, Jr.'s JEANINE MARIE [Calvin Beal 25; 420-hp FPT], yes there are two, was the winner with a speed of 34 mph. Third went to Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar]. Another close finish was between Mitch White's BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins] and FAITH MELLE and with just a few feet separating their bows the win went to BOUNTY HUNTER. When you race it is always a good idea that you know where the finish line is. You can be the fastest boat in your class like Mariena Beal and MY TURN in Class G, but you have to cross the finish line. She turned just before crossing the finish line thinking another boat down the course was the committee boat. The win went to Steve Carver's ANOTHER DIRLS [Holland 35, 550-hp John Deere]. Three boats were signed up for Class H and it was not surprising to see Dean Beal's MISS NORMA [Wayne Beal 36; 500-hp Cummins] out in front as they neared the finish line. MELYNDA M. took second with Josef Guptil's INDIAN OUTLAW [Northern Bay 38; 500-hp Cummins] sliding over in third place. Class I was another rematch from Bass Harbor between MISTY and ASPIRATION with MISTY coming across the line with a two-boat length lead. LA BELLA VITA came from Stonington and faced off against Ira Guptil's MYSTERY MACHINE [Northern Bay 38; 750-hp, John Deere]. The win went to LA BELLA VITA. Also running in the same race was Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta], which was the only entrant in Class L. Nine boats were on the starting line for Class M(A). Milton Merchant's MISS TONIA [Libby 41; 500-hp Cummins] and Patrick Kelley's FEELIN' NAUTI [Osmond 40; 405-hp Cummins] were close heading for the finish line, but it was MISS TONIA getting the win. Third went to Mitchell Beal's BUKIE & TUKIE [Wayne Beal 40, 500-hp FPT]. Eight boats were on the line for Class M(B) and it was no surprise to see KIMBERLY ANN come across the line first. Second went to Brian Davis' ALL IN [South Shore 42; 700-hp Volvo] and third was Keenan Fenney's CRUSTACEAN HUNTER [Dixon 45; 750-hp John Deere]. One race which we knew was going to be a close one was in Diesel Class N(A) between OBSESSION and NATALIE E. As the nine boats came up the course OBSESSION was out in front with NATALIE E. right on her side. Then NATALIE E. slowed giving OBSESSION an easy win. Dixon Smith's SIZE MATTERS [Libby 45' 3"; 1,000-hp FPT] took second and Ken Geiger's SHE'S

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# Lobster Boat Racing - Five Down Six to Go



Cole Beal's BUCK WILD [Young Brothers 33; 230-hp Cummins] and Calvin Beal, Jr.'s JEANINE MARIE [Calvin Beal 30; 235-hp Cummins] battling it out in Diesel Class A with the win going to BUCK WILD. There is a problem BUCK WILD should have been in Diesel Class B, but since there were no entrants in Class B, they both became winners.

ALL WET [Osmond 40; 800-hp Scania] took third. Two boats were on the line for Class N(B) and the winner was Mack Kelley's FIFTH GENERATION with a speed of 31 mph. Travis Perry's ISLA & GRAYSON [Wesmac 50; 900-hp Scania] sailed across the finish line in second.

The only wooden boat that came to the line was Ann Johansen's SARIANNI, which was in Wooden Boat Race B (Any hp, 36 feet and over).

Next came the Gasoline Free-for-All and FOOLISH PLEASURE was the only entrant.

Six boats came to the line for the Diesel Free-for-All, which was easily won by MARIA'S NIGHTMARE II. Second went to LA BELLA VITA and third was SIZE MATTERS.

Four boats entered the World's Fastest Working Lobster Boat and the win went to LA BELLA VITA followed by LAST DESIGN and SIZE MATTERS.

The last race of the day was World's Fastest Recreational Lobster Boat and this was won by MARIA'S NIGHTMARE II.

STONINGTON - What a day (14 July) for racing! There was plenty of sun and a light breeze keeping the Thorofare relatively cool. I brought CINDY JEN down from Searsport that morning and what a beautiful sail. I was about 15 minutes late getting to the dock for sign ups and the line was already long. Ann was not with me as she was taking part in the Tri-for-the-Cure in South Portland, but fortunately Sheila Dassatt stepped in and helped me out with sign ups. We kept peeking down the line to see if it was shrinking, but it did not seem to. Finally, after more than two and a half hours I had everyone signed in, a total of 112 boats, and in another hour I had them in the computer.

There was one new boat that I wanted to see go, RIPSNOTTER [Custom 28; 350 ci Chevy] from Brooklin Boat Yard. She had



It was no surprise that the big winner of the day was Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta]. She won Diesel Class L, Diesel Free-for-All and World's Fastest Recreational Lobster Boat. His top speed of the day was 55 mph.

been started by D & L Boat Works of Lewiston/Auburn, the builders of CRY BABY [25' D&L BW, 292 Chevrolet], but they could not finish the project and sold her to Steve White of Brooklin Boat Yard. This past winter they finished her off and really wanted to see how she would fare with some of the other gas boats.

As usual there were some real close races and some surprise winners. Jeff Eaton's LA BELLA VITA won the Andrew Gove Memorial Cup for the Fastest Working Lobster Boat and Mark Freeman's FOOLISH PLEASURE took the Jimmy Stevens Cup for the Fastest Boat Afloat.

The real big winner of the day was Julian Spofford of Stonington, who raced in the first race of the day. It was his name that was drawn out of the hat, the winner of the 25-foot hull.

Eleven boats came to the line for the first race of the day, Work Boat Class A. Haven Ciomei in ESSIE GRACE [Holland

14; 25-hp Yamaha] got the win. Second went to Lucas Jones' RED NECK RACER [Sears 12'; 25-hp Mercury]. Most were not surprised to see SCREEN TIME get the win in Class B. Second went to Ryan Miller's MILLER TIME [17'; 50-hp Yamaha] and third was Gavin Holland's BABY BARON [Holland 14, 30-hp Yamaha]. When the flag dropped for Class C the top three boats came up the course close together. The winner was Nathaniel Robertson's DADDY DIDN'T BUY IT [Passamaquoddy 24; 350-hp Yamaha], followed by Caleb Norton's WHITE LIGHTIN' [Mako 20; 200-hp Evinrude] and Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda].

Next, was the John's Bay Boat Co. Race, which was won by Ben Weed's EMMA & ANDREW [John's Bay 44; 700-hp Caterpillar]. Sliding over in second was John Williams' KHRISTY MICHELLE [44'

Continued on Page 22

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### 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.

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# Lobster Boat Racing - Five Down Six to Go



This is the top three boats in the third race of the day (CLASS C Inboards, outboards or outdrives, 90-hp and over). The winner was Nathaniel Robertson's DADDY DIDN'T BUY IT, followed by Caleb Norton's WHITE LIGHTIN' and Dave Johnston's CASCO MISS.

## Continued from Page 21

Johns Bay; 500-hp Cummins] followed by Ann Johansen's SARIANNI [40' Johns Bay Boat, 375-hp 3208 Caterpillar], skippered by Alonzo Alley.

There was only one entrant in each of the Gasoline Classes with the exception of Class C, which had no entrants. Jon Johansen's CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet] would win Class A and Brooklin Boat Yard's RIPSNOTTER got the victory in Class B. One of the best battles of the day was between LITTLE GIRL and FOOLISH PLEASURE and it was close, but LITTLE GIRL had the advantage and slipped over the finish line first. She would get the win in Gasoline Class E and FOOLISH PLEASURE got the win in Class D. Unfortunately, this was LITTLE GIRL's only race of the day as she developed a minor engine issue.

Three boats were on the line for Wooden Boat A, which was won Kathy Lymburner's EMMA G. [31' Buxton, 355-hp John Deere] followed over by Gary Hatch's QUEEN'S LADY [29' Rockland Boat; 220-hp John Deere] and way back was CINDY JEN in third. In Wooden Boat B the winner was EMMA & ANDREW. Second was SARI ANN I and KHRISTY MICHELLE took third.

There were no entrants in Diesel Classes B, L and O. The winner in Diesel Class A was Gary Hatch's QUEEN'S LADY [29' Rockland Boat; 220-hp John Deere]. Second went to Michael Barter's NIGHT MOVES [Osmond 27; 225-hp John Deere] with Ed Upham's BLACK MAGIC [Nauset 27; 135-hp Perkins] sliding over in third. The winner of Class C was Julie Eaton's CAT SASS [Crowley 28; 305-hp Cummins] with a speed of 26 mph. Four boats were entered in



In the last race of the day, Jimmy Stevens Cup - Fastest Boat Afloat, it was Mark Freeman's FOOLISH PLEASURE getting the win. Nick Wiberg's WITCHING HOUR would grab third and Jeremy Beal's MY TURN would get fourth.

Class D and Mark Davis' WHISKEY GIRLII [Duffy 34; 300-Isuzu] got the win with Dan Carter's OUTNUMBERED [Duffy 35; 300-hp John Deere] getting second. AUDREY MAY has been the boat to beat in Class E, but she has always had some stiff competition from Danny Eaton's DESTINY [Crowley 28; 420-hp Yanmar] and today it was all DESTINY sailing over the line with a four boat length lead. Second was AUDREY MAY and third was Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar]. In Class F at the Moosabec Races, BOUNTY HUNTER had bested FAITH MELLE, would she be able to do that again? As they came flying up the course it was too close to call at the half-way point, but at the line the judges called FAITH MELLE the winner with BOUNTY HUNTER second. Ed Torosian's MS. ROSE [Mitchell Cove 35; 410-hp Sisu] has not been to the races since Stonington in 2019. He came all the way from New Hampshire, cruised the coast for a week, and then entered Class F and placed in the middle of the other 12 boats. Two boats were entered in Class G and the win went to MY TURN with Ari Meehan's SEMPER FI [Crowley Beal 28; 500-hp Cummins] second. There were 12 boats entered in Class H and they were split into two heats with the top three boats going onto the finals. The winner of the finals was MISS NORMA followed by MELYNDA M. and Oscar Beal's PAPA'S PRIDE [Wayne Beal 36; 500-hp FPT] in third. The only entrant in Class I was Chris Smith's MISTY. The winner of Class J was Eric Robbins' SLEEPLESS NIGHTS [Calvin Beal 36; 675-hp Scania] followed by Jett Lindelof's JETT SET [Calvin Beal 36; 700-hp MAN]. It was no surprise to see LA BELLA VITA leading the three other boats in Class K to the finish line. WITCHING HOUR took second and Steven Osgood's SHOOTIN' STAR [Northern Bay 36; 750-hp John Deere] was

third. Six boats were entered in Class M(A) and the favourite was OLD SCHOOL and she did not disappoint, winning with a speed of 25 mph. Second went to Richard Hildings' SEA BREEZE [Osmond 40; 500-hp Cummins] and third was Devin Bray's SARAH CHRISTINE [Libby 34; 425-hp Yamaha]. In Class M(B) it was KIMBERLY ANN just outpacing ALEXSAROSE for a one-two finish. Class N(A) was bound to be a close one as NATALIE E. and OBSESSION faced off once again. At the half-way point it was too close to call. The winner was OBSESSION with NATALIE E. second. Third went to Deven Haskell's HOOLIGAN [Young Brothers 45; 815-hp FPT]. The winner of Class N(B) was Joshua Beal's KAYLA ANNE [Calvin Beal 44; 1,000-hp MAN], who just slipped past FIFTH GENERATION. Third was Tom Clemon's 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar].

Two boats came to the line in the Gasoline Free-for-All and the easy winner was FOOLISH PLEASURE with CINDY JEN a very distant second.

The top boat in the Diesel Free-for-All was MY TURN, followed by WITCHING HOUR and ALEXSAROSE.

LA BELLA VITA led all comers up the course in the Andrew Gove Memorial Cup - Fastest Working Lobster Boat. Second went to MY TURN and in third was WITCHING HOUR.

In the last race of the day, Jimmy Stevens Cup - Fastest Boat Afloat, it was FOOLISH PLEASURE getting the win. LA BELLA VITA got second and WITCHING HOUR would grab third.

Five down and six to go. One of those left is the Merritt Brackett Lobster Boat Races held at Pemaquid and that is not a points race. There is still a lot of racing left and one can only hope for good weather and good turn outs at the reminder of the races.

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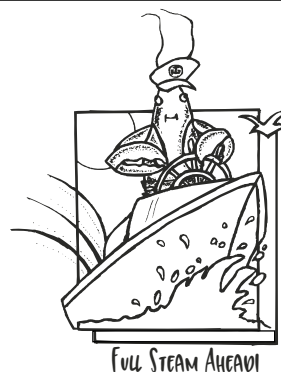


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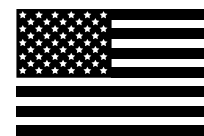
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# LOBSTER BOAT RACING RESULTS: BASS HARBOR, MOOSABEC AND STONINGTON

## BASS HARBOR LOBSTER BOAT RACES

23 June 2024

### WORK BOATS UNDER 24 FEET

**RACE 1 - CLASS A: Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: No Entrants.** **RACE 2 - Class B: Inboards, outboards, or outdrives 31-90-hp:** 1) *Trouble*, Reagan Anderson. **RACE 3 - Class C: Inboards, outboards or outdrives 91hp and over:** 1) ---, Coe Thurston; 2) ---, Ryan Davis; and 3) *Ride Along*, Caleb Davis.

### GAS POWERED WORK BOATS 24 FEET AND UNDER

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

### DIESEL POWERED WORK BOATS 24 FEET AND UP

**RACE 9- Diesel Class A: up to 235 hp, 24-31 feet:** 1) *Island Rat*, Eric Eaton; and 2) *Jana D.*, Charles Dillion. **RACE 10- Diesel Class B: up to 235 hp, 32 feet and over:** 1) *Rich Returns*, Wayne Rich; 2) *Sun Dancer*, Brian Gordius; 3) *Never Enough*, Daniel Closson; 4) *Shearwater*, Nick Johnstone; and 5) *Celtic Ties*, John Mitchell. **RACE 11- Diesel Class C: 236 to 335 hp, 24 to 33 feet:** 1) *Leah Morgan*, Mike Gillespie; 2) *Michael Alan*, Pat Hanley; 3) *Miss Kari Lynne*, Everett Beers; and 4) *Hannah Pearl*, Ryan Mitchell. **RACE 12- Diesel Class D: 236-335 hp, 34 feet and over:** 1) *Miss Margo*, Shawn Stanley; and 2) *Rebounder*, Colyn Rich. **RACE 13- Diesel Class E: 336 to 435 hp, 24-33 feet:** 1) *Audrey May*, Randy Durkee; 2) *Myra Grayce*, Erin Hardy; and 3) *Holemjen*, Jim Gordius. **RACE 14- Diesel Class F: 336-435 hp, 34 feet and over:** 1) *Faith Melle*, Winfred Alley; 2) *Justin & Colby II*, Robert Lee III; and 3) *Black Velvet*, Justin Sprague. **RACE 15- Diesel Class G: 436 to 550 hp, 28-35 feet: No Entrants.** **RACE 16- Diesel Class H: 436 to 550 hp, 36 feet and over:** 1) *Melynda M.*, Willie Coombs; and 2) *First Team*, Travis Otis. **RACE 17- Diesel Class I: 551 to 700 hp, 28-35 feet:** 1) *Misty*, Chris Smith; 2) *Aspiration*, Nick Lemieux; and 3) *Steppin' Up*, Travis Lunt. **RACE 18- Diesel Class J: 551 to 700 hp, 36 feet and over: No Entrants.** **RACE 19- Diesel Class K: 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton; and 2) *Witching Hour*, Nick Wiberg. **RACE 20- Diesel Class L: 901 hp and over, 28 feet and over: No Entrants.** **RACE 21- Diesel Class M(A): 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Page; 2) *Drew & Henry*, Chris Goodwin; and 3) *Provider II*, Lewis Bishop. **RACE 22- Diesel Class M(B): 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal; 2) *Alexsa Rose*, Matt Shepard; 3) *Miss Amelia*, Patrick W. Hanley; 4) *Mister E.*, Nick Hadlock; and 5) *Two Chances*, Roy Hadlock. **RACE 23- Diesel Class N(A): 40 feet and over, 751 to 1000 hp:** 1) *Natalie E.*, Dana Beal; and 2) *Obsession*, Ryan Lemieux. **RACE 24- Diesel Class N(B): 40 feet and over, 1001 hp and over:** 1) *Fifth Generation*, Mack Kelly. **RACE 25. Class O: Non-working boats, any length, any horsepower: No Entrants.**

**RACE 26- Wooden boat, up to 35 feet 11 inches: No entrants.** **RACE 27- Wooden boat, 36 feet and over:** 1) *Rich Returns*, Wayne Rich.

**RACE 28- Gasoline Free for All:** 1) *Foolish Pleasure*, Mark Freeman; and 2) *Black Diamond*, Randy Durkee.

**RACE 29 - Diesel Free for All:** 1) *La Bella Vita*, Jeff Eaton; 2) *Witching Hour*, Nick Wiberg; 3) *Kimberly Ann*, Eric Beal; 4) *Fifth Generation*, Mack Kelly; and 5) *Alexsa Rose*, Matt Shepard.

**RACE 30- Fastest Lobster Boat:** 1) *La Bella Vita*, Jeff Eaton; and 2) *Witching Hour*, Nick Wiberg.

**RACE 31- Bass Harbor's Fastest Lobster boat:** 1) *Steppin' Up*, Travis Lunt; 2) *Miss Amelia*, Patrick W. Hanley; and 3) *Rich Returns*, Wayne Rich.

## MOOSABEC REACH LOBSTER BOAT RACES

29 June 2024

### RECREATIONAL BOAT

**Recreational boats:** 1) *Orange Blossom Special*, Alton Smith (84 mph); and 2) *Egad*, Kraig Church.

### WORK BOATS UNDER 24 FEET.

**Race 1. Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old:** 1) *Shit Digger*, Teagan Gray (23 mph); 2) *The Little Boy*, Nataya Merchant; and 3) ---, Charlie Smith, Jr. **Race 2. Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) *Alpex*, Ralph Davis (47 mph); 2) *Screen Time*, Mason Vintinner; 3) *Quick Tide*, Aiden Rittenhouse; **No position given:** ---, Aiden Alley; ---, Michael Emerson; ---, Sawyer Gray; *19 KRW*, Devon Beal; *Bay King*, Mitch White; *Big Enough*, Dennis McComack; *The Blurr*, Keegan Beal; *Molly Moo*, Kenneth Chandler; *Money Maker*, Trent & Riley Libby; *Wayback Machine*, Eli Peabody; *Whiplash*, Clarence Grant; and *Work Horse*, Charlie Smith. **Race 3. Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *White Lightning*, Caleb Norton (51 mph); 2) *Casco Miss*, David Johnston; 3) *Maddison Ann*, Nick Graham; **No position given:** *Chasing Crustacean*, Damon Beal; *Hurricane Reagan*, Jim Robinson; and *K.O.B. Express*, Sidney Look.

### GAS POWERED WORK BOATS 24 FEET AND OVER.

**Race 4. Class A, Four and Six Cylinder, 24 feet and over: No entrants.** **Race 5. Class B, V8, Up to 375 ci, 24 feet and over: No entrants.** **Race 6. Class C, V8, 376 to 525cid, 28 feet and over: No entrants.** **Race 7. - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman (52 mph). **Race 8. - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1) *Black Diamond*, Randy Durkee (44 mph); and DNS) *Little Girl*, Shawn Alley.

### DIESEL POWERED WORK BOATS 24 FEET AND OVER.

**Race 9. Class A, Up to 235 hp, 24 to 31 feet:** 1) *Jeanine Marie*, Calvin Beal, Jr.; 2) *Bare Bottom*, Jacob Kirby; 3) *Jumpin's*, Jeremy Tyler; 4) *Making Memories II*, Bevin Kenney; 5) *Miss Khris*, Michael Kenney; 6) *Holly & Kasey*, Kacey Crowley; 7) *Emberlyn Clair*, Joseph McDonald; and 8) *Justin n' Case*, Charlie Smith, Jr. **Race 10. Class B, Up to 235 hp, 32 feet and over:** 1) *Buckwild*, Cole Beal (30 mph). **Race 11. Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (27 mph); 2) *Knot Shore*, Shane Phinney; and DNS) *Susie K.*, Doug Dodge. **Race 12. Class D, 236 to 335 hp, 34 feet and over:** 1)

*Wrecking Crew*, Ivan Libby (25 mph); 2) *Mrytle Belle*, Chad Libby; 3) *The Gatekeeper*, Michael Emerson; 4) *Melanie Jean*, Thurman Alley; and 5) *Ellen Louise*, Conner Rossi. **Race 13. Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Jeanine Marie*, Calvin Beal, Jr. (34 mph); 2) *Audrey May*, Randy Durkee; 3) *High Voltage*, Dan Sawyer; 4) *Melissa Joy*, Lawrence Merritt; 5) *Nataya & Bransen*, Ned Merchant; and 6) *Father's Favourite*, Harris Norton. **Race 14. Class F, 336 to 435 hp, 34 feet and over:** 1) *Bounty Hunter*, Mitch White (40 mph); 2) *Faith Melle*, Winfred Alley; 3) *Sunshine Chalet*, Brian Strout; 4) *Aftermath*, Dwight Chandler, Jr.; and 5) *Reef Creeper*, Dean Faulkingham. **Race 15. Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Another Dirls*, Steve Carver; and 2) *My Turn*, Mariena Beal. **Race 16. Class H, 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (38 mph); 2) *Melynda M.*, Willie Coombs; and 3) *Indian Outlaw II*, Josef Guptill. **Race 17. Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith (40 mph); and 2) *Aspiration*, Jackson Lemieux. **Race 18. Class J, 551 to 700 hp, 36 feet over: No Entrants.** **Race 19. Class K, 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton (47 mph); and 2) *Mystery Machine*, Ira Guptill. **Race 20. Class L, 901 hp and over, 28 feet and over:** 1) *Maria's Nightmare II*, Jeremy Beal (55 mph). **Race 21. Class M(A), 40 feet and over, up to 500hp:** 1) *Miss Tonia*, Milton Merchant (27 mph); 2) *Feelin' Nauti*, Patrick Kelley; 3) *Bukie & Tukie*, Mitchell Beal; 4) *Just Because*, Brian Smith; 5) *Seacoast Rambler*, Wade Faulkingham; 6) *Designer's Daughter*, Travis Beal; 7) *Nancy Anne*, Sonny Beal; 8) *Kimberly Lynn*, Kyle Look; and 9) *Noble Ladies*, Craig Crowley. **Race 22. Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (39 mph); 2) *All In*, Brian Davis; 3) *Crustacean Hunter*, Keenan Feeney; 4) *Nikki Elizabeth*, Zach Geel; 5) *Hurricane Indie*, Andrew Hall; 6) *Lil' Brooks*, Frank Thompson; 7) *Valkyrie*, Tucker Rocks; and 8) *Tamie Lynn*, Michell White. **Race 23. Class N(A), 40 feet and over, 750 to 1,000 hp:** 1) *Obsession*, Ryan Lemieux (43 mph); 2) *Size Matters*, Dixon Smith; 3) *She's All Wet*, Ken Geiger; 4) *Bottoms Up*, Isaiah Pinkham; 5) *Bre Lea*, Joe Libby; 6) *Night Moves II*, Aaron Beal; 7) *Weather Oar Knot*, Shane Farris; 8) *Natalie E.*, Dana Beal; 9) *Sun Seeker*; and 10) *Amanda May*, Alan Crowley. **Race 24. Class N(B), 40 feet and over, 1,001 hp and over:** 1) *Fifth Generation*, Mack Kelly (31 mph); and 2) *Isla & Grayson*, Travis Perry. **Race 25. Class O. Non-working boats, any length, any horsepower: No entrants.**

**Race 26. Wooden Boat Race A (Any hp, up to 35 feet 11 inches): DNS** *Little Girl*, Shawn Alley. **Race 27. Wooden Boat Race B (Any hp, 36 feet and over):** 1) *Sari Ann I*, Ann Johansen.

**Race 28. Gasoline Free-for-All:** 1) *Foolish Pleasure*, Mark Freeman.

**Race 29. Diesel Free-for-All:** 1) *Maria's Nightmare II*, Jeremy Beal; 2) *La Bella Vita*, Jeff Eaton; 3) *Size Matters*, Dixon Smith; 4) *Another Dirls*, Steve Carver; 5) *Melissa Joy*, Lawrence Merritt; and 6) *Miss Tonia*, Milton Merchant.

**Race 30. World's Fastest Working Lobster Boat:** 1) *La Bella Vita*, Jeff Eaton (44 mph); 2) *Last Design*, Roy Fagonde; 3) *Another Dirls*, Steve Carver; and 4) *Melissa Joy*, Lawrence Merritt.

**Race 31. World's Fastest Recreational Lobster Boat:** 1) *Maria's Nightmare II*, Jeremy Beal (52 mph)

## STONINGTON LOBSTER BOAT RACES

14 July 2024

### WORK BOATS UNDER 24 FEET

**Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 16 years and younger:** 1) *Essie Grace*, Haven Ciomei; 2) *Red Neck Racer*, Lucas Jones; 3) *Gray Ghost*, Landin Douglass; **No position given:** ---, Calen Larrabee; ---, Skye Lindelof; *Jaws*, Lillian Jones; *Red Rider*, Noah Williams; *Redde*, Pat Shepard; *Shit Happens*, Madison Wiberg; *Wet Dream*, Julian Spofford; and *White Lightning*, C. J. Gray. **Race 2 - CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Screen Time*, Mason Vintinner; 2) *Miller Time*, Ryan Miller; 3) *Baby Baron*, Gavin Holland; **No position given:** ---, Carson Parker; ---, Robbie Turner; #3, Conner Knowlton; *Gray Ghost*, Jeff Douglass; *Harper Grace*, Dick Eaton; *Joe Who*, Joe Grego; *Red Neck Racer*, Lucas Jones; *Skiffasurs*, Lucas Oliver; *Trouble*, Reagan Anderson; *White Lightning*, Colbe Hardy; and *Who's Next*, Kanen Ray. **Race 3 - CLASS C Inboards, outboards or outdrives, 90-hp and over:** 1) *Daddy Didn't Buy It*, Nathaniel Robertson; 2) *White Lightin'*, Caleb Norton; 3) *Casco Miss*, Dave Johnston; **No position given:** *Hazey Vaughn*, Alan Talgo; *Let's Go*, Neil Kirby; *Nightmare*, Cyrus Brown; *Rhythm & Thyme*, Renee Sewall; *Twin Disc*, Jay Parratta; and *Ugly*, Ron Eaton.

**Race 4 - Johns Bay Boat Co. Race:** 1) *Emma & Andrew*, Ben Weed (23 mph); 2) *Khristy Michelle*, John R. Williams; and 3) *Sari Ann I*, Jon Johansen.

### GAS POWERED WORK BOATS 24 FEET AND UP

**Race 5 - Gasoline Class A - 4 & 6 cylinder 24 feet and over:** 1) *Cindy Jen*, Jon Johansen. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Ripsnotter*, Brooklin Boat Yard. **Race 7 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet: No entrants.** **Race 8 - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman (52 mph). **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1) *Little Girl*, Shawn Alley (56 mph).

**Race 10 - Wooden Boat Race (Any hp, up to 35'11"):** 1) *Emma G.*, Kathy Lymburner; 2) *Queen's Lady*, Gary Hatch; 3) *Cindy Jen*, Jon Johansen; and DNS) *Little Girl*, Shawn Alley. **Race 11 - Wooden Boat Race (Any hp, 36' and over):** 1) *Emma & Andrew*, Ben Weed (23 mph); 2) *Sari Ann I*, Jon Johansen; and 3) *Khristy Michelle*, John R. Williams.

### DIESEL POWERED WORK BOATS 24 FEET AND UP

**Race 12 - Diesel Class A - Up to 235 hp, 24 to 31 feet:** 1) *Queen's Lady*, Gary Hatch (18 mph); 2) *Night Moves*, Michael Barter; 3) *Black Magic*, Ed Upham; **No position given:** *First Generation*, Alyssa LaPointe; and *Ruth*, Josh Duym. **Race 13 - Diesel Class B, Up to 235 hp, 32 feet to 39 feet 11 inches: No Entrants.** **Race 14 - Diesel Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Cat Sass*, Julie Eaton (26 mph). **Race 15 - Diesel Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Whiskey Girl II*, Mark Davis (24 mph); 2) *Outnumber*, Dan Carter; 3) *Samantha Erin*, Robin Dunham; and 4) *Rebounder*, Colyn Rich. **Race 16 - Diesel Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Destiny*, Danny Eaton (38 mph); 2) *Audrey May*, Randy Durkee (34 mph); 3) *High Voltage*, Dan Sawyer (29 mph);

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# Remembering the Race Boat CRY BABY

## Continued from Page 6

you guys mind doing me a favor?" Jean asked, "What is that Glenn?" He answered, "Don't go into business." We would say that was pretty high praise!

One year at Harpswell the wind was increasing from the southwest. We were concerned about getting our boats on the trailers. The launch is near a pier which goes out to floats perpendicular to it, so the area around the launch is tight and blocked on three sides. With the wind from the southwest, you come in with the wind at your back, turn to port, so you have the wind on your left and try to get on the trailer. If you don't get on the trail of the first time you get blown into the pier with practically no room to get yourself maneuvered around. By the time it came to take the boats out, the wind was really blowing and we were four nervous wrecks. We decided to team up – one man in the truck, one man driving the boat, one man on the boat to help save it, and one man on the dock to save the boat. Naturally we had quite an audience to watch this operation. THUNDERBOLT went first – came in hot – made the turn and got on the trailer. CRY BABY followed and did the same. By that time, we were exhausted, emotionally drained and relieved. As we were preparing the boats and trailers for the road, people were filtering by admiring the two racing lobster boats. As they came by, a kid said to his dad that it was neat the way we got those boats out. His father said, "Remember this son, those men are the real professionals," – if he only knew!

CRY BABY must seem like a strange name for a boat. We wanted something unusual and catchy. For one thing our boat was little and cute, but loud and nasty. Also, in lobster boat racing – as in all forms of motor sports – there are always some individuals who complain that the rules are not fair, that other competitors received favorable treatment, that other people are cheating more than they are etc. etc. Therefore, we felt that one more cry baby should fit right in.

### CRY BABY

**Boat type:** Custom  
**Designer:** D&L Boatworks

**Boatbuilder:** D&L Boatworks (2004)  
**Construction:** Wood and Fiberglass  
**Dimensions:** 25'

**Accommodations:** None

**Engine(s):** Gasoline: 292 ci Chevrolet

**Owner(s):** D & L Boatworks, 14 Raiche St., Lewiston, Maine 04240 (207) 782-3290

**Year's Raced:** 2005-2014

**Racing Class:** Gasoline Class A: 4 and 6 cylinder, 24 feet and up.

### Results:

2005: BOOTHBAY, 1st Gasoline Class A. 4th Gasoline Free-for-All. FRIENDSHIP, 1st Gasoline Class A (26 mph). 2nd Gasoline Free-for-All. HARPSWELL, 1st Gasoline Class A. SEARSPORT, 1st Gasoline Class A (28.8 mph).

2006: BOOTHBAY: 1st Gasoline Class A. 4th Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class A. 2nd Gasoline Free-for-All (32 mph). HARPSWELL: 1st Gasoline Class A (29.3 mph). 3rd Gasoline Free-for-All. PEMAQUID: 1st Four and six cylinder gas, 24 feet and over (27 mph). 3rd Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A, 2nd Gasoline Free-for-All (29 mph)

2007: BOOTHBAY: 1st Gasoline Class A (26 mph); 4th Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A, 4th Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class A (30 mph). HARPSWELL: 1st Gasoline Class A, 2nd Gasoline Free-for-All. PEMAQUID: 1st Four and six cylinder gas, 24 feet and over, 3rd Gasoline Free-for-All.

2008: BOOTHBAY: 1st Gasoline Class A (31 mph); 3rd Gasoline Free-for-All. ROCKLAND: 1st Gasoline Class A and 2nd Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A (32.0 mph), 1st Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class A (32.3 mph), 2nd Gasoline Free-for-All (32.4 mph). HARPSWELL: 1st Gasoline Class A, 3rd Gasoline Free-for-All. PEMAQUID: 1st Four and six cylinder gas, 24 feet and over and 3rd Gasoline Free-for-All.

2009: BOOTHBAY: 1st Gasoline Class A (31.6 mph); 1st Gasoline Free-for-All (32 mph). ROCKLAND: 1st Gasoline Class A (25.2 mph), 1st Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A. FRIENDSHIP: 1st Gasoline Class A (33.1 mph); 4th Gasoline Free-for-All. HARPSWELL: 1st Gasoline

Class A, 2nd Gasoline Free-for-All. PEMAQUID: Four and six cylinders gas, 24 feet and over, 3rd Gasoline Free-for-All.

2010: BOOTHBAY: 1st Gasoline Class A (30.8 mph), 2nd Gasoline Free-for-All (32.0 mph). ROCKLAND: 1st Gasoline Class A (30.4 mph), 2nd Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A, 4th Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class A (33.1 mph), 1st Gasoline Free-for-All (33 mph). HARPSWELL: 1st Gasoline Class A (31.8 mph), 2nd Gasoline Free-for-All. PEMAQUID: Four and six cylinders gas, 24 feet and over, 2nd Gasoline Free-for-All. PORTLAND: 1st Gasoline Class A (31 mph), 3rd Gasoline Free-for-All.

2011: BOOTHBAY: 1st Gasoline Class A (31.4 mph), 1st Gasoline Free-for-All. ROCKLAND: 1st Gasoline Class A. 3rd Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A and 2nd Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class A (33.9 mph), 2nd Gasoline Free-for-All (33.6 mph). HARPSWELL: 1st Gasoline Class A (29.3 mph), 2nd Gasoline Free-for-All. PEMAQUID: 1st Four and six cylinders gas, 24 feet and over (32.8 mph), 2nd Gasoline Free-for-All (32.1 mph). PORTLAND: 1st Gasoline Class A, 3rd Gasoline Free-for-All.

2012: BOOTHBAY: 1st Gasoline Class A (35.4 mph), 1st Gasoline Free-for-All (34 mph). ROCKLAND: 1st Gasoline Class A (31.6 mph), 4th Gasoline Free-for-All. SEARSPORT: 1st Gasoline Class A (33 mph), 2nd Gasoline Free-for-All." FRIENDSHIP:

1st Gasoline Class A (31.3 mph); 1st Gasoline Free-for-All (29.3 mph). HARPSWELL: 1st Gasoline Class A (29.3 mph); 1st Gasoline Free-for-All (27.8 mph). PEMAQUID: 1st Four and Six Cylinder Gas, 24 feet and over; 1st Gasoline Free-for-All (29.3 mph). PORTLAND: 1st Gasoline Class A (28 mph); 1st Gasoline Free-for-All (28 mph).

2013: BOOTHBAY: 1st Gasoline Class A; 3rd Gasoline Free-for-All. ROCKLAND: 1st Gasoline Class A (32.7 mph); 1st Gasoline Free-for-All. LONG ISLAND: 1st Four and six cylinder gas, 24 feet and over (25.6 mph); 1st Gasoline Free-for-All (28.3 mph). SEARSPORT: 1st Gasoline Class A (23 mph); 5th Gasoline Free-for-All (28 mph). FRIENDSHIP: 1st Gasoline Class A (33.9 mph); 2nd Gasoline Free-for-All. HARPSWELL: 1st Gasoline Class A (31.4 mph); 2nd Gasoline Free-for-All. PEMAQUID: 1st Four and six cylinder gas, 24 feet and over; 2nd Gasoline Free-for-All. PORTLAND: 1st Gasoline Class A (31.5 mph); 3rd Gasoline Free-for-All.

2014: BOOTHBAY: 1st Gasoline Class A (30.5 mph); 2nd Gasoline Free-for-All (31.3 mph). ROCKLAND: 1st Gasoline Class A (30.6 mph); 2nd Gasoline Free-for-All (30.6 mph). PEMAQUID: 1st Four and six cylinder gas, 24 feet and over (22 mph); 2nd Gasoline Free-for-All (43 mph). LONG ISLAND: 1 Gasoline Class A (30.2 mph); 2nd Gasoline Free-for-All. PORTLAND: 1st Gasoline Class A (25.2 mph); 1st Gasoline Free-for-All.

## LOBSTER BOAT RACING RESULTS

### Continued from Page 24

**No position given:** *A-Salt Weapon*, Blake Zlothowski; *Emma G.*, Kathy Lymburner; and *Guilty Pleasure*, Jake Dugas. **Race 17 - Diesel Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *Faith Melle*, Winfield Alley (40 mph); 2) *Bounty Hunter*, Mitch White; 3) *Calypso*, Royce Fifield; 4) *Baba Buoy*, Bennett Gray; **No position given:** *Chelsea Lynn*, Hunter Ciomei; *Holly Lynn II*, Nick Haskell; *Jo-Becca II*, Russell Bray; *Katherine Ellen*, Dick Bridges; *Miss Joanne*, Jamie Hardy; *Ms. Rose*, Ed Torosian; *Southern Comfort*, Avery Waterman; and *Wicked*, Juston Boyce. **Race 18 - Diesel Class G, 436 to 550 hp, 28 to 35 feet:** 1) *My Turn*, Mariena Beal (40 mph); and 2) *Semper Fi*, Ari Meehan (35 mph). **Race 19 - Diesel Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches: Heat I:** 1) *Melynda M.*, Willie Coombs; 2) *Papa's Pride*, Oscar Beal; 3) *What's Next*, Eric Ray; **No position given:** *First Team*, Travis Otis; *Intuition*, Tony Bray; and *Margaret Ann*, Jeremiah MacDonald. **Heat II:** 1) *Miss Norma*, Dean Beal; 2) *Off the Hook*, Heath Eaton; 3) *Fallen Angel*, Brodie Eaton; **No position given:** *Aliyah & Ivy*, Tyler Torrey; *Daddy's Gem*, Jason Clough; and *Go Gramp Go*, Lawrence Bray. **Finals:** 1) *Miss Norma*, Dean Beal; 2) *Melynda M.*, Willie Coombs; 3) *Papa's Pride*, Oscar Beal; **No position given:** *Fallen Angel*, Brodie Eaton; *Off the Hook*, Heath Eaton; and *What's Next*, Eric Ray. **Race 20 - Diesel Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith (30 mph). **Race 21 - Diesel Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Sleepless Nights*, Eric Robbins (28 mph); 2) *Jett Set*, Jett Lindelof (25 mph); and 3) *Molly Ryan*, David Haskell. **Race 22 - Diesel Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *La Bella Vita*, Jeff Eaton (45 mph); 2) *Witching Hour*, Nick Wiberg (35 mph); 3) *Shootin' Star*, Steven Osgood (34 mph); and 4) *Calixto*, Krisforo Melanio. **Race 23 - Diesel Class L, 901 hp and over, 28 feet to 39 feet 11 inches: No Entrants.** **Race 24 - Diesel Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (25 mph); 2) *Sea Breeze*, Richard Hildings; 3) *Sara Kristine*, Devin Bray; **No position given:** *Khristy Michelle*, John R. Williams; *Priorities*, Shawn Haskell; and *Sea Urchin*, Allan Knowlton. **Race 25 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (30 mph); 2) *Alexsa Rose*, Matt Sheppard (29 mph); 3) *Bella Grace*, Fred Hersom; **No position given:** *Ava Marie*, Tom Lyndahl; *Back at It*, John Lymburner; and *Calham*, Aaron Larrabee. **Race 26 - Diesel Class N(A), 40 feet and over, 750 to 1,000 hp:** 1) *Obsession*, Ryan Lemieux (42 mph); 2) *Natalie E.*, Dana Beal (41 mph); 3) *Hooligan*, Deven Haskell; **No position given:** *Decadence*, Ryan Haskell; *Faye Renea*, Ben Hardy; *Kristyn Lea*, Jared Gove; *Melanie Rose*, Stuart Bray; and *Natalie Ann*, Josiah Rhys. **Race 28 - Diesel Class N(B), 40 feet and over, 1,001 hp and over:** 1) *Kayla Anne*, Joshua Beal (33 mph); 2) *Fifth Generation*, Mack Kelley (32 mph); 3) and 4) *Ladies*, Tom Clemons (31 mph). **Race 29. Class O. Non-working boats, any length, any horsepower: No entrants.**

**Race 30 – Gasoline Free for All:** 1) *Foolish Pleasure*, Mark Freeman (47 mph); and 2) *Cindy Jen*, Jon Johansen.

**Race 31 - Diesel Free for All:** 1) *My Turn*, Mariena Beal (40 mph); 2) *Witching Hour*, Nick Wiberg (36 mph); and 3) *Alexsa Rose*, Matt Sheppard (29 mph).

**Race 32 - Andrew Gove Memorial Cup – Fastest Working Lobster Boat:** 1) *La Bella Vita*, Jeff Eaton (41 mph); 2) *My Turn*, Jeremy Beal; and 3) *Witching Hour*, Nick Wiberg.

**Race 33 – Jimmy Stevens Cup - Fastest Boat Afloat:** 1) *Foolish Pleasure*, Mark Freeman; 2) *La Bella Vita*, Jeff Eaton; and 3) *Witching Hour*, Nick Wiberg.



Fogged in at Beals Island.

## MARITIME NEWS FROM THE PAST - Republican Journal - 1850

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### SHIP NEWS Port of Belfast

ARRIVED – September 13, schooner C. H. Hale, Gilkey, New York; 14<sup>th</sup>, FAME, Emerson, Boston; 15<sup>th</sup> brig SHARRER, Currier, Rondout; schooner PENSACOLA, Farrow, Boston; PALESTINE, Wells, Eastport; 16<sup>th</sup>, DANIEL BREED, Lineken, Lynn; 17<sup>th</sup>, ELIZABETH, Clark, Gloucester; 18<sup>th</sup>, BRANDYWINE Jellison, Provincetown, LAURA JANE, Holbrook, Lynn.

SAILED – 12<sup>th</sup>, schooner A. GALE, Pattershall, Boston; 16<sup>th</sup> C. H. Hale, Gilkey, Bucksport.

\*\*\*\*\*

SEARSPORT – Sailed 14<sup>th</sup>, DEMARARA, Merithew, Pictou,; arrived 16<sup>th</sup>, MAJESTIC, Smart, Bangor.

\*\*\*\*\*

### By Steamboat this Morning

Arrived at Boston 17<sup>th</sup>, TANGIER, Park, and L. BEAN, Noyes, Philadelphia; JONA, Wentworth, Bangor; cleared S. HALL, Bucksport.

Arrived at New York 17<sup>th</sup> ROSSIUS, Eldridge, and D. W. CLINTON, Funk, Liverpool; NEVADA, Eastport; A. H. WASS, Galveston; CANIMA, Calais; HENRIETTA, do; ROANOKE, THAMES and VANDALIA, Eastport; MARGARET, Boardman, Lubec; BYZANTIUM, Cottrell, Cherryfield; MARQUIS, Milliken, Ellsworth; CHARLES, Dodge, Bangor.

Arrived at Philadelphia 16<sup>th</sup>, J. D. PENNELL, Stover, Providence; MICHIGAN, Shute, Boston; YANKEE BLADE, Heagan, New York; cleared SHAKESPEARE, Pendleton, Boston.

Arrived at Mobile 9<sup>th</sup>, H. C. LOWELL, Rockland.

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Arrived at Boston 13<sup>th</sup>, C. EDWARD, Doak, and C. THOMAS, Pinkham, Philadelphia; RANSOM, Bangor; MARY, Eastport; MARY, Robinson, Machias; LEO, Hopkins, Gouldsboro; ANDES, Hampden; CORDELIA, Bangor; ORIENT, MAINE, CORAL, and AURORA, do, SPY, Frankfort, VALHALLA, Lord; A. HAYNES, Lord; ARIEL, Lord; PACKET, Smith, and HANNAH, Murch, from Ellsworth; R. FOLLET, Lubec; cleared, LYSANDER, Snow, San Juan, Cuba; arrived 14<sup>th</sup>, GEM, Nickerson, and TREMONT, Sears, Philadelphia; J. WHITMAN, Thatcher, Weymouth; OREAD, Eastport; R. SUN, Wass, Addison; CHERRY, Bangor; POLLY

EWER, CALEDONIA, ENERGY, CHAMPION, DISPATCH, and LUNKER SUE, do; OTRANTO, Hammond, Ellsworth; yacht MERMAID, Bangor; cleared, INDIANA, Watts, Turks Island; ITASCA, Parritt, Richmond, Virginia; A. FIELD, Maddox, Philadelphia; ORLAND, Whitcher, Bangor; S. D. NORTON, Norton, Tremont; LACONIA, Howes; A. ROGERS, White; MAIL, Baker, and SEA BIRD, Godfrey, Philadelphia; arrived 15<sup>th</sup>, EAGLE, Crowell; ST. GEORGE, Hyler, and L. CHILD, Baker, Philadelphia; STATE OF MAINE, Rogers, Rondout; SAILORS DELIGHT, Tinker, Tremont; CYPRESS, Small, Addison; PERUVIAN, Treat, Bangor; S. BUCK; E. MERRIAM, and FREONDA, do; A. GALE, Belfast; SUPERIOR, Harrington; LOUISA, Dresden; arrived 16<sup>th</sup>, MONTPELIER, (of Camden,) Colley, Philadelphia; L. FARNUM, McIntyre, do; LAGRANGE, Murch, Trenton; M. D. SCULL, Scull, Savannah; TREMONT, Nickerson, Norfolk; IRENE, Ross; DIADEM, Black; H. ATKINS, Rendell, and PALOS, Berry, Philadelphia; MEDOMAC, Calais; SWIFT, Franklin; OHELLO, Hart, Orland; A. TREAT, Parker, Bangor; H. MCLEOD, Belfast; DIAMOND, Richmond; cleared, CLEMENT, Mayo, Charlestown; NITHEROY, Perkins, Philadelphia; Arrived 17<sup>th</sup>, L. FIELD, Smith, Batavia; THEOXANA, Barland, Lisbon, July 14; L. COPELAND, Shedd, Philadelphia; CHICOPEE, Emery, do; VIATOR, Park; M. L. HALL, Cousins and ARROWSIC, Preble, do; PEMQUID, Mitchell, do; cleared S. NASH, Gilchrist, Turks Island; W. A. COOPER, Lincoln, New Orleans; E. NICKERSON, Savannah; SEA BIRD, Curtis, Georgetown; NARRAGUAGUS, Hinckley, Charlestown; C. EDWARD, Doak, Bangor; C. E. HOPKINS, Boardman, Camden.

Arrived at New York 12<sup>th</sup>, ADELINE, Norton, Arcibo; MATILDA, Eastport; AMANDA, Machias; cleared, JONA, Blake, Glasgow; MARCELLUS, Hooper, Ponce, PR; A. HAMMOND, Green, RIO GRANDE; CLEOPATRA, Emerson, Bermuda; arrived 13<sup>th</sup>, EMILY, Nichols, Portsmouth; EXCEL, Tollman, Savannah; Cleared 14<sup>th</sup>, SOPHIE, (Swedish) Bangor, Maine; PEERLESS, Conklin, Curacoa; M. MARIA, Salem; ITALIAN, Fickett, Philadelphia; arrived 14<sup>th</sup>, TORONTO, Parker, New Orleans; arrived 15<sup>th</sup> C. C. DOW, Blanchard, Matanzas; XENOPHON, Wording, Aux Cayes, 23<sup>rd</sup> ultimo; AMERICAN, Ross, Savannah; ALBION, Lufkin, Calais; ALBANY PACKET, Hewitt, and

METALLUK, Ames, Thomaston; cleared DAMARISCOTTA, Portland; arrived 16<sup>th</sup> ZURICH, Thompson, Havre; TYLEE, Furgerson, Charleston; J. KELLAR, Thomaston; TEXAN, Eastport; J. ACHORN, Antilles; ZEPHYR, SENATE, DELAWARE and IVANHOE, Rockland; S. ROSS, Ginn, Orland; J. BENSON, Benson, St. George; cleared HECLA, Sanper, Matanzas.

Arrived at Philadelphia 11<sup>th</sup>, NORTH AMERICAN, Foster, New York; arrived 13<sup>th</sup> H. NEWELL, Warren, Fall River; VANDALIA, Strout, Boston; cleared, J. HINCKLEY, Johnson; DIADEM, Black; TIONESTA, Leland, and NORTH AMERICAN, Foster, do; arrived 14<sup>th</sup>, MARY, Whelden, and SUN, Crosby, Boston; ALBION, Randle, Calais, (and cleared for Boston.)

Arrived at Portsmouth, 15<sup>th</sup>, GULNARE, Moore, Rondout.

Arrived at Salem, 14<sup>th</sup>, A. WELD, Belfast; cleared 14<sup>th</sup>, T. P. PERKINS, Gilkey, Philadelphia; AURORA, for Hampden; GEORGIANA, Gilchrist, Philadelphia.

Arrived at Holmes' Hole, 11<sup>th</sup>, LADY OF THE LAKE, Hinds, Boston, for Norfolk.

Arrived at Providence, 15<sup>th</sup>, CAROLINE, Grant, and ABEONA, Bangor.

Arrived at Stonington, 15<sup>th</sup>, ORRLOO, Bangor.

Arrived at Newport, 14<sup>th</sup>, MALABAR, Cottrell, Bangor.

Arrived at Edgartown, 12<sup>th</sup>, P. HENRY, Ingraham, Rockland, for Savannah, KOSCIUSKO, for New York; GEN. TAYLOR, and CEYLON, Camden, for do.

Arrived at Baltimore 13<sup>th</sup>, CANDACE, Matthews, Boston; cleared 12<sup>th</sup>, UNION, Kendrick, do.

Sailed from Charlestown 9<sup>th</sup>, ARMANDALE, Sartelle, and FLYING ARROW, for northern port; cleared 10<sup>th</sup>, CADET, Rich, Baltimore; ship CAMDEN, Eckerman, New York.

Arrived at Norfolk 10<sup>th</sup>, H. & ABIGAIL, Crane, Camden; arrived 12<sup>th</sup>, GEN. TAYLOR, Fuller, Thomaston.

Arrived at Wilmington, North Carolina, 9<sup>th</sup>, DRUID, Deering; BRAGANZA, Young, and CANOVA, Killman, from Charlestown; arrived 11<sup>th</sup>, ATTAKAPAS, Sartelle, Martinique; NORFOLK, Pendleton, New York.

Sailed from Savannah 7<sup>th</sup>, I. MEAD, Brown, New York.

Arrived at Pensacola 31<sup>st</sup>, H. C. LOWELL, Thomas, from Rockland for Mobile. (See disasters.)

Cleared from Washington, North Carolina previous to 18<sup>th</sup>, MELVILLE, Cousins,

Boston.

Arrived at New Orleans 3<sup>rd</sup>, S. LUDWIG, Young, Rockland; cleared SARANAC, Yates, Charleston.

Sailed from Galveston 27<sup>th</sup> ultimo, MONTAUK, Gates, New York.

Brig GEORGIANA, at New York from Savannah, reports 8<sup>th</sup> instant, off Cape Hellen, in a severe gale from east-southeast to north-northeast, lost jibboom, flying jibboom and fore topmast, staysail, jib and flying jib, split fore spencer, stove bulwarks, &c. 11<sup>th</sup> instant, latitude 38 40, longitude 72 56, saw a bark of about 400 tons, with loss of main and mizzen topmast and fore topgallant masts steering for New York; same time, a hermaphrodite brig, with loss of main boom.

Brig RAINBOW, (of Thomaston) Mitchell, at New York from St. Martin's, experienced the gale of 7<sup>th</sup> instant, from southeast to northwest, and lost boat, had bulwarks stove, and received other damage.

Schooner MARY ADAMS, Merrill, of and from Gardiner, for Boston, with bricks and hay, lost foremast and sprung a leak 12<sup>th</sup> instant, and was abandoned 14<sup>th</sup>; the crew, seven in number, were taken off by schooner SWIFT, Gordon, from Franklin, and saved only what they had on. No insurance.

Schooner ALPINE, (of Calais) Thompson, from St. Stephens, New Brunswick, for Inagua, West Indies, was abandoned at sea 6<sup>th</sup> instant, latitude 38, longitude 66 50, having sprung a leak during a southeast gale, Tuesday, 31 instant. The crew left in a boat, and were picked up same day, by brig JOHN BALCH, from Newport, Rhode Island, for Georgetown, South Carolina, and were transferred to bark LOWELL, which arrived at Boston on Sunday.

Fishing schooner MAZEPPA, Neal, from Mount Desert for Wellfleet, went ashore 8<sup>th</sup> instant, on Scorton Neck, near Sandwich; crew landed safe.

Schooner HENRY C. LOWELL, Thomas, from Rockland for Mobile, arrived at Pensacola 31<sup>st</sup> ultimo, with the loss of mainmast, and sails and rigging attached; also lost small spars and sails, stove boat, bulwarks, &c., having experienced a heavy gale in latitude 25, longitude 79 35.

### Foreign Ports

At Palermo, 15<sup>th</sup> ultimo, Z. P. BROWN, Brown, for Boston same day; TORNIO, Berry, for Boston, loading.

Sailed from Genoa, 22<sup>nd</sup> ultimo, ORK, Dunbar, Malaga.

Arrived at Barcelona, 12<sup>th</sup> ultimo, TIVOLA, Wooderson, from Mobile, for Port Mahon.

At Rotterdam, 28<sup>th</sup> ultimo, VANDALIA, Norton, for New York in a few days.

Cleared from Bristol, England, 29<sup>th</sup> ultimo, THORNDIKE, Perkins, Cardiff, for New Orleans.

Arrived at Shields, 24<sup>th</sup> ultimo, JUNIATA, Lawrence, Antwerp.

At London, 30<sup>th</sup> ultimo, KATE HOWE, Norcross, to load for Philadelphia.

Sailed from Liverpool, 30<sup>th</sup> ultimo, YANKEE BLADE, Bradstreet, Newport, to load for New York.

At Aux Cayes, 23<sup>rd</sup> ultimo, FAIRY, Thomas, for New York, 13 days, MARY EMILY, Spaulding, for Baltimore, unc.; ACKAM, Miller, for New York, 12 days.

At Ponce, 26<sup>th</sup> ultimo, J. FORBES, Francis, from and for New Haven, loading; O. THOMPSON, Pettingill, from Baltimore via Bermuda, for Philadelphia, 1<sup>st</sup> instant; sailed 26<sup>th</sup>, PLATO, Carioli, Philadelphia.

Sailed from Havana, 25<sup>th</sup> ultimo, MACHIGONNE, Chamberlain, Sagus, to load for New York.

At Matanzas, 1<sup>st</sup> instant, JAS. BAILEY, Bishop, discharging; PARANA, Gooding,

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## MARITIME NEWS FROM THE PAST - Republican Journal - 1850

waiting freight; E. A. KINSMAN, Kinsman, for New York, 5 days.

At Turk's Island, 1<sup>st</sup> instant, GEO. THOMAS, Boyd, for New York, next day.

At Ragged Island, 25<sup>th</sup> ultimo, ALGONQUIN, Smith, of and for Providence, ready – only American vessel.

Page 4.

### The Journal of a Passenger of the California Packet

California Packet, June 9, 1850  
Latitude 39° 20'S; Longitude 78° W.

The weather is clear and pleasant with a very light breeze from the south, but for the last 3 days we have had a wind from the southwest by south, so strong that although running close upon it, the ship logged 11½ knots per hour part of the time. I believe this to be her greatest speed on the wind but with a free wind she has logged 13 knots per hour. Mariners who know, of course the usual speed of freighted ships, can judge of the speed of the "California Packet" from the above facts. I claim to be no part of a sailor, neither have I any ambition to "learn the ropes," and seafaring men may laugh at some of my lingo when speaking of the ship, but I trust I may be pardoned on the ground that I am a regular "country clod hopper," brought up and educated amidst the forests and snowbanks of "Down East."

This is the 32<sup>nd</sup> day from Rio Janeiro, and the 97<sup>th</sup> from Boston. It is not decided, I believe, whether we shall stop at Valparaiso, or at Callao on the coast of Peru. The water which we obtained at Rio is now about exhausted, and it is believed that our water which we took from Boston is very bad, therefore making it important that our stock of water should be replenished as soon as possible, and besides, I think we are in need of some vegetables and some other articles. Our freight of lumber was taken in wet and icy, besides being much of it in a wet or green and unseasoned state, and the consequence is, that our stock of flour, or so much of the same as we have not already consumed, about two hundred barrels, is either already spoiled or in a fair way to become so in a very short time when we again get into warm weather. It is already spoiled for my eating, being so very musty. Much of it will stand alone in a solid cake, after knocking the cask to pieces around it. But we had an ample supply of "hard bread," so that we shall not be likely to suffer for the want of bread. We have lost, also some other articles in consequence of the wet state of our cargo, viz., a considerable quantity of dry fish, a lot of smoked herrings (in boxes,) – a few barrels of halibut napes and fins, a quantity of cheese, and it is believed some other articles which, in the mixed state of our cargo we have not been able to find. It is of the greatest importance, in my opinion, that all vessels bound California with a mixed cargo of lumber, provisions, &c., that the lumber should be well seasoned and perfectly dry.

Some of our sailors who have formally been employed in the whaling business, inform us that this is a part of their former field of operations, but the whales do not really seem so plenty here as in the South Atlantic, having seen but one regular old "sperm" since we came around the Horn.

I have frequently remained upon the deck as long as I could make myself comfortable, on some of our clear bright evenings, during our passage through the "lower regions" in order to see if I could discover any material difference in the general appearance of the canopy of the heavens. But I really cannot see as it differs materially from our more northern skies, – I am no part of an astronomer, or else, perhaps, I might make some discoveries which I am now not able

to make; but as it is I can only say that the broad expanse of the blue heavens appears much the same, with its ten times ten thousand twinkling luminaries. In concluding my remarks upon this subject, I will briefly allude to certain meteors which are seen in this region called, "Magellan clouds." Their position is generally the same, being about forty degrees above the horizon, and in a point of brilliancy they bear almost a perfect resemblance to the "Solar Walk or Milky Way," and probably exists from the same cause. The Milky Way in itself appears the same as in the Northern Hemisphere, excepting, perhaps, it may be a little brighter, and also, excepting that nearly in the center of the arch, which is about 80° above the horizon at this time, there are two dark spots, which are also called clouds by the seamen. They are dark or un-illuminated circles, much darker than the general appearance of the Milky Way, and considerably darker than the sky elsewhere. I am not able to account for the existence of these "clouds," excepting whereas light forms the one, darkness forms the other.

June 11<sup>th</sup>, latitude 36° S., Longitude 76° 30' W. – We are enjoying a delightful breeze from the west, and although we are running at the rate of from 7 to 9 knots, scarcely any motion to the ship is perceptible. The broad and beautiful Pacific yet remains as unruffled as a millpond, and my mind has not yet changed as to the propriety of the term Pacific, as applied to this ocean, whatever conclusions I may arrive at hereafter. We are now only about three degrees south of Valparaiso, and some 3½ degrees west of that port, and the probability is that we shall stop there a few days to replenish our stock of water, &c.

June 16<sup>th</sup>, latitude 53° 2' S., Longitude 72° 20' W. – We have had a regular "norther" for about four days and our progress towards the port of our destination has been very slow indeed. At the time of my last date, I verily thought that we were in a fair way of making the passage from Valparaiso to Rio in 35 days, but we were destined to be disappointed. We have reached the latitude, however, of that place, and we are now standing in towards the harbor, the wind having changed in our favor, and we shall probably get into port tomorrow, if our favorable wind continues. This is a most delightful day, being clear and warm, with a zephyr of about six knots strength.

27 September  
Page 2.

**The Spirit Rations and Flogging in the Navy.** – The House of Representatives has had these subjects under consideration in committee of the whole on the naval appropriation bill. On Saturday, amendments were adopted, abolishing the spirit ration, paying the sailor \$1.50 more per month, instead of it, and abolishing *the Flogging of Seamen*, except on due conviction by a court-martial – no sentence to be executed until twenty four hours after it is pronounced. On Monday, an amendment was adopted, very



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properly including the officers in the grog restriction, and then, as we learn by telegraph though the statement is rather obscure, a substitute for the whole, abolishing flogging in the navy was adopted. We infer from this that the action of the house relating to the grog rations, had been reconsidered. These amendments, it should be borne in mind, were adopted in committee. They are yet to be reported to the house and acted upon.

Since the above was in type we have received a dispatch, stating that the house has adopted the amendment doing away with flogging. The amendment in relation to grog rations, we presume has failed much to our regret.

**The Fishing Interest.** – We have been much pleased at a cursory look at the schooner JANE OTIS, launched on Saturday from the yard of S. C. Nickerson of this town. The "J. O.," was built under the direction of Mr. Cyrus Patterson, is of 82 tons burthen, and in the points of stability, and adeptness for the fishing business does great credit to her builders. She is owned by different persons of this place. In the construction of vessels of this class, our facilities exceed those of any other section of New England. This fact is accounted for when we consider the cheapness of the materials among us, and that we have been accustomed to building vessels of a larger class, which do not require materials of the same size as enters into the construction of fishing vessels. This is the second vessel of this class which has been built here within two years, so it may be perceived that the business is yet young with us. We have before called the attention of our citizens to the great means of prosperity which the fishing business places in our hands. Nevertheless they have entered into the spirit of the matter so little that there are not found here the facilities necessary for the fitting out of even one vessel of the class of which we are speaking. When many of our citizens have the capital and means neces-

sary to carry on this business, come to take into consideration our real facilities and the importance of this interest, it seems to us this state of the case cannot long exist. It is well-known that there are many places of wealth and consequence, in New England, whose sole support is derived from fishing and whose facilities are in no way equal to ours. Last year there were no less than 132 of the young men of this place who left here to seek employment in the fishing business. It can easily be estimated how much money they brought back to add to the trade of the place. Of this number only 32 now find business in vessels belonging here. Now if these young men could find situation in vessels built and owned here, how much would the business of the town be increased? This unlike other traffic, is on the increase. A great system of exchange of the products of our waters for the products of the soil of the west is being established, and it becomes a question with us whether Maine, and this town, even shall have a part in this system of exchange, or whether our young men shall be forced to transfer the capital which is the product of their summer's labor, to other places.

**Burglar's Arrested.** – On Tuesday night last, the store of the Messrs. Dutton, in Ellsworth, was broken open, and robbed of goods to the value of \$500, or thereabouts. It was found that the burglars had left by water, and they were pursued down the bay. Their boat with the goods, was found at Bartlett's Island, and it was supposed by their pursuers, that by securing their boat they had the rascals sure. But it was found that they had left the island on a raft, stolen another boat at Hard Wood Island, and escaped to Brooklin. They were finally taken on Saturday night, and lodged in jail at Ellsworth. The name of the burglars, we learn, is Farnum. They are both under age. They are probably the same persons who broke into one or more stores in Machias, two or three nights previous.



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