

Maine Coastal News

Volume 37 Issue 11

November 2024

FREE

Year-end Winners for the 2024 Lobster Boat Races



Michael Faulkingham's CAPTAIN COLE [South Shore 42, 1,000-hp FPT] heading for the finish at the Winter Harbor races.

With the conclusion of the 2024 Maine Lobster Boat Racing season, I always try to see if there is anything that we could do better. If it was a down year, why? Most times this has to do with inclement weather (fog or rain) as it did last year. However, it did not affect the turn out from the previous year (2022). The 2023 was almost a mirror image of the 2022 season, but 2024 was much better having almost 175 racers more than the two previous years did. The only thing that may have affected this year was good weather with the exception of Bass Harbor, which had fog and rain. All the venues do their best to make their race successful, but it takes a lot of time going out and getting the prizes and pulling everything together. One way to make a race stand out is to offer a hull and top like Winter Harbor did. This doubled their attendance, but making this happen is not easy.

The first big questions after the season concludes is: Should we make changes to the classes or the rules? Last year we did not make any changes to the rules. In the classes, the members voted to split Class N. So, it was written, Class N(A) 40 feet and over, 751 to 1,000-hp, and Class N(B) 40 feet and over, 1,001 hp and over. This seemed to work, but I do not foresee any changes this year. The only argument could be for making an adjustment in the lower Diesel classes.

As you know we have 11 races a year:

Boothbay, Rockland, Bass Harbor, Moosabec, Stonington, Friendship, Harpswell, Winter Harbor, Merritt Bracket (Pemaquid), Long Island and Portland. To qualify for the MLBRA year-end awards you only need to attend three events. We also only count five races, even if you attend more and when scored only your best five races are counted. No one qualified in gasoline classes A and B; and Diesel classes: A, B, C; and wooden boat class A. It is not difficult to see why there is a drop in the Gasoline and the wooden boat classes. Unfortunately, there are only a handful of gasoline powered boats left fishing and the same is true for the lower wooden boat race. The gasoline class got a boost this when Randy Durkee's BLACK DIAMOND, Jim Koehling's BROWN EYED GIRL, Mark Freeman's FOOLISH PLEASURE and Steve Johnson's LYNN MARIE came out. Shawn Alley and LITTLE GIRL only made the Stonington race, where he had an engine issue that forced him to miss the rest of the season. There is no question that the gas boats turn heads and if they all made it out that would be quite a sight and might spur more people to race in these classes. As for wooden boats, there are some older wooden lobster boats still out there, but most not fishing. They could still compete and be successful depending on the class they choose.

At the Annual Meeting last October I

asked for the members to find a new president. I have been the president for 23 years and scorer of the races for 26 years. I just need someone who can organize and host the meetings and get sponsors. Interested? Come to the Annual Meeting at Robinson's Wharf on Southport Island on 19 October. I will remain doing the scoring.

It is not all about racing, there is a social aspect, which many enjoy. Some use the race weekend to cruise the coast and spend the weekend with family and friends. It is really a fun time, some of the parties are legendary, and if you have not gone to several races up and down the coast give it a try!

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**Gasoline Class D - V-8, 376 to 540 cid,
28 feet and over**



1) Foolish Pleasure, Mark Freeman

**Gasoline Class E - V-8, Over 525 cid, 28 feet
and over, superchargers/Turbos**



1) Black Diamond, Randy Durkee




2) Lynn Marie, Steve Johnson

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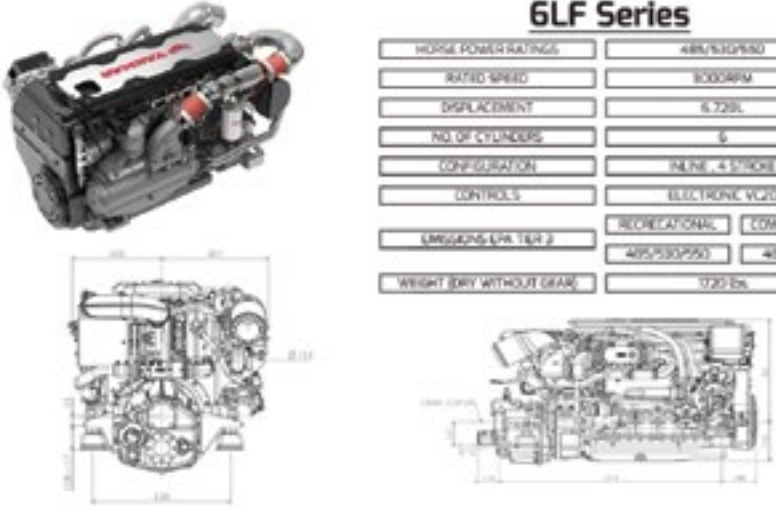


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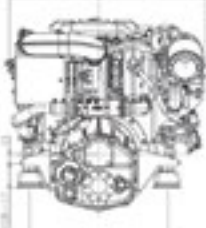
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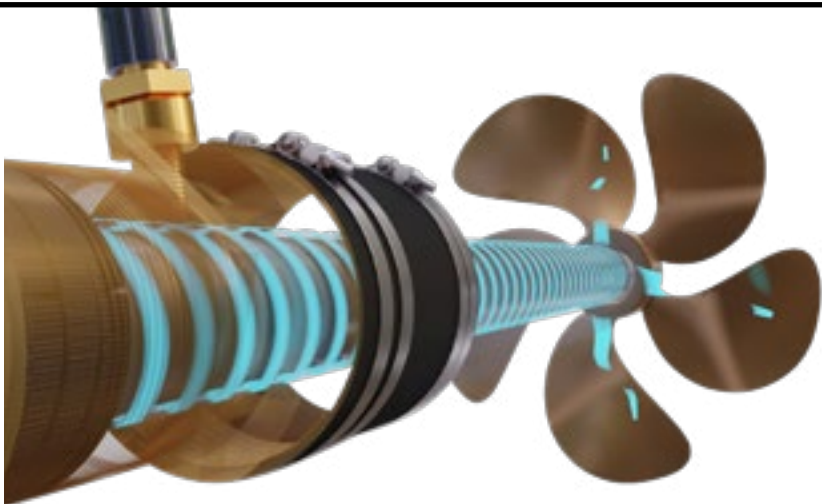
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Maine Coastal News

P.O. Box 710

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

(207) 223-8846

E-mail - igmatats@aol.com

Website: www.mainescoast.com



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

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

Advertising Deadlines: The deadline for the December issue is November 1.
The deadline for the January issue is November 29.

Publisher's Note

With the end of lobster boat racing the final weekend of August there was some reprieve of time. This was short lived as I needed to have the last issue of the paper done and at the press two days earlier than usual so I could make my way to the Newport International Boat Show earlier than usual. I normally leave Tuesday evening, but this year I wanted to take a little more time on my way down poking around antique shops and bookstores. Monday morning, I had the paper done so Ann and I made our way to Portsmouth with stops at several antique shops below Portland. Tuesday we were off to the Book Barn in Niantic, Connecticut with the hope of having time to visit Mystic Seaport. There are always great finds at the Book Barn and if you are a book lover it is a must stop. It seemed a little thin the last couple of times I stopped there, but this time it was not. There were a lot of books on naval history published by the Naval Institute, just what I was hoping for. After spending two hours looking at all sorts of titles and filling four boxes for me and my bookstore, we headed for Mystic. Since I needed to be on the radio at WERU at 1600 there was just time for a late lunch at a takeout stand just before the Seaport Museum. We stayed the night at Mystic and the next morning headed for Newport. After stopping at an antique shop on the way we arrived there just before noon and unloaded the booth at the show before heading to the Admiral Fitzroy Inn, where we have stayed the last several years. With some time to kill, Ann wanted to walk around town. She visited several antique stores, and my hopes of finding the rare bookstore open was dashed, but it would be open the rest of the week.

It does not take us very long to set up the Maine Built Boats booth and then we always walk around the show before it opens. We went around that evening before opening day looking at the boats in the water and seeing who was in the booths inside the tents. I like knowing who else from Maine is there so I can send people to them if someone is interested. Unfortunately, over the years a number of marine businesses from Maine have dropped going, but I think that is a mistake. Yes, it is expensive, it is time consuming, but I feel it is worth it. You never know who is going to be there and what they are looking for.

A month prior to the Show on Facebook the 75-foot commuter yacht JUSTICE was offered for sale. There were a lot of people who took notice, as she is one of the nicest looking commuter yachts still going. Built in the early 1930s with lots and lots of varnish she certainly stands out. I wondered if she would be at the show, but thought she would most likely be at the Brokerage Show at Newport Shipyard. Well, when we made our way up Bannister's Wharf there, she was sitting in front of the Hinckley flotilla. I had a nice talk with the broker and the captain and my wife seemed worried enough to tell me that this would certainly be grounds for divorce. She was serious, but she did not need to worry. JUSTICE is a beautiful boat, but caring for her would be a full-time job, maybe for more than just one person. An interesting story was that her present owner purchased her thinking his wife would like her as she wanted a go-fast boat. Well, apparently, she did not for her name is a corruption of JUST HIS!

I did find the show to be bigger than in year's past. There were more docks with all sorts of fiberglass boats, power, and sail and lots of booths on the hard. The attendance seemed good and I had several worthwhile inquiries at the booth. Unfortunately, I do not usually hear about the final results so it is hard to say how successful the show was.

I was hoping that the Wheeler 55, just launched from Brooklin Boat Yard back in July would be there, but the owner did not opt to bring her. She certainly would have been the best in show.

I returned home Monday and headed to Portland the following day to pick up the new issue. I was already three days behind, but I managed to get everything done, but it was a blur.

The learning curve is still steep at Jonesport Shipyard, but the crew and I, mostly the crew, are gaining. Carrie has gotten a great handle on the store and more and more people are coming in. It is unnerving to hear when someone goes from Jonesport to Rockland for steering rams when they could have just come to the Shipyard. Alonzo and Casey are getting the boats out of the water and packing them like sardines in the yard. They also lend Isaac Beal a hand when they can on his race boat CHRISTOPHER, which he is rebuilding in Bert Forst's old shop. She needs some new sharp-risers and frames before we move her into the main shop in November.

Alonzo saw the benefit of increasing the space for more storage boats. This meant excavating an area behind the main shop and between the apartments and Bert Frost's old shop. We figured this would create space for about 25 more boats. It is not filled yet but should be before the snow flies.

Over on Beals Island the house has been removed and placed in a dumpster, the entire area cleaned up and the groundwork for a new building, 44 x 64-feet, has been dug and hopefully by the time you read this the cement work has been finished and the building is going up. This will be the home of Downeast Custom Boats, who is scheduled to be in and operational the first of the year.

On Saturday, the last weekend of September, Ann and I were at the Shipyard and Alonzo had decided to remove seven giant spruce trees. He and I looked at the trees Friday afternoon and noticed that they were on the next-door neighbor's land. A quick call to the owner and a visit by him Saturday morning and we were cleared to go. The reason for removal was if they fell it was likely they would hit a boat or two. Also, it would allow us a better turning point when putting boats into the main shop.

That evening Alonzo and I had planned to take the wives on a cruise on board CINDY JEN. We headed out Sawyer's Cove and turned to port and headed out Moosabec Reach. It was a beautiful late afternoon as we headed passed the islands all the way out to Libby Island. I am truly amazed that more cruisers do not make this their cruising area as it is pretty much like it was a couple of hundred years ago.

For those that have not heard, I purchased the moulds for the 14, 32 and 38 Holland boats. I am hoping that this guarantees that there is no down time at the Shipyard. These boats are very popular and I already have interest in several 14s. Logistics is the next question as it would not be good to lay them up in the main shop at the Shipyard. Right now, the thought is to lay them up in the fiberglass shop at Holland Boats in Belfast. If you are interested, do not hesitate as I am sure the schedule could fill up quickly. Either email me at info@jonesportshipyard.com or call Carrie at (207) 497-2701 to get further information and on the list.

Yes, I am still trying to get more research computerized. The last couple of months has been spent reformatting the detail entries for each city or town that built

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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/

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

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 Sculpture
Women Artist on Cape Ann 1870-1970
Gloucester, MA
Info: 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
Temperance and Trade
Entwined Freedom, Sovereignty and the sea
Voyage to the Deep: Underwater Adventures
Mystic, CT
Info: mysticseaport.org

2024

OCTOBER

19 Annual Meeting & Awards Banquet
Robinson's Wharf
Southport Island
Info: Jon Johansen (207) 223-8846

NOVEMBER

10 Vendee Globe start
France

2025

FEBRUARY

27- March Maine Fisherman's Forum
Samoset Resort
Rockport
Info: mainefishermensforum.org

JUNE

14 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
15 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

Wreckage of the French Steamer LYONNAIS Discovered

There are thousands of vessels that have met their fate off the shores of New England over the last six hundred or more years. Many of these occurred on the shores or within sight of land and their accounts are well known. Others were well offshore with only an approximate location, while others simply went missing somewhere out in the Atlantic. In August it was announced that a group of shipwreck divers from Massachusetts, Atlantic Wreck Salvage, had located the 260-foot French steamer LYONNAIS, which had been lost off that coast following a collision with the Belfast built bark ADRIATIC on 2 November 1856. LYONNAIS took down with her 114 crew members and passengers and the disaster would evolve into an international incident over the next two years.

Eric Takakjian, a shipwreck diver from Fairhaven, Massachusetts, started searching for wrecks, which had occurred well off the Massachusetts coast. One he had learned about was the steamer LYONNAIS, which he began searching for in the late 2000s. For years he searched in vain and would later combine his efforts with Atlantic Wreck Salvage (Joe Mazraani and Jennifer Sellitti) in 2016. The group did side-scan sonar runs over a wide area and discovered several targets. After reviewing the information they narrowed their search to a few possible targets. On 20-25 August 2024, the team returned and discovered one of the targets as LYONNAIS, which was located 140 miles off of Nantucket, Massachusetts on Georges Bank. Unfortunately, the harsh marine environment has caused a lot of damage to the vessel. The direct acting horizontal steam engine was located and with other artifacts from the wreck they confirmed her to be LYONNAIS.

The 1,070-ton LYONNAIS was built by Laird & Sons of Birkenhead, England for Compagnie Franco-Americaine in 1855. Her construction took place during the transition from sail to steam, paddle to screw, wood to iron, thus she has steam for her primary propulsion with sails as a back-up. She was built with five water-tight compartments and considered a staunch vessel and would stay afloat even if only two compartments were free of water. Her value was \$350,000, and was fully insured, mostly in France. She was built to run passengers across the Atlantic from Europe to America and made her maiden voyage in January 1856. When LYONNAIS departed New York City for Le Havre, France just before the collision she had onboard 132 crew members and passengers under the command of Capt. Devaulx.

The 397-ton 123-foot bark ADRIATIC was built by Patterson & Carter Co. of Belfast, Maine for Patterson & Carter, Barnard,

Jonathan and Charles Durham, J. Havener and others and launched on 11 October 1856. This was the first vessel this company had turned out. She was named for a body of water in the Mediterranean Sea, which was quoted in Lord Byron's "Childe Harold's Pilgrimage" Canto iv. Stanzas 11-13:

THE SPOUSELESS Adriatic mourns her lord;

And, annual marriage, now no more renew'd,

The Bucentaur lies rotting unrestored,
Neglected garment of her widowhood!
St. Mark yet sees his lion where he stood,
Stand, but in mockery of his wither'd power,

Over the proud Place where an Emperor sued,

And monarchs gazed and envied in the hour

When Venice was a queen with an unequal'd dower.

On 31 October 1856 ADRIATIC sets sails from Belfast for Savannah, Georgia on her maiden voyage under the command of Barnard Dunham. She had on board a load of lime and hay.

The Republican Journal of 14 November had a brief statement that ADRIATIC was run into by an unknown steamer on the night of 2 November. They added that ADRIATIC had put up lights so as to be seen, but the steamer held course striking the bark forward carrying away her bowsprit and forward bulwarks. The steamer failed to stop and render assistance. ADRIATIC put into Gloucester for repairs on 4 November.

The next week's issue of the "Journal" had more information. It was now known that the steamer was LYONNAIS and was carrying 38 passengers, 94 officers and crew with a cargo valued at \$46,000 and \$20,000 specie. LYONNAIS was described as being a total wreck and all those on board were reported as having left the vessel in lifeboats or rafts. On 9 November the German bark ELISE discovered one of the lifeboats and took these survivors on board, later to be transferred to the German bark ELISE, who took the survivors to New York City. At this point there were still hopes that other survivors had been picked up, but as yet no word had been received.

It was reported that the night of the collision was dark and it was blowing a gale. Capt. Dunham said that they noticed the steamer when she was a mile distant. They set lights and tried to hail the steamer. The steamer changed her course and to avoid a collision the bark was brought to the wind and struck the steamer at the paddle box. [Interesting, as she was a screw steamer and had no paddle boxes.] It was now thought that the first accounts of the collision were inaccurate.



Colorized Illustrated Times of London drawing of LYONNAIS' sinking, December 27, 1856. (from Jennifer Sellitti)

The next week, Capt. Dunham stated, "On Sunday night, November 2d, before 11 o'clock, the bark steering by the wind, heading WNW, discovered a steamer about three or four points on the weather bow, supposed to be steering ENE. The night was starlight, but hazy; should think we saw the light 20 minutes or more before we struck. The steamer continued her course, which would have carried her by our stern, if not altered, but upon nearing us she suddenly changed her course, which rendered a collision inevitable. We then endeavored to save ourselves by tacking, but it was too late and in a few minutes we were afoul, striking the steamer abaft the wheel house carrying away our jibboom, bowsprit, and starting the whole starboard bow from the

deck frame, and the wood ends forward. We then hailed the steamer and requested them not to leave us, but received no answer. We then kept away before the wind to prevent losing our masts, and to ascertain the extent of our damage. Saw the steamer's lights about four points on our lee bow, and kept in view ten or fifteen minutes, until lost in the distance. Supposed that she had received but little damage, and had continued on her course. We secured our masts and repaired the damage as well as possible, and then shaped our course for the nearest port, and arrived at Gloucester, November 4th, at 11 P. M., and reported myself to the Custom

Continued on Page 6

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Wreckage of the French Steamer LYONNAIS Discovered



Discovery team members with portholes recovered from Le Lyonnais. (Back row left to Right): Andrew Donn, Kurt Mintell, Joe Mazraani, Tom Packer, (front row left to right) Tim Whitehead, Eric Takakjian, and Jennifer Sellitti. August 25, 2024.
(Photo courtesy of Atlantic Wreck Salvage)

Continued from Page 5

House and to the Reading Room, stating the full particulars. The statement with regard to the weather being foggy is entirely incorrect, as it was starlight, with a slight haze in the atmosphere."

A statement by the mate of LYONNAIS said, "cleared at the Custom House of New York, and sailed for Havre on the 30th of October at 2 P.M. After quitting the pilot at 5 P.M., we made good way, and at noon the following day, (Sunday) were 195 miles averaging ten knots an hour. About 11 P. M., the night dark, the ship running eleven knots, under sail and steam, and displaying lights according to regulation, the man on the lookout called "A ship to starboard, bearing down on us under full sail!" The whistle which had been put on board at New York, and which can be heard ten miles off, was immediately sounded. The

helm was put hard-a-port on the instant; but nevertheless, a three-masted vessel struck the LYONNAIS across the companion way amidships. The bowsprit of the ship broke with the concussion, and stove in the side of our vessel from the companionway as far as the shrouds, seriously damaging the two starboard boats, one of them an English lifeboat. The collision broke away the iron plates of the coal bunkers, letting in the water. We continued on our course during about ten minutes; but the water almost immediately extinguished the fires. The unknown vessel, in clearing away from us, left on the deck of the LYONNAIS part of her figurehead, representing a black dragon, with gilt mane, red eyes, open mouth, with gilt dart in it. At the moment of collision, Capt. Devaulx rushed to the wheel; the first lieutenant, Mr. Gustave Matthieu was on the watch, and Deponent was at his post on deck. As soon as the engines stopped,

Mr. Gigneux, the chief engineer, came up from below and declared that the water was pouring in at the coal bunkers and the ship was sinking. The pumps were immediately set going, but floating cinders choked up the valves, and they became useless. We then had recourse to buckets and formed a chain, whilst part of the crew and some of the passengers went below to shift the cargo from starboard to port, but as the water continued to rise, the captain ordered the cargo to be thrown overboard. During this time some of the passengers – amongst them two old sea captains – a few officers, a number of sailors were busy covering the side of the ship with a large stuffing sail, whilst the carpenters from the inside were endeavoring to stop the leak with mattresses, quilts &c. The opening in the side of the ship was at the waterline, and appeared to be two feet square. Our exertions were of no avail, as the sea was growing rough, and we were unable to careen the steamer. Although over a dozen mattresses and similar articles were propped against the hole, it became impossible to withstand the pressure of water. We commenced sheathing the ship outside with large awning, which seemed to stop the leak for a time. During all this the bailing never ceased, but as we found the water increased rapidly, the conviction was forced upon us that a second hole existed beneath the water line. Notwithstanding throwing overboard the cargo, and then continued bailing out, the ship was sinking rapidly by the stern. Two large casks were then used to bail the water, the captain and officers landing a helping hand with the tackle. For a moment we thought the water was decreasing, but it soon overpowered us. The bailing had lasted from 8 A. M., to 3 P. M., and the men were exhausted with fatigue.

"The captain then lowered the boats and embarked the passengers and crew. In order to be prepared for the worst, a raft had been built during the day, of top masts, spars, cabin doors, boards, chicken coops, etc., etc., and on it were placed two barrels of wine, two puncheons of water, and various kinds of eatable, sufficient to last the fifty persons placed upon it at least a month. In the first cutter were some twenty-five persons, amongst whom were the first and second engineers, the steward, his nephew, all the cabin servants (ten in number); this boat was under the command of the chief officer, Mr. Russell. This boat had on board compass, charts, chronometers, a sextant, and provisions for two weeks, with complete set of new sails. A second boat, same size of the former, took off twenty-five persons; she had the same amount of food, nautical instruments and new sails as the first cutter, and was under the command of the two sea captains. A lifeboat, containing about twenty persons, and having, like the other, a complete set of sails, provisions and instruments, was placed under the orders of Mr. Dublot, third Lieutenant. Another lifeboat, containing eighteen persons, with provision for two weeks, was placed under the command of Deponent. The various boats, once equipped, were kept during the night in the neighborhood of the wreck, the captain remaining on board the latter with the first Lieutenant, four petty officers, stewardess, and Messrs. Claisin and Bonestae, the doctor and purser. Two yawls, which might each hold six person, were moored to the wreck. During the night the lifeboat commanded by Mr. Dublot, which had been damaged at the moment of the collision, was carried by the waves against the raft, and immediately sunk; those in her were rescued by the raft.

"At 7 o'clock A. M., on Tuesday, the 4th inst., the captain, perceiving that the ship could no longer float, and was likely to sink

every moment, ordered those on board to embark in the yawls; he, himself, was the last to quit the ship. Before the officers took to the boats under their respective commands, the captain called them into the deck house of the steamer, and pointed out to them on the chart the spot in which they were, and explained to them the direction they must follow, in order to reach the nearest land. At 8 o'clock A. M., the three boats made headway towards northwest in company. On quitting the wreck, the captain was seen with his men in one yawl, and first officer with purser in the other, near the raft. The captain declared his intention of remaining by the wreck until the LYONNAIS sunk. The raft was moored to the hull with a ten fathom hawser, and a man stood ready with an axe to cut loose when she sunk.

"The boats kept company until 5 P. M., when a thick fog set in, and Deponent being to leeward of the other two, lost sight of them. He put about to rejoin them, but not finding them, he continued his course towards the northwest, without compass or instruments. At 9 P. M., wind commenced blowing from north, and during three following days he ran before the wind, it blowing a gale. Passing over the banks, two men were frozen to death; one a fireman, the other a passenger about sixty years of age – name unknown. Threw, the bodies overboard. The survivors, Deponent included, suffered horribly from cold, snow and hail falling incessantly, whilst the sea breaking over them had spoiled nearly all their bread and provisions.

"6th. – At 6 P. M., saw a schooner to windward, but the state of the sea would not allow us to reach her.

"7th. – Heavy swell, tempestuous sea, but rather moderating. Had little rest during the day. Evening, a calm.

"8th. – Early in the morning saw a three masted vessel about five miles off. Pulled towards her, but taking no notice of the signals made by us, she kept on her course towards the north. We followed in the same direction.

"9th. – Sunday. – About 8 A. M., saw a sail near horizon. Rowed towards her, but a breeze springing up, and the ship going in the same direction as ourselves, we could not reach her. It was at this time that Deponent saw another sail on the port side, bearing down towards them. After three hours of fatigue and hard rowing, we reached her, and found her to be the bark ELISE, of Bremen, Capt. Nordenbolott, bound from Baltimore to Bremen. The captain took us all on board, and seemed happy in giving all the care and attention required under the circumstances. Our boat, with all it contained, was hoisted on board. Deponent asserts that with the courage and energy displayed by his men, they could have kept the sea in their boat, four days longer, which fact leads him strongly to believe that the other boats will also be picked up.

"10th. – At 7 A. M., the vessel on which they were spoke another of the same name, from Hamburg, going to New York with 150 German emigrants. The captain, in the most kindly manner, for which he cannot be too highly praised, and regardless of his great number of passengers, consented to take those of us on board who desired to return to New York. All availed themselves of this offer, with the exception of Mr. Schedell (late British Vice Consul) and his wife, who preferred Bremen. After four days sail, the bark ELISE landed us at New York, the 14th November, at 5 P. M."

On 5 December another account appeared in the "Republican Journal"

Continued on Page 7

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National Transportation Safety Board News

Bulk Carrier Breaks Free from Dock During Loading in Strong Current

9/19/2024

WASHINGTON (Sept. 19, 2024) — While loading a cargo of coal on March 27, 2023, the bulk carrier Sirocco broke free from its moorings at the Convent Marine Terminal dock in Convent, Louisiana, drifted a half mile down the Mississippi River and collided with a barge moored at the Mosaic Uncle Sam dock, the National Transportation Safety Board said Thursday.

An examination of the winch brake liners on the Sirocco's bow found they exhibited extreme heat and friction, indicating that the tension on the forward mooring lines exceeded the forward mooring winches' brake capacity, causing the lines to slip in a strong river current, resulting in the vessel breaking away from the dock.

"To reduce the risk of a vessel breakaway, it is important for vessel crews to understand the forces that act on a vessel when it is moored into a strong current at a dock," investigators said. "Crews should ensure that slack is taken out of lines as the vessel loads, especially as the forward draft increases and the bow begins to sit lower in the water, exposing more of the hull to the current. Continuously monitoring and taking up any slack from bow lines as forward holds are loaded can help to ensure that the bow does not come away from the dock."

The NTSB also said that developing a response plan for a breakaway can ensure that crews are prepared to respond when one occurs.

"Vessel masters should also consider incorporating additional safety measures

such as keeping propulsion, thrusters, and steering systems on short standby and having anchors ready for immediate use (even if not required by the loading facility)," investigators said. "Vessel masters should be familiar with how to request tug support on short notice."

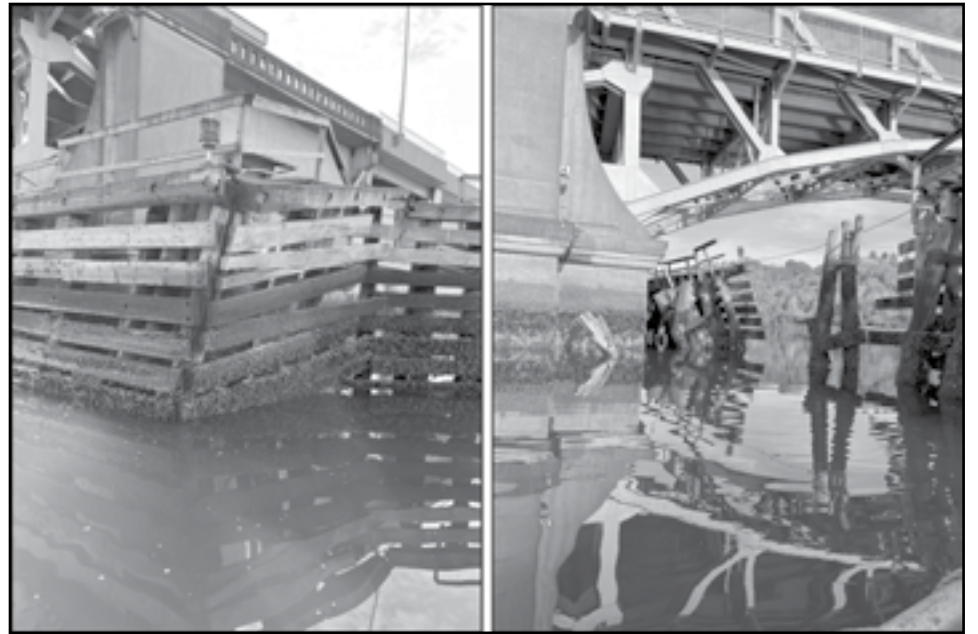
No injuries or pollution were reported. Damage to the Sirocco, the barge and the Mosaic Uncle Sam dock was estimated at \$5 million.

Incorrect Lineup Leads to Tugboat Damaging Hylebos Bridge Fender System

9/24/2024

WASHINGTON (Sept. 24, 2024) — The deteriorated fender system protecting the Hylebos Bridge in Tacoma, Washington, was damaged beyond repair last October after being struck by a tugboat assisting an articulated tug and barge, or ATB. The National Transportation Safety Board said Tuesday that the captain of the ATB did not line up the vessel correctly to safely transit under the bridge. [DCA24FM003.aspx](#)

The tugboat Olympic Scout was assisting the ATB Montlake/Sodo as it transited outbound on the Hylebos Waterway in Tacoma, Washington on Oct. 12, 2023. The Montlake/Sodo's captain requested the Hylebos Bridge operator open the bridge. While waiting for the Hylebos Bridge to open, the ATB had to pause, and the bow drifted from the center of the channel and moved farther to port (the left side of the channel). The captain steered to starboard, attempting to line up for the bridge, but due to the drag from the Olympic Scout on the



Damage to Hylebos Bridge fender system following the contact. (Source: U.S. Coast Guard)

port bow, he was unable to move the ATB to starboard.

The distance between the bow of the Montlake/Sodo and the bridge was 1,276 feet when it began the transit of the waterway, and the channel width between the Hylebos Bridge fenders was 150 feet. The combined breadth of the 78-foot-wide Montlake/Sodo and the 26-foot-wide Olympic Scout was 104 feet, leaving a maximum clearance of 23 feet on either side of the combined unit.

"Because of the short distance to the bridge and the speed of the ATB, there was insufficient time to correct the lineup before the Olympic Scout struck the fender," investigators concluded. "Given the slim margin of error for making the bridge transit and the

short distance to make the approach, slowing or fully stopping the ATB's forward motion earlier would have provided the operators more time to correct the lineup and successfully transit through the opening between the bridge's protective fendering."

The Hylebos Bridge was undamaged following the contact, but the fender system had to be replaced. A marine surveying and consulting firm stated, "the damage caused by the [Olympic Scout contact] resulted in significantly more damage being sustained as would have been, had the fendering structure been of sufficient structural strength." The bridge fender system's deteriorated condition contributed to the severity of damage.

Wreckage of the French Steamer LYONNAIS Discovered

Continued from Page 6

discrediting the account claimed by the second officer of the LYONNAIS. The first question was raised at the course they were running. If the wind was SW and the bark sailing WNW, jammed on the wind and the steamer running ENE and on the bark's port bow what course was each on? The one questioning the course said their positions were reversed with the steamer being down on the bark. He added that the steamer would have passed astern of the bark, but changed course within two cable lengths. It was also thought if the steamer did not know which course the bark was sailing, she should have stopped. In close quarters a sailing vessel is required to hold her course and not alter it for a steamer. Capt. Durham only changed course after the steamer did and this caused him to put into the wind and hit the steamer bow on, otherwise the steamer would have hit the bark amidships, mostly likely a fatal blow. As to the bark standing by and lending assistance if needed, the person said that none was asked for. Adding that ADRIATIC had to stand before the wind in order to prevent her masts from going by the board. Capt. Dunham did say that if he had heard a distress call he certainly would have lent assistance. There was also a question as to why the boats that were the last to leave the steamer were not provisioned well and that some of the people did not have proper clothing on. As to the regulations regarding an ocean steamer's boat they are to have oars and 15 gallons of water.

The editor of "Life Illustrated" placed the blame for the collision on Capt. Dunham, but was quickly taken to task for his lack of knowledge of the rules governing steamers and sailing vessels. Since both vessels had seen each other it was the responsibility of the steamer to stay clear of the bark. Others in the media soon took to attacking Capt.

Durham.

On 10 February ADRIATIC arrived at Le Ciotat, France after sailing from Savannah, Georgia with a cargo of wood. Ten days later she was ready to sail, but was seized and the captain arrested by French authorities. Messrs. Gauthier Brothers, owners of LYONNAIS had filed papers with the court seeking compensation for the loss of their steamer. Capt. Dunham sought the protection of the American Consul at Marseilles. It was expected that the captain would be tried in a French court. It was remembered that the collision between the French vessel VESTA and American Collins liner ARCTIC, which caused a large loss of life on the American steamer, there was no retaliation. The French still claimed that they had jurisdiction in this case.

On 1 May 1857 the "Journal" published a French article on the judgement in favor of Capt. Dunham. All the evidence was presented from both sides. The authorities came to the conclusion that Capt. Durham was not at fault. The owners did not prove that ADRIATIC was required to show a light in American waters and it was noted that once the steamer was sighted the bark did show a lantern. It was also stated that after the collision LYONNAIS continued on her course and that was a major factor in eliminating the accusation that the captain of ADRIATIC did not stand by to lend assistance. Thus, ADRIATIC was free to leave port. Capt. Durham then sought damages, but this was not allowed by the court.

On 29 January the saga continued as the "Journal" reported that an appeal had been made and that the Court of Appeal at Aix had reversed the judgement against Capt. Durham declaring the collision his fault. They said that because the captain had sailed without lights, even though not required, it was not prudent and thus the collision was his fault. What is interesting is that the un-

derwriter's had already paid the owners of LYONNAIS for the loss.

In the same issue of the "Journal" it was stated that ADRIATIC would be condemned and sold at auction. Well, in the next issue it was announced that ADRIATIC had slipped out of the port of Marseilles without the proper papers and was out in the Atlantic.

ADRIATIC had been unrigged during the second trial. However, the ship MEAHER, Capt. Smith, was also in port due to debts she owed. The two captains devised a plan where the MEAHER would come along side the ADRIATIC, MEAHER's cargo was then transferred and her rigging placed on ADRIATIC and at 0300 on 9 January she slipped her anchor and headed out of port. But before she could clear, a boat from the Custom House asked if her papers were in order to which the captain replied that they were. He then asked what vessel is she and the response was the LUNA, which had

cleared the day before.

ADRIATIC was not discovered missing until first light. The French sent out the paddle steamer CHUCAL in search of the bark and she had not returned. This gave rise to the thought that she might be hid in a creek on the Spanish coast. It was also stated that Capt. Smith had also transferred three guns, some other arms and powder to ADRIATIC.

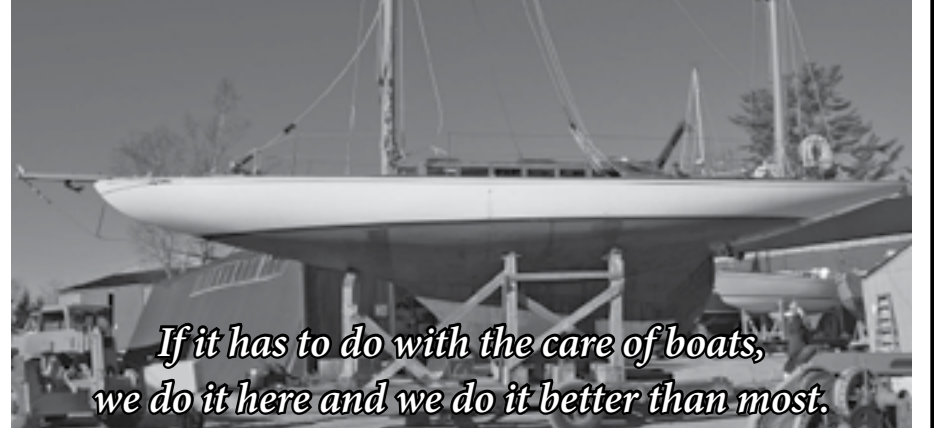
The French then applied to Washington for reparation for this outrage. Some saw this as a personal battle between Capt. Durham and the French authorities, and should not include the American government.

It is interesting how some of the testimony regarding the events that took place the night of the collision were altered over time. In the "Journal" there was a statement made by a passenger named Mr. Schedell, who was on board the steamer told in

Continued on Page 22

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U. S. NAVY NEWS



The future USS Nantucket transits the Menominee River in northern Wisconsin, departing for at-sea demonstrations during acceptance trials.

(Courtesy photo by Lockheed Martin)

**USS Richard M. McCool, Jr.
Commissions
From Julie Ann Ripley
09 September 2024**

Naval Air Station Pensacola, Fla. – The San Antonio-class amphibious transport dock USS Richard M. McCool, Jr. (LPD 29) commissioned at Naval Air Station Pensacola, Florida, September 7.

Welcomed throughout the week, the crew, joined by the ship’s sponsor, Shana McCool, and McCool’s great-grandchildren, attended community events supported by local businesses, flyovers by the Navy’s Blue Angels flight demonstration squadron, a visit by the Pensacola Blue Wahoos, and ceremony host, Naval Air Station Pensacola. Participating in the ceremony were Marine Aviation Training Support Groups Two-One

and Two-Three, Navy Training Wing Ten (VT-10) Wildcats, Navy Band Southeast, McGuire’s Pipe and Drum Band, and 350 Junior ROTC and Navy League Sea Cadets from Alabama, Arkansas, and Pensacola.

During the ceremony guest speaker Secretary of the Navy Carlos Del Toro honored the ship’s namesake as they brought the ship to life, beginning its commissioned service. “Captain McCool’s leadership in the face of grave danger and his acts of heroism to save the crew and the ship our nation entrusted to him are indeed an example for all throughout.”

“I am proud that the Department of the Navy is pursuing the award of the Amphibious Multi-Ship Procurement Contract for a total of three San Antonio class amphibious ships—just like USS Richard M. McCool

Jr.—along with an America class amphibious assault ship,” Del Toro continued. “I am proud to see these Sailors and Marines bring this incredible warship to life in service to our nation, much like this ship’s courageous namesake.”

Chief of Naval Operations Adm. Lisa Franchetti also reflected on the importance of the Navy-Marine Corps team. “The LPD plays an essential role on our Blue-Green team as the workhorse of our Amphibious Fleet, and soon McCool will set sail and begin embarking, transporting, and landing elements of our Navy-Marine Corps team,” said Franchetti. “The commissioning of this warship puts another player with more capability on the field in America’s Warfighting Navy, providing more options to our Nation’s leaders to deter and if necessary, fight and win our Nation’s wars in this decade and beyond.”

“LPD 29 represents a shift in what an amphibious warship is,” said Gen. C.J. Mahoney, Assistant Commandant of the Marine Corps. “With the latest in integrated SPY-6 (air and missile defense radar system) and Next Generation Surface Search Technology, she enables reconnaissance and counter reconnaissance on the forward edge of the battlespace – making sense and decision space for the Fleet and Joint Force Commanders.”

Emphasizing the critical role of the integrated Navy-Marine Corps team in the event that deterrence fails, Gen. Mahoney concluded, “If the Marine Corps is a bullet to be fired by the Navy, the USS Richard M. McCool, Jr. – with the very crew you see here today – will pull the trigger.”

Commanding officer Capt. Jeff Baker thanked family, friends, the commissioning committee, those who were not able to be

present, the communities of Pascagoula and Pensacola, and Gulf Coast shipbuilders - electricians, machinists, pipe fitters, painters, riggers, welders, and more; everyone who helped to bring this ship to life.

Echoing McCool’s words when receiving the Medal of Honor “Fight as a unit, not as an individual”, Baker talked about the importance of the crew. “I hope that we’ve made him proud. I hope that we have lived up to and will continue to honor his legacy. The remarkable warship moored behind me is ready for pictures but full of potential energy. It takes 330 officers, chief petty officers, and enlisted crew to sail her and make our warship ready for tasking. Manning these rails are the finest men and women this country has to offer. I couldn’t be prouder of them. The ship needs them all. I need them all. The Navy and our country need them all. Please thank them. They’ve got the watch.”

“LPD 29, Richard M. McCool, when deployed comes equipped with the most advanced weapons system ever produced. The weapons system with unlimited reach, lethality, and combat effectiveness. The only system known to mankind that cannot be defeated by any adversary anywhere in the world. The weapons system of the United States Marines Corps.”

LPD 29 is the 13th San Antonio-class LPD commissioned in the United States Navy, and the first U.S. Navy ship to bear this namesake.

The naming of LPD 29 honors U.S. Navy Capt. Richard M. McCool, Jr., Ret. who received the Medal of Honor in 1945 for the heroism he displayed after his ship, USS LSC 122, was attacked by kamikaze aircraft in the Battle of Okinawa. Despite suffering from shrapnel wounds and painful burns, he led efforts to battle a blazing fire on his ship

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U. S. NAVY NEWS

and rescue injured Sailors.

McCool was a leader whose life and legacy revolved around service. In addition to USS LSC 122, he commanded the USS LSC 44 and served on the USS McKean (DD-784), USS Frank Knox (DD-742), and USS Leyte (CV-32), and at the University of Oklahoma, and Eighth Naval District, New Orleans, Louisiana. Attending Boston University in Massachusetts, he was redesignated as a public information officer with assignments as the deputy commander at the Armed Forces Information School at Fort Slocum, New York; and to Commander, Naval Base, Long Beach, California; Bureau of Naval Personnel in Washington, D.C.; Commander, South Eastern Asia Treaty Organization, Bangkok, Thailand; Ninth Naval District at Great Lakes, Illinois; Commander, First Fleet; and Commander, U.S. Naval Forces, and Commander, Seventh Fleet, Japan. Retiring as a captain in 1974 after 35 years of active duty, he continued serving his community through engagement in local politics in the Bremerton, Washington, area. McCool died in March 2008 and is buried at Naval Academy Cemetery in Annapolis, Maryland.

San Antonio-class amphibious transport dock ships are warships that embark, transport, and land elements of a landing force for a variety of expeditionary warfare missions. They provide the Navy and Marine Corps with modern, sea-based platforms that are networked, survivable, and built to operate in the 21st century, with the MV-22 Osprey, the upgraded Amphibious Assault Vehicle, and future means by which Marines are delivered ashore.

SECNAV Del Toro Attends USNS Lansing (EPF 16) Keel Laying at Austal Shipyard

06 September 2024

MOBILE, Ala. (Sept. 6, 2024) - Secretary of the Navy Carlos Del Toro attended the keel laying ceremony for USNS Lansing (EPF 16) alongside ship sponsor Michigan Gov. Gretchen Whitmer in Mobile, Alabama, Sept. 6, 2024.

The Expeditionary Fast Transport (EPF) shipbuilding program provides high speed, shallow draft transportation capability to support the intra-theater maneuver of personnel, supplies and equipment for the U.S. Navy, Marine Corps, and Army.

“Our EPFs are force multipliers for our combat logistics fleet,” said Secretary Del Toro. “They allow for quicker responses to crises, strengthen our ability to conduct humanitarian and disaster relief operations, and provide logistical support for special forces missions.”

Lansing will be manned by dedicated

crews, comprised of both civilian mariners from the Military Sealift Command and embarked military personnel, whose expertise and teamwork will ensure the ship operates at peak efficiency, delivering critical resources and services exactly when and where they’re needed.

The keel laying represents the success and importance of our Maritime Statecraft initiative, which encompasses a national, whole-of-government effort to restore the comprehensive maritime power of our nation.

“Michigan has a world-class skilled workforce and is a leader in developing the techno-industrial workforce we need to build and assemble the ships, munitions, parts, and pieces our Navy, Marine Corps, and indeed our nation need to promote peace around the world,” said Del Toro. “Austal, building this ship, represents another key line of effort under our new, national approach to Maritime Statecraft—a foreign shipbuilder establishing a U.S. subsidiary, investing in America, and partnering with us to build American ships.”

USNS Lansing is the first ship named in honor of Michigan’s capital city, Lansing. A previous USS Lansing (DE 388) was named for Aviation Machinist Mate First Class William Henry Lansing and decommissioned in

Publisher's Note

Continued from Page 4

ships or boats around the United States. Of course, the initial focus has been on the State of Maine, which is about fifty percent complete. However, I need to go back and make sure all the information from the references is in the data fields, which will then be uploaded online in the big vessel database. This is going to take several months to complete.

I really need to get back to entering more vessels from the 1960 List of Merchant Vessels. I was hoping to have the next 20,000 done and up by the end of the year, but it is more likely it will not be completed until mid-spring.

What is the value of all this? Just read the article on finding the wreck of the French steamer LYONNAIS on page 4. All the information for this disaster came from the Republican Journal of Belfast. This was because the steamer was in a collision with the bark ADRIATIC of Belfast, which became an international incident. There is no question that every coastal paper needs to be searched for marine-related articles, which would then be transcribed and uploaded onto the web for anyone interested to read.

You can wake up now!

1965.

Bridging the gap between low-speed sealift and high-speed airlift, EPFs transport personnel, equipment and supplies over operational distances with access to littoral offload points including austere, minor and degraded ports in support of the Global War on Terrorism/Theater Security Cooperation Program, Intra-theater Operational/Littoral Maneuver and Sustainment and Seabasing. EPFs enable the rapid projection, agile maneuver and sustainment of modular, tailored forces in response to a wide range of military and civilian contingencies such as Non-Combatant Evacuation Operations, Humanitarian Assistance and Disaster Relief.

Secretary Del Toro made the announcement alongside Governor Gretchen Whitmer and Mayor Andy Schor of Lansing, Michigan, July 22, in addition to announcing the Michigan Maritime Manufacturing (M-3) initiative.

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for the Future USS Nantucket (LCS 27) From Karli Yeager 12 September 2024

The U.S. Navy will commission the future USS Nantucket (LCS 27), a Freedom-variant littoral combat ship, November 16, 2024, at Charlestown Navy Yard in Boston, Massachusetts.

The naming of LCS 27 honors the rich heritage of the people of Nantucket and the maritime legacy that the island represents.

As the sponsor of LCS 27, Polly Spencer, the wife of the 76th Secretary of the Navy, will lead the time-honored Navy tradition of giving the order during the ceremony to “man our ship and bring her to life!” At that moment, the crew hoists the commissioning pennant, and Nantucket becomes a proud ship of the fleet.

Nantucket will be the 14th Freedom-variant littoral combat ship and the fourth ship to bear the name.

Following its commissioning, Nantucket will depart Boston for its homeport assignment of Naval Station Mayport in Jacksonville, Florida.

Nantucket is a fast, optimally manned, mission-tailored surface combatant that operates in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCSs like Nantucket will

Navy Announces Commissioning Date

Continued on Page 19



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Decisions to be Made

By Sheila Dassatt

As I sit here with a new article ahead of me, even I have to make decisions about what to write about. There are so many issues these days and only a few short weeks before we need to make decisions in the voting booths. Which way do we go? I can not and will not try to sway the way that people vote, but I would certainly look at all of the facts before making such an important decision.

Representing our fishing industry, we have so many obstacles that we are facing that we actually don't know where to begin. Looking back on when I started becoming involved, which was around 2003, Maine did not have much in the line of lobster processing and most of our catch was shipped to Canada for processing. This gave Canada the upper edge on dictating the price of especially our new shell lobsters, as they were trucked "up there" for processing. We, D.E.L.A went to Augusta to speak with the then Governor Baldacci about our concerns. We met with representatives bringing the subject of processing in Maine to give us a better say over our product. This was very important to us at the time. This also took in extensive work with the Maine Lobster Promotion Council, now the Maine Lobster Marketing Collaborative, headed by Marianne LaCroix at this present time. I can honestly say, we did a lot of work over the years, joined together with adjoining asso-

ciations and over time, helped to establish a working processing environment in the State of Maine. This was a decision that we worked hard on and have (over time) become successful with.

We also worked diligently with compliance over our rope configurations to make sure that a whale can break free of our rope if entangled. This was not an easy time. First, float rope was banned from the surface and we needed to change our gear to all sink rope on the surface. This was difficult, because the sink rope would get snarled in the rocky terrain, especially in the Downeast sector. The rope would be caught in the rocks, chaffed and break. This created a lot of rope testing and the fishermen had to refigure their lines to the legally acceptable rope sizes. As time went on, we had meetings because that wasn't enough.....each state needed to pick a color that represents their state and also put plastic breakaways in the rope. This meant more rope work and more expense. Each time these changes are made, it involves more rope work and expense to the fishermen. Oh sure, we had a little funding in the beginning to help cover our expenses, but this was just for the first round. Now we are doing the ropes out of our own pockets.

Coming up is the 2025 U. S. -Canada Lobster Town Meeting, which will be held on January 29 - 30th at the Atlantic Oceanside Hotel in Bar Harbor, Maine. This event is the

20th of its kind that is hosted by the Lobster Institute, which I also have served on their Board for many years. These are all events that have helped to make changes for a better understanding for the future of our lobster industry. I am also pleased to see that the event in being held in the Downeast sector this coming year. We are working diligently to steer people toward Downeast, Maine, as we have a lot at stake with our working waterfront and marine industry.

We have been faced with so many issues, such as the windmills that can have a big impact on our fishing industry and now, the solar panels that are popping up in fields that were formerly used for farming, causing a threat to our fellow neighbors, the farmers.

I have had various calls about ropeless fishing, electric lobster boats, electric tenders, which they are finding that the batteries are way too heavy for them to perform with the proper balance in the vessel.

We are full of decisions these days, including the older fishermen that are not technology minded and do not really want to sit down to a computer every time they come in from haul. Unfortunately, a lot that are retirement age are doing just that, retiring and getting out of it. There are provisions to help with the technology, but they just "want to fish" and this has put a damper on

the "spirit." My Dad was like that! (and I know he wasn't the only one).

The most recent decision that folks are faced with is where to live. I am reading most recently that Mainers are being "taxed out of their homes." This is very upsetting for those that have lived in their homes for 40 or 50 years! Where are they going to go? It appears that they are building projects that hold more than one apartment, which as I said in my previous article, this is a separation of levels of their economics, outsourcing the middle class to the "outer limits" of the town. This is just not right.

So, when you get ready to do your "right" to vote, I hope that we take a lot of these issues into consideration and do what your think is best. We do not want to see our fishery disappear in time. We want to save what we have for generations to come, if that is still at all possible. We are already seeing our small fishing villages becoming what some folks would say "a playground" for those that are not that worried about our survival. They may want "green" but do not consider the sacrifices that our fishing families will face if these changes come about. So really THINK before you make some of these major decisions. It can change things for the future with no automatic rewind, or no turning back.

Maine Dept. of Marine Resources

Department of Marine Resources Names Employee and Manager of the Year

BOOTHBAY HARBOR – Department of Marine Resources Commissioner Patrick Keliher presented the annual Employee and Manager of the Year Awards during DMR's recent annual meeting on Burnt Island in Boothbay Harbor.

The Employee of the Year award went to Marine Mechanic Specialist Timothy Bennett and the Manager of the Year award was presented to Marine Patrol Sergeant Mark Murry.

Bennett was nominated for the honor by Marine Patrol Captain Colin MacDonald, and Kohl Kanwit, Director of the department's Bureau of Public Health and Aquaculture.

In presenting the award, Commissioner Keliher praised Bennett's skill and professionalism. "Tim is an outstanding employee," said Keliher. "As the department's watercraft mechanic, Tim is a consummate professional, communicates extremely well, and has taken on responsibilities beyond his job require-

ments."

In his remarks, Commissioner Keliher pointed out that Bennett's unique skills allowed him to refit an old boat hull into a functional vessel for the aquaculture inspection team, saving the department \$50,000. "He can fix everything," added Commissioner Keliher. "Without Tim, we'd surely be in dry dock," said Keliher.

In his letter of support for the nomination, Captain MacDonald acknowledged Bennett's extraordinary dedication. "Within the past year, Tim was faced with the challenge of taking on the responsibilities of two mechanics when he found himself the sole employee of the watercraft facility. This only served to increase Tim's already strong work ethic," wrote Captain MacDonald. "He arrives early, leaves late, and works tirelessly to ensure all departmental watercraft are fully operational and safe."

Sergeant Murry, who oversees Marine Patrol Officers in the busy stretch of Maine coast from Harrington to Calais, was praised by Commissioner Keliher for his longstanding commitment to excellence. "Sergeant Murry exemplifies superior leadership and professionalism," said Commissioner Keliher. "His unwavering commitment to his co-workers and community members defines him as a Marine Patrol Sergeant. Sergeant Murry embodies the very best of the Maine Marine Patrol."

In his nomination, Marine Patrol Sergeant Jeff Turcotte applauded Murry, a 25-year veteran of the Maine Marine Patrol, for his mentorship of other Officers. "As a Sergeant, Mark has excelled as a leader, educator and friend to Marine Patrol Officers and other Marine Patrol Sergeants," wrote Sergeant Turcotte. "Mark's calming demeanor and thoroughness is extremely helpful in high stress situations."

Sergeant Turcotte also highlighted the numerous awards Sergeant Murry has received. "During his career, Sergeant Murry has received the Maine Lobstermen's Association Marine Patrol Officer of the Year, Marine Patrol Lifesaving Award, the Commissioner's Letter of Appreciation, and the Washington County Officer of the Year Award," wrote Sergeant Turcotte. "His exceptional knowledge, leadership, and commitment make him a valuable asset to our organization and the State of Maine."

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Commercial Fishing News

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

Here we are, already well into the fall harvest season and all hoping that there will be a fall "run" this year. The catch is down a little but the price is up, which is more traditional than the past few years have been. We're not far from the November election with the tension ramping up as time goes on. The big push is that as a lobster industry, we all need to get out there and vote if we possibly can. Your vote can make a difference! I can personally say that in a local election, had we not gone and voted, the outcome would've been totally different. The person that won, got the seat by one vote. So there ya go!

Today is the final day for your comment concerning the extension of the timeline of the lobster gauge. I know and understand that by the time that you read this publication, the time has passed. We want you to know that we, D.E.L.A. have voiced our opposition and have been working on this issue since the beginning. So far, along with the cooperation of all of the marine associations and the Department of Marine Resources., we have been able to put this decision off for more time for scientific research. The R.E.D. Board had a meeting "early on" about funding from the Maine License Plate Fund to put more emphasis on the science of our lobster stock. This was voted on and passed. D.E.L.A. is on this board and has been for many years now.

As important as what was said in the two previous paragraphs, the Maine lobster fishery has apparently been targeted on several fronts. With everything that is happening and coming at us so fast and furious, it's hard to adjust to everything that is going on. We as fishermen don't really have the time to fish and make a living and try to fight all of these issues. So what do we do?

Let's first look at the issues at hand. That would be whale entanglements, ropeless fishing gear, gauge increase and closed

areas. The first problem here is a one sided partiality over the entanglement of a right whale that washed ashore in Martha's Vineyard. The scientists and marine biologist involved in this necropsy laid the blame on Maine fishing gear. Without any verification or a two party study, in other words, representation from the lobster industry in Maine to participate in this procedure. It appears that NOAA, NMFS, Atlantic States Marine Fisheries and BOEM want to put the blame on the Maine lobster industry. But we were not allowed to have representation during this process. Yes, some state level people were involved but not the lobster industry itself. So why is that? Obviously all of the details must be hiding a hidden agenda.

While we are on the issue of right whales, let's talk ropeless gear. I have grave concerns about this particular subject. One issue is the safety to the crews on the boat and the dangers of gear getting laid across each other on the bottom. Fishermen really don't know where someone else has run their gear. This can cause multiple trawls being laid on top of each other which can be highly dangerous to the crews. This is my theory of what the agenda could potentially be: the only way to prevent this type of thing from happening would be for boats to have equipment that would show where each other is fishing, kinda like what Alaska does. They have already forced these boats to have trackers on them, so it would be fair to say that going to a VMS system would be their next step, just another way for "Big Brother" to control what we are doing. The big question here is why is "Big Brother" so concerned about where we are fishing? Is it the whales, I don't think so. If they were so concerned about whales, then why are they allowing so many to wash up on the beaches?

So what would be a hidden agenda for all of this? I mean, ropeless gear, strict monitoring to see where we're fishing and

a closed area that only allows ropeless gear. What is ironic about all of this, is that it's in the same area that our current administration, both state and federal, want to fill full of windmills! Are you surprised? Because I'm not. Why would anybody even think that this is a good idea? The cost of operations for such a project far exceeds a land based project. The carbon footprint in fuel alone would be astronomical. The environmental impact will be devastating to the marine environment if they should happen to have a massive fuel or oil spill from a mill or the transformer substations. Then look at the impact to the ocean floor from all of the cables being run. Plus remember how concerned these people are about the whales. The irony in all of this is that the people that support this project which will close off hundreds of miles of the ocean to commercial fishing, not including the cable zones that come ashore are upset about a section of Sears Island being used a launching point for this project. Ain't it funny that they are upset over a handful of acreage but it's okay to decimate the ocean! One way to look at this is that it's okay for the fishermen to sacrifice everything but they don't want to sacrifice a little. Frankly, if you can't see the hypocrisy in all of this, I guess I don't know what to say...The amazing thing about this is that many of the people who voted for the current administrations are the same ones upset about Sears Island. So I guess they got what they voted for.

The last issue I would like to men-

tion is our gauge increase. This is a very sensitive subject amongst fishermen in the industry. Some say the increase will help stabilize our supply and lobster population. Others think that we already have a strong population. We are seeing a major volume of undersized lobsters and egg bearing females. This brings into question of what kind of information and data that the scientists are getting or basing their findings on. I feel that the industry MUST have better data and science before rendering such a decision. And again, ASMCF is once again overstepping its authority, in my opinion. Why are states that have a collapsed fishery or very little landings to speak of anyways, telling us what we should do? I have a thought for them. If they want to push us to the Area 3 minimum size of 3-3/8, to have a fair and level playing field in the markets, then I suggest they all come back to the 5" maximum size and zero tolerance V-notch. It would only be right and fair.

This report is a little longer than normal, but considering all of what is happening in the industry, it needs to be addressed. My husband, Mike helped me with some of this information and collaboration. We are on the water fishing and see what is directly happening. Speaking for our D.E.L.A., we genuinely care and have been with the association for a very long time. **"It's not a job, it's a livelihood."**

Take care and be safe out there! Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Coastal Marsh Restoration in the Mid-Atlantic: Aligning Habitat Objectives to Maximize Project Benefits

September 10, 2024

In collaboration with the U.S. Fish and Wildlife Service, NOAA Fisheries has developed a guidance document to support the development of coastal marsh restoration projects in the mid-Atlantic region.

Tidal Wetlands Are a Seafood Powerhouse

Estuaries are some of the most ecologically productive ecosystems in the world. They support diverse coastal economies, tourism and recreation, marine transportation and construction, and fisheries. Many commercial and recreationally important fish use coastal wetlands as habitat for at least part of their lives.

But these marshes face challenges, some driven or amplified by human activities. For example, ditches created in the marsh for mosquito control or agriculture have been shown to diminish the health of tidal marsh vegetation. Tidal constrictions, such as culverts or tide gates, can also restrict the natural flooding cycle necessary to support a healthy marsh. Finally, sea-level rise is and will continue to drive loss and degradation of substantial areas of coastal marsh.

Addressing Threats Through Holistic Planning

NOAA is working with the U.S. Fish and Wildlife Service and other partners to address these challenges. We have developed a guidance document focused on coastal marsh restoration in the mid-Atlantic region. It highlights our common goals, provides guidance for partners, and addresses some potential issues of concern. It marks a step forward toward scaling up effective coastal marsh restoration in the face of many challenges. We recognize that an integrated approach, prioritizing overall ecosystem function above species-specific needs, is the best way to ensure coastal marsh persistence in light of an uncertain future.

We are also developing marsh restoration techniques, including: Runnelling and ditch remediation to enhance drainage from ponded areas; Restoring marsh hydrology through the removal of tide barriers; Eradicating invasive species; and Adding sediment to increase elevation.

In some cases, these methods present near-term benefits for fish by improving the health of their regularly flooded low marsh habitat. Other approaches, such as the application of thick layers of sediment, can cause significant near-term disturbances.

They require careful planning to ensure that the planned future benefits do not come at the expense of existing marsh function.

How we address these challenges is up to a broad community of land managers, tribal partners, and resource and regulatory agencies. Project proponents may have specific goals, such as reducing localized flooding or creating habitat for a certain group of species. All restoration projects benefit from an approach that considers both current and future ecosystem services provided by the marsh in question. By encouraging this holistic approach, we intend to mark a step forward to more aligned and efficient restoration efforts in our valuable tidal habitats.

The document was developed by: NOAA Fisheries Greater Atlantic Region Habitat and Ecosystem Services Division; NOAA's Centers for Coastal and Ocean Sciences, U.S. Fish and Wildlife Service and Atlantic Coast Joint Venture.

Collaboration on St. Croix Fish Passage Projects May Create Largest Alewife Run in North America

An international partnership led by the Passamaquoddy Tribe will improve access to 600 miles and 60,000 acres of habitat to alewives and other sea-run fish. The work could result in the return of 80 million adult spawning alewives.

An 1874 map hanging in the Calais, Maine, library depicts the St. Croix, or Skutik, River flowing past the town. A spot on the river called Salmon Falls marks the location of a tribal fishing village. In 1881, the Milltown Dam was built across the river near the same site. The village—and the sea-run fish that sustained members of the Passamaquoddy People for thousands of years—disappeared. The Passamaquoddy now compose the tribal communities Sipayik and Indian Township in Maine and Skutik in New Brunswick.

This year, a major cross-border collaboration championed by the Passamaquoddy People resulted in the dismantling of the Milltown Dam, the lowermost dam on the river. It had persisted for more than 140 years. Following removal of the Milltown Dam, hundreds of thousands of alewives, a keystone species in river and ocean ecosystems, surged upriver during their annual spring migration. With further fish passage restoration, the Skutik could host North America's largest run of alewives.

Now, the Passamaquoddy Tribe at Sipayik and the Maine Department of Marine Resources are focused on the next major barriers to fish passage on the river: the

Woodland and Grand Falls dams. Existing 1960s-era fishways on both dams are inadequate. With \$35.6 million from NOAA's Office of Habitat Conservation through the Bipartisan Infrastructure Law and Inflation Reduction Act, the partners will develop state-of-the-art fishways to carry six species of migratory fish over the dams.

The project includes: Conducting studies to determine best designs for upstream American eel passage and downstream passage for alewives and eels at both dams; Designing and building multiple upstream and downstream fish passage solutions at the Woodland Dam, including a fish ladder and a fish lift; Designing multiple upstream and downstream fish passage solutions for the Grand Falls Dam; Expanding the ability of the Passamaquoddy Tribe at Sipayik to participate in restoration through workforce development and job support; and Helping the local economy by creating jobs and supporting fisheries for alewives and American eels.

Alewives: the Fish that Feeds All

When complete, the restoration work will improve access to 600 miles of habitat for migratory fish and 60,000 acres of spawning habitat in lakes for alewife. A restoration plan produced by the Passamaquoddy Tribe at Skutik estimates that the river might support a run of more than 80 million adult alewives. They could produce billions of juveniles each year. This tremendous influx of biomass will supply energy and nutrients to all links of the food chain touched by their migration.

"Where there's a big run of alewives, the river gets black with fish," says Sean Ledwin, director of the Bureau of Sea Run Fisheries and Habitat for the Maine Department of Marine Resources. "All kinds of inland fish and wildlife like ospreys and minks eat alewives. Nearshore, they feed hake, striped bass, seals, puffins, and whales. When you have a project of this scale, you could have a big meaningful impact on bringing cod, pollock, and other species that tribes and other people fished for historically."

The restoration of the Skutik/St Croix River will not only benefit the ecosystem. It will also boost the economy of Washington County, Maine, the most economically depressed region in New England. Alewives are used as bait in the Maine lobster industry, which brought in about \$464 million in 2023. Restoration would support the

\$20 million juvenile American eel (elver) fishery, in which the Passamaquoddy have a large interest. The project will also create construction jobs and related work in the nearby communities.

Restoring Long-Lost Tribal Connections to the River

The Passamaquoddy People have relied on the river for sustenance since time immemorial. Archeological evidence from the region shows the presence of alewife bones from an ancient hearth dating back 4,000 years.

"This river is central to who we are and what we're about," says Ralph Dana, a Passamaquoddy Tribal member overseeing the restoration work for the Passamaquoddy Tribe at Sipayik. "It was a source of sustenance, travel corridors, cultural practices, and medicinal gathering for thousands of years. Our namesake, Peskotomuhkati, means 'the people who spear pollock.' That profound connection speaks to who we are. We're fishers. Pollock used to be abundant here in the Passamaquoddy Bay, but it's been depleted."

Over the last 400 years, the Passamaquoddy were forced off their traditional homeland. Dams, water pollution, and other development decimated the river's fish populations. As early as 1821, the Passamaquoddy petitioned the State of Maine to stop the destruction of the watershed, but their proposal failed. Nevertheless, they continued to advocate for the restoration of sea-run fish.

In 1995, the State of Maine passed a law blocking fish passage on the Woodland and Grand Falls dams due to concerns alewife might harm introduced smallmouth bass populations. By 2002, the alewife run dwindled to about 900 individuals. The Passamaquoddy People led the repeal of the law in 2013, and the run has since rebounded to more than 600,000 fish.

However, with 99 percent of alewife habitat on the river upstream of the three major dams, the Passamaquoddy continued to act. "The tribes took a big lead," says Ledwin. "They developed the Skutik River Restoration Plan in 2019, did a project prioritization, and identified the projects [on the Milltown, Woodland, and Grand Falls dams] as the highest priority."

The International St. Croix River Watershed Board brought together the Passamaquoddy People, U.S. and Canadian federal

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governments, state and provincial governments, nonprofits and other interested parties to study the best options for fish passage at the dams. Canadian partner New Brunswick Power began the removal of the Milltown Dam in 2023. NOAA Fisheries has worked with the Passamaquoddy Tribe for more than 20 years. In 2023, we awarded the Tribe and the Maine Department of Marine Fisheries funds to design and build fishways over the Woodland Dam, and design fish passage solutions at Grand Falls.

After years of conflict, the effective collaboration behind these projects—which includes support from dam owners—represents a model for large-scale restoration. “It makes sense that we all try to join forces on this one,” says Dana. “And I think that’s where we’ve experienced some really exciting results.”

“This incredible work on the St. Croix is only possible through the collaboration of so many partners,” says Carrie Robinson, Director of NOAA’s Office of Habitat Conservation. “I’m grateful in particular to the Passamaquoddy Tribe for their long-term advocacy for this restoration effort.”

New Projects on the Woodland and Grand Falls Dams

NOAA is funding the design and construction of a large modern fish lift on the Woodland Dam, where the old fishway exists. Studies revealed that fish were gathering at another location on the dam, so we will fund a second pool-and-chute style fishway. Construction will begin in 2025. NOAA is also providing funding and technical assistance for the design of a nature-like fishway and a pool-and-chute fishway over the Grand Falls Dam. Project partners still need additional funds for construction at Grand Falls.

Upstream Eel Passage

The Passamaquoddy Tribe hired a staff biologist with NOAA funds who is researching the best designs for the upstream passage of American eels. Tiny juvenile American eels, which are born in the Sargasso Sea and spend their adulthood in rivers, will have the option of climbing new eelways at both dams. Eelways have a series of cylinders or

mesh that allow baby eels, which are adept climbers, to ascend. The Tribe is also using radio telemetry studies and other methods to inform the design of downstream fish passage options for juvenile alewives and adult American eels migrating downstream to the ocean.

“This work wouldn’t be possible without the Bipartisan Infrastructure Law funding,” says Ledwin. “This is a big, complicated, expensive project, but I think when it is complete, it will be transformational to the fishing economy and the ecology of the ecosystem.”

Dana hopes the momentum and excitement about these projects will inspire support for future restoration work. Fish passage could be improved at several additional dams upstream on the East and West branches of the river, benefiting the full suite of native sea-run fish. “We’re in this for the long haul,” says Dana. “This is who we are. We’re not going anywhere.”

Additional major partners include: U.S. Fish and Wildlife Service; National Fish and Wildlife Foundation; The Nature Conservancy; Fisheries and Oceans Canada; Woodland Pulp, LLC; and New Brunswick Power.

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While we started with one vessel sur-

Continued on Page 23

Boat And Ship Yard News



A 50-foot hull being layed up at Wesmac in Surry. The workers are altering the hull for twin Caterpillar diesel engines.



This is Isaac Beal's CHRISTOPHER, a 26-footer that he and his father built and launched in 1976. Note the side deck framing, which Isaac is currently working on.

Isaac Beal Jonesport

Isaac Beal has been at the Jonesport Shipyard in Bert Frost's old shop working on his 26-footer CHRISTOPHER since last May and he is gaining. After removing the tarp early last May and a thorough cleaning, Isaac began by refastened forward of the main bulkhead. He finished this up mid-summer and put a coat of primer on. The crew from the yard then came in, shored up the house and then removed it from the hull. This house and trunk are too far gone,

so it was placed outside and will be used for patterns.

Isaac then worked to get the boat back in shape. He said she is now plumb, level with no twists. The major problem is the starboard side, around the hauling patch. All the rotten wood has been removed and Isaac has begun putting in the deck frames for the washboards. The crew was amazed to watch him perfectly cut these curved oak deck frames out with a table saw. He still has some forward deck beams to put in and has about two-thirds of the portside wash rail



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Boat And Ship Yard News



This is the Chester Clement built MADDY SUE sitting outside Eric Dow's shop in Brooklin.



The replica privateer LYNX hauled up on the railway at Northend Shipyard in Rockland.

frames bolted in place. This will be followed by a couple of sharp risers (floor timbers). This should make her stable enough to put a batten on so he can plank. The more structure, the more stable she will be, which is what Isaac is looking for. He will then steam some new frames in on the port and starboard sides. On the portside Isaac thinks they are good, but he still wants to add sisters in between the frames. On the starboard side there are several that have major rot issues and these will be replaced. Isaac thought that there was 18 aft of the bulkhead.

There is a lot of wood at the yard, and more has come in from several donors. He was still looking for some more cedar and was going to head down to Pembroke to get some.

The plan now is to get the sharp risers and frames in place, make sure she is very stable and then move her to the main shop where Isaac will find it much more comfort-

able.

Wesmac Surry, ME

In the layup shop they have a 50-foot hull being laid up, which will be set up for twin C18 Caterpillars. She is nearing completion and will then go down to one of the work bays to be finished.

In Bay #1 they have a 46, which is being finished out as a sportfisherman. For accommodations she has a master stateroom with a V-berth, head and hanging lockers and a guest stateroom. Up in the shelter she has a starboard helm with nav seat to port; dinette style settee raised so you can see out the windows with a galley.

In Bay #2 there is a 42, which they have just started to finish out as a cruiser/sportfisherman for a customer from North Carolina. They are working under the platform and next they will be installing her

engine, an 1,150-hp C18 Caterpillar. She will have a similar interior, but trimmed out in the Herreshoff style, white panels with wood trim.

In Bay #3, is another 42, which they have stretched to 46 and are finishing off as a sportfisherman. She will have similar accommodations with a light wood trim and polished gel-coat. For power she will have a 1,200-hp MAN.

In the next bay, #4, is another 42 stretched to 46, which has twin Volvo pods

In Bay #5 is a 57, which is being finished out as a marine patrol boat for the Department of Marine Resources. This one is going to be interesting to follow as she is powered with a Tier 4 engine. A Tier 4 set up generates a lot of heat and that can create issues. She will be rigged like a lobster boat.

In the last Bay, #6, they have a 50, which is being finished out as a walkaround for a customer from Texas. The cockpit will be the

normal setup and you will step up to walk up to the bow. She is going to be powered with a 2,200-hp C-32B.

A 42 cruiser was finished off for a customer from the Portland area. The split wheelhouse is the Massachusetts version with the outside station behind the inner one. In the shelter she has a large settee with a helm station to starboard and nav seat to port. There is also a refrigerator and freezer. Down below she has four berths. She is powered with an 1,150-hp Scania.

Down at the lower yard, they have a 50, which is being converted from a lobster boat to a sportfisherman. She will also be getting a repower, which means a bigger shaft and wheel and a new genset.

There is also a 55 jet boat, rigged for sportfishing, for a customer from Florida nearing completion.

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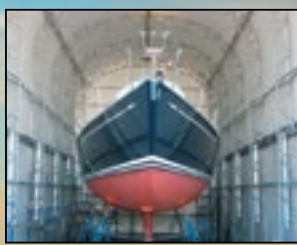
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Year-end Winners for the 2024 Lobster Boat Races

Continued from Page 1

**DIESEL POWERED WORK BOATS
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Diesel Class D - 236 to 335 hp, 34 feet over:



1) *Whiskey Girl II*, Mark Davis



2) *Rebounder*, Colyn Rich

Diesel Class E - 336 to 435 hp, 24 to 33 feet:



1) *Audrey May*, Randy Durkee;



2) *Guilty Pleasure*, Jake Dugas

**Diesel Class F - 336 to 435 hp,
34 feet and over:**



1) *Faith Melle*, Winfred Alley



2) *Ms. Rose*, Ed Torosian

Diesel Class G - 436 to 550 hp, 28 to 35 feet:



1) *My Turn*, Mariena Beal



2) *Semper Fi*, Ari Meehan

**Diesel Class H - 436 to 550 hp,
36 feet and over:**



1) *Melynda M.*, William Coombs



2) *First Team*, Travis Otis



3) *Fallen Angel*, Brodie Eaton

Diesel Class I - 551 to 700 hp, 28 to 35 feet:



1) *Lil' Lisa Marie*, Gary Genthner



2) *Misty*, Chris Smith

**Diesel Class J - 551 to 700 hp,
36 feet and over:**



1) *Mean Kathleen*, Shawn Clemons

**Diesel Class K - 701 to 900 hp,
28 feet and over:**



1) *La Bella Vita*, Jeff Eaton



2) *Regency*, Zach Donnell



3) *Shootin' Star*, Steven Osgood

Diesel Class L - 901 hp, 28 feet and over:



1) *Maria's Nightmare II*, Jeremy Beal

**Diesel Class M(A) - 40 feet and over,
up to 500 hp:**



1) *Old School*, Chris Pope



2) *Pull 'n Pray*, Justin Papkee



3) *Sea Breeze*, Richard Hildings

**Diesel Class M(B) - 40 feet and over,
501 to 750 hp:**



1) *Kimberly Ann*, Eric Beal



2) *Alexsa Rose*, Matt Shepard

Continued on Page 19

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U. S. NAVY NEWS



The U.S. Navy Blue Angels fly over the USS Richard M. McCool Jr. (LPD 29) during the ship's commissioning week at Naval Air Station Pensacola in Pensacola, Florida Sept. 4, 2024. The ship will be commissioned at NAS Pensacola Sept. 7, 2024.

(DoD photo by EJ Hersom)

Continued from Page 9

integrate with joint, combined, manned, and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe.

The mission of CNSP is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

Navy Announces Commissioning Date for the Future USS John Basilone From Karli Yeager

13 September 2024

NEW YORK -- The U.S. Navy will commission the future Arleigh Burke-class guided-missile destroyer USS John Basilone (DDG 122) on November 9, 2024, in New York City, New York.

The ship honors United States Marine Corps Gunnery Sgt. John Basilone, who

received the Medal of Honor for his heroism during the Battle of Guadalcanal in 1942. He was killed in action during the February 1945 invasion of Iwo Jima and was posthumously awarded the Navy Cross. Basilone is the only enlisted Marine to be honored with both the Navy Cross and the Medal of Honor.

The sponsors of DDG 122 are Ryan Manion and Amy Looney, the president and vice president of the Travis Manion Foundation, which empowers veterans and families of fallen heroes to develop character in future generations. The co-sponsors will lead the time-honored Navy tradition of giving

the order during the ceremony to "man our ship and bring her to life!" At that moment, the commissioning pennant is hoisted and USS John Basilone becomes a proud ship of the fleet.

DDG 122 will be the second ship named in honor of Basilone.

Following its commissioning, USS John Basilone will depart New York City for its homeport assignment of Naval Station Norfolk.

Arleigh Burke-class guided-missile destroyers are the backbone of the U.S.

Continued on Page 20

Year-end Winners for the 2024

Continued from Page 18

Diesel Class N(A) – 40 feet and over: 751 to 1,000 hp:



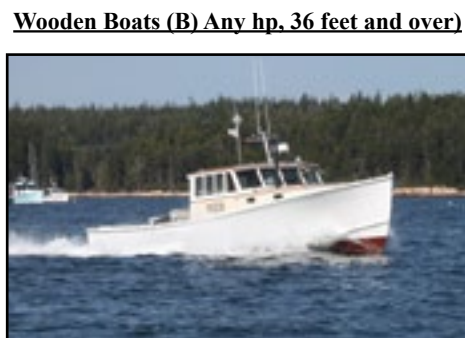
1) Natalie E., Dana Beal



1) 4 Ladies, Tom Clemons



1) Obsession, Ryan Lemieux



1) Sari Ann I, Ann Johansen

Diesel Class N(B) – 40 feet and over: 1,001 hp and over:



1) Fifth Generation, Mack Kelley



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U. S. NAVY NEWS

Continued from Page 19

Navy's surface fleet. These highly capable, multi-mission ships conduct a variety of operations, from peacetime presence to national security providing a wide range of warfighting capabilities in multi-threat air, surface, and submarine.

The future USS John Basilone (DDG 122) commissioning ceremony will be livestreamed at www.dvidshub.net/webcast/35147. The webcast will begin at 9:45 a.m. EST and the ceremony begins at 10 a.m. EST, November 9.

The mission of CNSP is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

Navy Accepts Delivery of Future USS Robert E. Simanek

From Team Ships Public Affairs
13 September 2024

SAN DIEGO - The future USS Robert E. Simanek (ESB 7) was delivered to the U.S. Navy, Sept. 12.

The ship is named for Private First Class Robert Ernest Simanek, who was awarded the Medal of Honor for shielding fellow Marines from a grenade at the Battle of Bunker Hill during the Korean War. The Medal of Honor was presented to him by President Dwight D. Eisenhower in a White House ceremony in 1953.

"From christening in May 2024 to delivery, it has been an exciting time for those who spend each day preparing this ship to support our fleet," said Tim Rob-

erts, Strategic and Theater Sealift program manager, Program Executive Office (PEO) Ships. "The ESB ship class is a highly flexible platform used across various military operations. ESB ships are mobile sea-based assets and are a part of the critical access infrastructure that supports the deployment of forces, equipment, supplies, and warfighting capability."

ESBs are optimized to support a variety of maritime based missions, including Special Operations Forces, Airborne Mine Counter Measures, Crisis Response Force Sea Basing, Intelligence, Surveillance, and Reconnaissance and Unmanned Aviation Systems. The ESBs, which include a four spot V-22 sized flight deck, mission deck and hangar, are designed around four core capabilities: aviation facilities, berthing, equipment staging support, and command and control assets.

Follow-on ship, future USS Hector A. Cafferata Jr. (ESB 8) is under construction at NASSCO.

PEO Ships, one of the Department of Defense's largest acquisition organizations, 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.

Navy Awards T-AO Block Buy Contract From Team Ships Public Affairs 13 September 2024

WASHINGTON - The Navy awarded a \$6.75 billion block buy contract to General Dynamics NASSCO for the procurement of up to eight John Lewis Class (TAO-205)

Fleet Replenishment Oilers, Sept. 13.

By using the block buy approach the Navy expects savings of \$491 million as compared to the total anticipated costs of carrying out the program through annual contracts.

This T-AO block buy delivers on the Department of Navy's commitment to get more players on the field while growing near-term capability and capacity," said Nickolas H. Guertin, Assistant Secretary of the Navy for Research, Development and Acquisition (ASN RD&A). "This multi-billion dollar award reflects innovation to build and sustain our maritime dominance and allows for critical investment and sustainment of our shipbuilding industrial base.

This award includes a Shipbuilding Capability Preservation Agreement with NASSCO that broadens and strengthens the shipbuilding industrial base by providing an incentive for a shipbuilder to obtain new private sector work, thereby reducing the Navy's cost of doing business. This strengthening of the industrial base is aligned with the Secretary of the Navy's Maritime Statecraft initiative.

"This block buy contract will provide capability for our fleet while providing cost savings to the Navy and stability for the shipbuilding industrial base," said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office, Program Executive Office (PEO) Ships. "The partnership between the Navy and NASSCO is important and we rely on the shipbuilding workforce at NASSCO and their many vendors and suppliers to construct and deliver these ships."

T-AO Fleet Replenishment Oilers operate as the primary fuel pipeline from resupply ports to station ships, providing replenishment of bulk petroleum product, dry stores/packaged cargo, fleet freight, mail and personnel to combatants and support forces underway.

PEO Ships, one of the Department of Defense's largest acquisition organizations, 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.

Navy commissions USS New Jersey (SSN 796)

From U.S. Navy

16 September 2024

MIDDLETOWN, N.J. - The Navy commissioned the fast-attack Virginia-class submarine USS New Jersey (SSN 796) in a traditional ceremony held September 14, at Naval Weapons Station Earle in Middletown, New Jersey.

The ceremony culminated a years-long process for commissioning the New Jersey, the third U.S. Navy ship named after the state of New Jersey, the most recent being the decorated battleship BB-62 which saw action during WWII, the Korean War, and the Vietnam War.

New Jersey's commanding officer Cmdr. Steve Halle called the event "a truly historic moment" during his speech, praising all the distinguished guests, shipbuilders, and supporting organizations before addressing his crew.

"To the crew, the plank owners, this ceremony... is about you" Halle emphasized. "You operate the most complex platform on the planet and you continuously strive for excellence. I'm amazed and humbled at what we have accomplished" he continued.

"Our superior professionalism is enhanced by our crew integration and our diversity," Halle said of his crew being the first fully integrated fast-attack submarine.

"We have exceeded expectations at every turn and overcome every obstacle set before us."

Halle also spoke to the people of New Jersey stating "I know that the legacy we have inherited from the state of New Jersey and BB-62 will carry forward in our pursuit of greatness."

"Today, we commissioned our ship, and she is the fastest, most advanced, fully integrated fast-attack to date," Halle said in closing.

Susan DiMarco, New Jersey's sponsor and wife of former Secretary of Homeland Security Jeh Johnson, gave the crew the traditional order to "man our ship and bring her to life," after which New Jersey's sailors responded "aye aye ma'am" before ceremonially running aboard the submarine.

Other speakers at the commissioning ceremony included New Jersey Governor Philip Murphy, Secretary of the Navy Carlos Del Toro, Ms. Jennifer Boykin, president of Newport News Shipbuilding, and Mr. Larry Runkle, vice president of General Dynamics Electric Boat. Adm. William Houston, director of the Navy's Nuclear Propulsion program, served as the senior Naval officer and Submarine Force commander Vice Adm. Robert Gaucher as the presiding officer. Lt. Cmdr. Andrew Hutchison, the ship's executive officer, served as master of ceremonies.

The submarine is 377 feet long, has a 34-foot beam and is able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots. New Jersey has a crew of nearly 135 Navy personnel.

Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities - sea control, power projection, forward presence, maritime security, and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare, and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

SECNAV Del Toro Names Future John Lewis-class Oiler USNS Dolores Huerta (T-AO 214)

18 September 2024

WASHINGTON - Secretary of the Navy Carlos Del Toro announced that the future John Lewis-class oiler, T-AO 205-class, will be named USNS Dolores Huerta (T-AO 214). Del Toro made the announcement during a speaking engagement at the Veteran Affairs Center for Minority Veterans Hispanic Heritage Month Commemorative Event in Washington, Sept. 18.

The future USNS Dolores Huerta honors American labor leader and civil rights activist Dolores Huerta, a central figure in the farmworkers' labor movement from the 1950s through 1990s.

The naming selection of the future USNS Dolores Huerta (T-AO 214) follows the tradition of naming John Lewis-class oilers after civil rights leaders and will be the first to bear her name. Secretary Del Toro previously named USNS Thurgood Marshall (T-AO 211), USNS Ruth Bader Ginsberg (T-AO 212), and USNS Harriet Tubman (T-AO 213).

"Dolores Huerta has been a leading figure in the Hispanic community and a champion of civil and workers' rights for over 70 years," said Secretary Del Toro. "Dolores Huerta dedicated her life to caring for those voiceless and underrepresented—she dedicated her life to taking care of people. I am honored to announce the next

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U. S. NAVY NEWS

John Lewis-Class fleet replenishment oiler, T-AO 214, will be named USNS Dolores Huerta.”

After a brief stint as a public school teacher, Huerta in 1955 co-founded the Stockton chapter of the Community Service Organization to promote voter registration and economic opportunity initiatives for the local Hispanic community.

In 1962, she along with Cesar Chavez, co-founded the National Farm Workers Association, a forerunner of the United Farm Workers. In the 1960s and 1970s, Huerta helped lead local labor strikes and national boycotts of lettuce, grapes, and Gallo wine that improved the working and living standards for farmworkers. During this period, she also coined the phrase that remains the motto of the farmworkers’ labor movement, “Si, se puede”—“yes, we can.”

From 1988 – 1993, Huerta served on the Commission on Agricultural Workers, established by Congress to review the effects of farmworker and immigration legislation. In 2002, she founded the Dolores Huerta Foundation, a non-profit organization dedicated to empowering other volunteer organizations that pursue social justice.

Over the course of her career, Huerta has received numerous accolades including the Eleanor Roosevelt Human Rights Award in 1998. When President Barack H. Obama awarded Huerta the Presidential Medal of Freedom in 2012, he praised her lifelong devotion to “advocating for marginalized communities.”

The future USNS Dolores Huerta is the tenth ship of the John Lewis Class. The class and lead ship are named in honor of the late civil rights icon Rep. John Lewis from Georgia.

The ships are designed to supply fuel to the Navy’s operating carrier strike groups. The oilers have the ability to carry a load of

162,000 barrels of oil and maintain significant dry cargo capacity.

SECNAV Del Toro Names Future Nuclear-Powered Attack Submarine USS Baltimore (SSN 812)

20 September 2024

BALTIMORE (Sept 20, 2024) – Secretary of the Navy Carlos Del Toro announced that the future Virginia-class nuclear-powered attack submarine SSN 812 will be named USS Baltimore. Del Toro made the announcement during a ship naming ceremony held in Baltimore aboard the historic USS Constellation, Sept. 20.

The future USS Baltimore honors the city of Baltimore, the crews of one Continental Navy ship, and the five previous Navy vessels named Baltimore.

The naming selection of the future USS Baltimore (SSN 812) continues the recent trend of naming Virginia-class submarines after cities. Del Toro previously named USS Long Island (SSN 809), USS San Francisco (SSN 810), and USS Miami (SSN 811).

“The city of Baltimore maintains a strong connection with our maritime services and is a critical enabler of our National Maritime Statecraft,” said Del Toro. “It is my honor and privilege to announce the name of the next Virginia-class nuclear-powered submarine, SSN-812, USS Baltimore.”

Maryland Sen. Ben Cardin joined Del Toro for the ceremony honoring Baltimore.

“Maryland is proud of our connection to the Navy and our strong history as a coastal state,” said Cardin. “I am excited that the next USS Baltimore will be sailing the seas again as the Navy’s newest submarine. Our Navy maintains and protects free and open international waters. From defending our young nation from pirates in the late 1700s to ensuring freedom of navigation today in the Red Sea and Taiwan Strait, our Navy is

always on watch.”

Baltimore Mayor Brandon Scott also served as a guest in the official party and spoke about the honor and meaning behind the naming of the Navy’s newest submarine.

“We are honored that Baltimore is being represented across the globe once again with the naming of this future ship,” said Scott. “As a city with such a rich naval and maritime history, the naming of the USS Baltimore ensures that legacy will continue to live on for decades to come. I want to extend my deepest thanks and gratitude to the U.S. Navy for this honor and for continuing to uplift our city, including all Baltimoreans who choose to serve.”

Along with the ship’s name, Del Toro also announced Deputy Secretary of Defense Kathleen Hicks will serve as the ship’s sponsor. In her role as sponsor, she will represent a lifelong relationship with the ship and crew.

“When Baltimore joins the fleet, with a world-class crew, it will be among the most agile, lethal, resilient, and capable conventional nuclear-powered submarines we’ve ever made,” said Hicks. “Make no mistake about Baltimore’s purpose, like all of our submarines, conventional and otherwise, we build them not to provoke war, but rather to prevent wars, through deterrence.”

The city of Baltimore has significant ties to American and Naval history. The Port of Baltimore was established in 1706 and the Town of Baltimore in 1729. One of the Navy’s six founding frigates, USS Constellation, was built in Baltimore, and the city’s skilled ship workers later would construct the famous Baltimore clipper ships. In 1814, the Battle of Baltimore inspired the American national anthem.

The first Baltimore served in the Quasi-War against France, while the second Baltimore served during the Civil War.

The third Baltimore fought in the Battle of Manila Bay during the Spanish-American War and later conducted mine-laying operations in World War I. The fourth Baltimore earned nine battle stars during World War II, fighting in campaigns for the Caroline Islands, Gilbert and Marshall Islands, and Okinawa. The fifth Baltimore participated in undersea operations against the Soviet Union, completing a variety of intelligence, surveillance, and reconnaissance missions. The Navy simultaneously decommissioned and struck the most recent vessel from the list on 10 July 1998.

After the collapse of the Francis Scott Key Bridge in March 2024, the Navy provided equities to the established “Key Bridge Response Unified Command.” NAVSEA’s Navy Supervisor of Salvage and Diving (SUPSALV) led critical efforts to support the clearance of the Port of Baltimore’s Fort McHenry Federal Channel, responsible for managing all on-scene assets tasked with debris removal and channel clearing. Del Toro personally assessed the site and met with Navy personnel on April 19, 2024.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces (SOF); carry out Intelligence, Surveillance and Reconnaissance (ISR) missions; support battle group operations; and engage in mine warfare.

USNS Lucy Stone Christened as MSC’s Newest Fleet Replenishment Oiler From Sarah Cannon

23 September 2024

SAN DIEGO -- The fleet replenishment oiler USNS Lucy Stone (T-AO 209), the Military Sealift Command’s newest ship,

Continued on Page 22

International Maritime Library

Version 6 up

internationalmaritimelibrary.org

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

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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Dedicated to the Preservation of Maritime Writings

U. S. NAVY NEWS

Continued from Page 21

was christened during a ceremony at the General Dynamics NASSCO shipyard in San Diego, CA.

The event was attended by Secretary of the Navy, Carlos Del Toro; Meredith Berger, Assistant Secretary of the Navy for Energy, Installations and Environment; Vice Adm. John F. G. Wade, commander, U.S. THIRD Fleet; Vice Adm. Jeffrey Jablon, Deputy Chief of Naval Operations for Installations and Logistics; Rear Adm. Thomas J. Anderson, Program Executive Officer, Ships; Capt. Micah Murphy, commander, Military Sealift Command Pacific; U.S. Merchant Marine Capt. Lee Apsley, Stone's civil service master; as well as executives and employees of NASSCO San Diego.

The ship honors American suffragist Lucy Stone, who joined other notable advocates such as Elizabeth Cady Stanton, Susan B. Anthony, Ernestine Rose, and Antoinette Brown Blackwell to petition for suffrage and abolition in the 19th century. Her efforts as

a founder of the Women's National Loyal League were essential to the passage of the Thirteenth Amendment abolishing slavery.

"In choosing to name this ship after Lucy Stone, Secretary Mabus and Secretary Berger knew the legacy of this remarkable woman, who dedicated her life to freedom and to equality for all," said Deborah Donley Simmons, Stone co-sponsor. "Her legacy will continue to be told, as this ship sails throughout the world."

The official christening moment happened when the ship's co-sponsors, Alicia Aadnesen, Deborah Donley Simmons broke a bottle of champagne over the ship's bow with the words, "For the United States of America, I christen you the USNS Lucy Stone. May God bless this ship and all who sail on her." Following the christening moment, the ship blew her horns and slid down the rails, amid a fanfare of music from the Navy Band Southwest and red, white and blue streamers.

"The enduring legacy of Lucy Stone as a trailblazer in the women's rights movement

remains an indelible source of inspiration today," said Mabus. "How extraordinary that all of these years later, today, our United States Navy is headed-up by the Chief of Naval Operations, a female by the name of Adm. Lisa Franchetti. It would not have been possible if it had not been for the efforts of Lucy Stone."

The 746-foot Stone is the fifth ship in the new John Lewis-class previously known as the TAO(X). This class of oilers has the ability to carry 162,000 barrels of diesel ship fuel, aviation fuel and dry stores cargo. The upgraded oiler is built with double hulls to protect against oil spills and strengthened cargo and ballast tanks and will be equipped with a basic self-defense capability. The Lewis-class of oilers will replace the current Kaiser Class fleet replenishment oilers as they age out of the MSC fleet. The ship will be manned by a crew of about 100 civilian Merchant Mariners, sailing under the operational control of MSC.

"In order to maintain sustained operations at sea, our Navy warships rely on Military Sealift Command's Combat Logistics Fleet," said Mabus. "Despite the challenges posed by shortfalls in numbers, MSC continues to play a vital roll in supporting our nation's logistics readiness. I thank all of our Merchant Mariners for answering our national call to maritime service, and for their ongoing efforts to recruit and maintain our critical capabilities!"

USS Leyte Gulf Decommissioned From USS Leyte Gulf Public Affairs 24 September 2024

NORFOLK, VA - The crew of the Ticonderoga-class guided-missile cruiser USS Leyte Gulf (CG 55) held a decommissioning ceremony onboard Naval Station Norfolk on September 20th.

Over 500 attendees including planners and former crew members joined together to celebrate the ship's distinguished 37 years of naval service. Vice Adm. Eugene Black III, Leyte Gulf's 14th commanding officer, served as the ceremony's keynote speaker, wishing the current crew fair winds and following seas as they bade their ship farewell.

"What a great opportunity to celebrate the Sailors who brought this ship to life, kept her operating at the highest level and ready for a fight throughout her long and illustrious career of service to our nation," he said.

Cmdr. Brian M. Harrington, who served as the 23rd and final commanding officer of Leyte Gulf, led the ship's final crew through the decommissioning process, assuming command following Leyte Gulf's deployment to the Caribbean Sea and South Atlantic earlier this year.

"It's been an honor to lead America's Battle Cruiser and her crew through the final chapter in her storied career. This crew accomplished the final mission with professionalism and dedication that honors all Leyte Gulf Sailors past and present."

The ceremony atmosphere was one of fond but somber remembrance as Black and Harrington shared a few memories created over Leyte Gulf's 37 years of service, inviting shared laughter from crewmembers past and present.

Leyte Gulf was built at Ingalls Shipbuilding Corporation in Pascagoula, Mississippi, and commissioned in Port Everglades, Florida, on September 26, 1987. Leyte Gulf's namesake commemorates the largest naval battle in history, fought from October 23-26, 1944 during World War II.

Since her maiden deployment in 1988, the warship has been vital to America's national defense strategy, leading the way in air defense throughout 17 deployments around

the world. After decommissioning, the ship will be towed on October 16th to the Navy's Inactive Ship's facility in Philadelphia, Pa., where it will be in a Logistical Support Asset status.

SECNAV Del Toro Announces Sponsor of the Future Nuclear-Powered Attack Submarine USS Long Island (SSN 809) 27 September 2024

KINGS POINT, NY - Secretary Del Toro announced Ms. Iris Weinshall, the Chief Operating Officer of the New York Public Library and wife of U.S. Senator of New York Chuck Schumer will serve as the sponsor of the future USS Long Island (SSN 809), during a ship naming celebration at the U.S. Merchant Marine Academy today, Sept. 27, 2024.

Sponsors are selected by the Secretary of the Navy and hold a unique role by maintaining a lifelong relationship with the ship and crew.

"I am honored to announce, surrounded by members of the Long Island community, that the ship sponsor of the future USS Long Island is Ms. Iris Weinshall," said Secretary Del Toro. "Ms. Weinshall has dedicated her life to public service and improving the lives of the people in the community. She continues to make significant contributions to New York. I am thankful for her commitment to the future USS Long Island."

"I am honored to part of a tradition that connects us to the brave men and women who protect our shores. As a mother and grandmother, this role resonates deeply with me, as I understand the importance of watching over those we care for. In calm waters and stormy weather, we must always look out for each other," said Ms. Weinshall. "And as a lifelong New Yorker, I am especially honored to represent Long Island. My husband, Senator Chuck Schumer, and I cherish our time on the Island with our family and dear friends."

Announced on the deck of USS Wasp (CV-7) in May 2023 during New York Fleet Week, the name honors Long Island, the densely populated island in the southeastern region of the state of New York, and the crews of two U.S. naval vessels previously named Long Island.

"New York has been a Navy town since our Nation's founding. Today, over 200,000 veterans are spread across the five boroughs with over 50% living on Long Island in Brooklyn and Queens," said Secretary Del Toro. "Long Islanders themselves have always answered the call to service to our Nation, serving in every major conflict in United States' history—from the Revolutionary War to the present day and I was proud to name the future USS Long Island last year during New York Fleet Week."

The first USS Long Island was a steam trawler that was originally built as a civilian vessel but was then purchased by the Navy in 1917 and given the designation of SP 572. It served as a minesweeper, harbor patrol ship, and an icebreaker until after the First World War and decommissioned in 1919.

The second ship to bear the name Long Island was an escort carrier with the designation of CVE 1 and was the first of its class. Originally it bore the designation of AVG 1 and then AVC 1, it was the first of the Navy's prototype aircraft carriers which launched squadrons of attack aircraft in assistance with the Pacific theatre in World War Two. Having fought at the Battle of Guadalcanal, USS Long Island launched Marine Corps dive bombers in assistance with the Guadalcanal campaign. After the war, USS Long Island trained pilots and assisted in returning

Continued on Page 23

Wreckage of the French Steamer LYONNAIS Discovered

Continued from Page 7

mid-February. He told the American Consul in France that the officer of the deck was a young man, a nephew of the captain, that the crew would not obey. When he saw the bark he had given the wrong order. The captain ran up on deck and he could not correct the order before they collided.

ADRIATIC was reported to be at Spezzia and a French warship was sent out to capture her. Capt. Durham was asked for a bill of health there and when he could not produce one, he was not permitted to land. The captain went ashore and met with the American Consul, who told him that the French had alerted the Sardinians and they were told by Turin to capture her. The Sardinians placed a gunboat under her stern with the threat she would be blown up if she tried to escape. However, those orders were withdrawn and she was not to be challenged. A storekeeper from the United States replenished the vessel, but as this was taking place the wind began to build. She was riding on a kedge with 45 fathoms of chain and a chain box filled with stone as a back-up. ADRIATIC continued to drift and they are compelled to run a hawser ashore. Capt. Durham went to town, received his ship's papers and set sail. The next day she fell in the ship ELIZABETH DENNISON, who gave her more provisions and an anchor. She slipped out of the Mediterranean and disappeared across the Atlantic.

On 29 January ADRIATIC was spoken to off Cape Palos heading for New York.

In March the affair of the ADRIATIC was heard before the house of Congress. Mr. Miles Taylor of Louisiana offered a resolution for redress for the owners of ADRIATIC and the prevention of this happening in the future. It was deemed that a foreign country does not have the right to seize an American vessel when that vessel was conforming to the rules of the United States and the incident happened in United States waters. This was all referred to the committee on Foreign Affairs.

On 18 March ADRIATIC arrived at Savannah, Georgia. It was not an easy voyage having calms and head winds much of the time. With an exhausted crew and not much left for provisions they made the nearest port, which was Savannah.

Capt. Durham was later noted to have

been in Washington, a guest of Dr. A. C. Jordan, formerly of Bangor. While there he met with the President and gave him all the details of the incident. There was hope that a diplomatic solution would be found. In June Mr. Burlingame's report was accompanied by a resolution asking the President to obtain redress from the French. The report also asked for a revision to the laws governing collisions at sea and an arrangement for compensation for damages.

It was also learned that one of the Gauthier Brothers had made false entries in their ledgers increasing their return on profits and was now in prison.

The following year the bark ADRIATIC was offered for sale, freight or charter in the "Savannah Republican." The advertisement read, "The ADRIATIC is a superior vessel, of 400 tons, and has been fully tested, both as to strength and speed. She "will do travel," and if any are in doubt on the above points, we refer them to the French!"

In the fall of 1860, the bark ADRIATIC was at the harbor of Buenos Ayres when a Pampero struck. She was weathering the storm until a drifting Buenos Ayres man-of-war threatened to hit her. The captain ordered more chain let out, but the chain parted and she drifted down toward a Norwegian brig and released a third anchor. Before the anchor took hold, she struck the brig suffering heavy damage. She then struck the anchor and this created a sizeable leak. She was surveyed and condemned the end of July. She was to be sold in August and was only partially insured. This ended the very interesting career of the bark ADRIATIC.

Atlantic Wreck Salvage team member Jennifer Sellitti has also written a new book entitled "The Adriatic Affair: A Maritime Hit-and-Run Off the Coast of Nantucket." (Schiffer Publishing, \$34.99, Hardcover, on sale February 28, 2025) which will provide an in-depth history of the ADRIATIC and LE LYONNAIS hit-and-run, as well as more information on the sinking and survivors. The epilogue covers the details of the search and discovery of LE LYONNAIS, as well as additional underwater and topside photographs from the expedition. The Adriatic Affair is available now for pre-order wherever books are sold or <https://www.amazon.com/Adriatic-Affair-Hit-Run-Nantucket/dp/0764367951/>

MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

veying the entire area with a dredge. The area is now divided among our science center and several partners, including the sea scallop industry. They use both dredges and optical (photographic) instruments deployed from research and commercial scallop vessels. All these data are used for stock assessments and for quota setting.

This year, for the first time, our science center's survey covered Georges Bank and adjacent waters using: A dredge; A towed camera-and-sensor system called HabCam; and Our newest sampling device—a long-range autonomous underwater vehicle nicknamed "Stella."

These were deployed off three different vessels: a university-owned research ship, a commercial sea scallop vessel, and a NOAA research vessel.

Stella, the Long-Range Autonomous Underwater Vehicle

The most recent addition to our survey capacity is Stella, our long-range autonomous underwater vehicle. It carries the same imaging package as our towed sampling system, the HabCam, but can be programmed to operate without human supervision. Stella is being developed with partners at the Woods Hole Oceanographic Institution.

"Stella was developed for surveying inside the new wind energy development areas," said Peter Chase, who is in charge of our center's resource surveys. "It's one way to capture data to replace towed HabCam sampling in those areas."

Large vessels similar to those currently used for our dredge surveys will likely not operate among the multiple turbines planned within wind energy areas. "Our focus now is on testing deployments and operations of the Stella from different platforms before formally incorporating it into our regular survey," said Chase. "We are also gathering more information on how long Stella's batteries last under different conditions. That's important for any fully autonomous operations. Ideally, we'd be able to release Stella from shore for a round trip to a survey area."

Stella has the same capacity for sampling as HabCam but travels more slowly. "It has a number of advantages," said Dvora Hart, our lead sea scallop assessment scientist. "We can deploy it untended while other operations continue, and we have so far used it to further investigate areas of particular interest. For example, if the dredge encounters high densities of sea scallops, Stella can rework the area, taking photographs that can confirm what's on the bottom as well as how efficient the dredge is at capturing what's in its path."

What's Next for the Sea Scallop Survey

After this year's successes with the Stella and deployments from a variety of vessels, Chase said the survey will likely continue to use multiple vessels.

"We will be better positioned to consistently complete the survey. We can use a commercial vessel to do all the dredging and the research vessels to deploy the camera systems. The commercial vessel has a sister ship and we have two options for research vessels," said Chase. In recent years, research vessels have encountered operational issues that led to reduced or canceled surveys.

Finally, we are working on ways to handle the data we collect more quickly and efficiently. One outcome of expanded sampling is significant increase in data. In particular, approximately 4 million images of the ocean bottom are collected during an annual survey. Right now, humans are annotating about one in 50 of the images, identifying sea scallops and other animals. Hart and others have been working to automate that process using artificial intelligence to both speed it up and gather more data from each image.

"People will still need to review a representative sample of the images, but we are training computers to do it using artificial intelligence solutions. The current test version can process in 1 day what it takes us more than a month to do with humans," said Hart. "Our goal is to process all the images we need using machine annotation, continue to have people manually annotate many fewer than we do now, and free those people up for other tasks."

How to Maximize Aquaculture: Growing More Seafood Through Science

September 26, 2024

Scientists are using an ecosystem approach to aquaculture, growing multiple seafood products together in a sustainable system.

Have you ever heard the expression "What grows together, goes together"? In our latest podcast, we'll hear about an innovative aquaculture system that's more complex than growing a single species of fish (or kelp or shellfish). It also has the potential for greater returns. What's unique about this system is that the wastes from one species gets transformed into resources for another. That's right, we're talking about fish poop—which can be a costly and challenging issue for commercial aquaculture operations.

It's called integrated multi-trophic aquaculture, which means growing more than one species in the same place at the same time. For example, researcher Dr. Mike Acquafredda grew striped bass, worms, and

edible sea beans in a connected system. The fish thrived; the worms ate nearly half the fish poop; and he produced almost 50 pounds of sea beans—all in a fairly small space.

Learn more about his research and the future of this cost-effective, sustainable way to grow seafood. Go to: How to Maximize Aquaculture: Growing More Seafood Through Science | Episode 56 | NOAA Fisheries

2024 Bycatch Reduction Engineering Program Awards

September 30, 2024

NOAA Fisheries is recommending more than \$2.6 million in funding for 13 projects under its 2024 Bycatch Reduction Engineering Program.

NOAA Fisheries is recommending 13 projects for funding to partners around the country to support innovative bycatch reduction research through its Bycatch Reduction Engineering Program.

Bycatch is catch that fishermen do not want, cannot sell, or are not allowed to keep. Bycatch of fish, marine mammals, or turtles can have significant biological, economic, and social impacts. Preventing and reducing bycatch is a shared goal of fisheries managers, the fishing industry, and the environmental community.

Working in collaboration with fishermen and industry partners, the Bycatch Reduction Engineering Program has supported solutions to some of the top bycatch challenges facing our nation's fisheries. Successes include: Funding studies related to mitigating barotrauma of reef fish through the use of descending devices—descending devices are now required to be available for use on vessels in many U.S. fisheries; and A dual sorting flexible grid system that has shown to reduce under-sized sablefish bycatch by more than 45 percent, while maintaining catches of adult sablefish and other target fish species.

At this point in the selection process, the application approval and obligation of funds is not final. Each of these applications are being "recommended." This is not an authorization to start the project and is not a guarantee of funding.

2024 Recommended Recipients by Region

Northeast/Mid-Atlantic: Blue Planet Strategies: \$191,853; Cornell Cooperative Extension of Suffolk County: \$179,262; Lift Labs, Inc.: \$228,304; University of New England: \$238,940.

Southeast/Gulf of Mexico: Executive Office of the U.S.V.I. Government: \$200,000; Florida Atlantic University: \$248,482; Texas A&M University-Corpus Christi: \$249,900.

West Coast: Pacific States Marine Fisheries Commission: \$245,743; Sub Sea Sonics, LLC: \$193,391.

Alaska: University of Alaska, Fairbanks: \$197,595; FishNext Research LLC: \$199,998.

Pacific Islands: International Seafood Sustainability Foundation, Inc.: \$205,625; Pacific Islands Fisheries Group: \$74,328.

NOAA Fisheries Releases National Seafood Strategy Implementation Plan

October 01, 2024

The plan outlines actions we can take to enhance industry resilience and competitiveness in the face of climate change and other stressors.

NOAA Fisheries released its National Seafood Strategy Implementation Plan (PDF, 14 pages). Our National Seafood Strategy, released in 2023, outlines our direction for supporting the U.S. seafood economy and enhancing the resilience of the seafood sector, including wild-capture and

aquaculture, in the face of many challenges. This plan outlines actions we are currently implementing as well as those we can take to support the strategy.

"The Implementation Plan is where the rubber meets the road," said NOAA Fisheries Assistant Administrator Janet Coit. "It outlines the specific actions to achieve the goals we laid out in the strategy to support our nation's seafood sector and the benefits it provides."

The plan focuses on NOAA Fisheries' industry services, such as the Seafood Inspection Program, Fishery Finance Program and Saltonstall-Kennedy grant program. It also underscores our socio-economic activities—such as seafood market and supply chain analyses—and communications efforts around the sustainability of U.S. seafood. The plan identifies ongoing, new, and aspirational activities, with a focus on those currently within our capacity. Critical to achieving the goals is coordinating with other federal agencies, as well as states, tribes, harvesters and seafood farmers, nongovernmental organizations, and other groups.

"No one entity can do this work alone. To truly achieve a more resilient and competitive seafood sector, we all need to work together. The National Seafood Strategy and now our Implementation Plan demonstrates what we at NOAA Fisheries can do to reach those goals," Coit said.

The plan identifies four pilot initiatives around which we will activate and enhance partnerships to tackle cross-cutting issues. These initiatives include efforts to: Bolster industry resilience in the Gulf of Mexico and South Atlantic shrimp fishery; Support revitalization of the Port of Port Orford, Oregon; Increase climate resilience in highly migratory species fisheries; and Support Alaska's seafood sector resilience.

Sustainable Seafood Supply Is Critical for Public Health

The National Seafood Strategy was the culmination of years of input from NOAA Fisheries' diverse constituencies. The implementation plan was informed by recommendations for specific actions from more than 150 public comments. Additionally, we consulted with a variety of seafood sector representatives to gather input.

The plan is meant to be a living document that will be revisited often and updated based on additional inputs. "We will continue to consult with seafood industry members, management councils, states, tribes, and other constituents as we execute this implementation plan," said Michael Rubino, the agency's Senior Advisor for Seafood Strategy.

The U.S. seafood industry is critical to enhancing public health and nutrition, creating jobs, and building a climate resilient food strategy. It is facing unprecedented challenges—including climate change, new ocean uses, significant labor shortages, and aging infrastructure. This has resulted in an urgent situation for many fisheries and connected communities and put our supply of sustainable seafood at risk.

"Ensuring a supply of sustainable seafood for consumption is a key part of NOAA Fisheries' mission," Rubino said. "Given the urgency, this plan is more important now than ever."

U. S. NAVY NEWS

Continued from Page 22

American troops home from the Pacific front during Operation Magic Carpet.

Throughout the day, Secretary Del Toro held several engagements at the academy, including a wreath laying at the WWII War Memorial, dining with the Regiment and

meetings with Academy leadership, prior to the naming celebration.

"The United States Merchant Marine Academy is proud to welcome Navy Secretary Carlos Del Toro for the announcement of the Navy's newest submarine, the USS Long Island (SSN 809)," said Vice Adm. Joanna M. Nunan, Superintendent, U.S. Merchant Marine Academy. "This event, which honors the region we call home, acknowledges the relationship forged between the Navy and Kings Point in the Second World War, and it symbolizes our shared commitment to strengthening America's status as a maritime nation."

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SHIP NEWS

Port of Belfast

ARRIVED – 29th, D. P. BRAMHALL, Boston; H. MCLEOD, Stanley, do; J. HART, Salem; 1st D. BREED, Linnekin, Lynn; 2nd A. RING, New York; WALDO, Burd, Boston; L. BROOKS, Mayo, Lynn.

SAILED – 29th, F. ELLEN, Doar, Salem; ELIZABETH, Burgess, Lynn; L. JANE, Holbrook, do; 3rd, COMET, Rogers, Boston; CAROLINE, Pradman, Fall River.

By Steamboat this Morning

Arrived at Boston 2nd, R. INGERSOLL, (of Harrington,) Plummer, Matanzas, September 15, via Holmes' Hole; BENGULA, Hichborn, Philadelphia; ROAMER, Shute, do; F. JANE, (of Harrington,) Alexander, do; SEA GULL, Pillsbury, Havana; ISIPHENE, (of Tremont,) Holden, Jacksonville; N. BISHOP, Kelley; MALABAR, Drisco; MARIETTA, Parker, from Philadelphia; FOREST, Small, Frankfort for Pensacola, on 27th ultimo, in a squall from northwest when off South Shoal, split foresail and topsail; arrived 1st, ALPHAGE, Carlton, Tobasco; H. NEWELL, Warren, Philadelphia; ISOLA, Lancaster, do; PRUDENCE, Fairfield, Portsmouth, Rhode Island; cleared EMERALD, Haskell, Calais.

* * * * *

Arrived at Bucksport 22nd, schooners SMILAX, Hill, Grand Banks, 30,000 fish; BLACK HAWK, Bowden, do; 27,000 – 25, SARAH & JULIA CAROU, 20,000.

Arrived at Boston 27th, J. TUNIS, Crane, Camden, for Norfolk; BANGOR, Jordan, Ellsworth; ALBATROSS, McFarland, Boothbay; cleared 28th, ISABELLA, Nickerson, Port-au-Prince; M. GLOVER, New Orleans; H. CURTIS, Strout, Wilmington, North Carolina; TENERIFF, Poland, do; arrived 29th, D. K. AIKEN, Baker, Gonaives; SHAKSPEARE, Pendleton, Philadelphia, J. BARBOUR, Branscomb, Mount Desert; ELIZABETH, Conery, Blue Hill; DEXALO, Higgins, Eden; CLIO, Haskell, Bangor; arrived 30th, E. MARIA, Treat, Pensacola, 28th ultimo, via Holmes' Hole, E. REED, Chipman, Wilmington, North Carolina; HYLAS, French; KEOKA, Patterson, and AMETHYST, (of Sullivan,) from Philadelphia, MARS HILL, Crockett, Cienfuegos, 29th ultimo, via Holmes' Hole; H. ANN, Wells, Calais; C. STONE, Stone, Hampden; cleared I CARVER, Clark, Gibraltar, and a market; PARTHENON, Davis, Belize, Honduras.

Arrived at Newport 25th ultimo, M. DUTCH, McGilvery, Wareham, for Philadelphia; ALBINO, Pitcher, do for do, A. DUNBAR, Howes, Fall River for Boston; F. ARROW, Collamer, Charleston for Dighton; G. & MARY, Lord, Ellsworth for New York; G. ENGS, Dorr, Warwick.

Arrived at Holmes' Hole 29th, WM. MCGILVERY, Hichborn, Pictou for Wareham.

Arrived at Providence 26th CHAMPION, Calais; arrived 27th, TRITON, Pictou; arrived 29th, VESPER, Staples, Matanzas.

Arrived at New Haven 25th, LAFAYETTE, Clifford, Bangor.

Arrived at Gloucester 25th, CAUCASIAN, Ellsworth, for New York; arrived 26, CERES, and H. LAURENS, from Machias for New York; arrived 27th, MEDOMAC, Boston, for St. George; TROUBADOUR, Castine, for Boston; GRAMPUS, Sullivan, for New York.

Arrived at New York 26th, J. FRENCH, Shackford, Havana, 17th; B. POULE, Wilson, Laguayra; 20th, TREMONT, Sprowl, Norfolk; TREMONT, Mitchell, Mayaguez; OLIVE, Sumner, Eastport; J. BERENICE, Wass, Columbia, Maine; G. WARREN,

Fritz, Machias; BROOKSVILLE, Limeburner, Bangor; M. FARROW, Warren, Warren, Rhode Island; arrived 27th, LEONIDAS, Jordan, Leghorn, 52; PORTO RICO, Hatch, Belfast; GLEANER, Sawyer, Calais; WARRENTON, Wooster, Sullivan; WESTPORT, Kent, Eastport; WELCOME RETURN, and R. OAK, Calais; G. HORTON, O. H. PERRY, UNION and WM. DENMAN, Thomaston; T. R. JONES, Holmes, Machias; GEN. WARREN, Fritz, do; ISABELLE, Mitchell, Harrington; arrived 28th, Q. ESTHER, Pendleton, Belize, Honduras; MUSARDIS, Bramhall, do; J. W. ELWELL, Johnson, Savannah, la-mar; TIOGA, Collins, Savanilla; GENEVA, Park, Maryland, for Brooklyn; FELLOWSHIP, Eastport; cleared 28th, CHILDE HAROLD, Rich, Havana; cleared 28th, MELROSE, McGuire, Cadiz; A. VINAL, Anderson, Jacksonville; arrived 29th, MARIEL, Jordan, Neuvitas; W. NICKELS, Leighton, Jacksonville; C. D. ELLIS, Harmon, Charleston; cleared MAGNOLIA, Haskell, Nassau, NF.

Arrived at Philadelphia 26th, W. R. Genn, Nye, Newport, Rhode Island; cleared VESTA, Flynn; TARTOLA, Ludwig; C. GRANT, Harriman, and J. HOLT, Gott, Boston; ITALIAN, Fickett, Salem; arrived 27th, M. D. SCULL, Scull, Boston; MADONNA, Berry, Dighton, (and cleared for Boston;) cleared S. MATILDA, Genn, Salem; arrived 28th, ELK, Eldridge, Boston; FRANK, Coombs, Savannah; WREATH, Talbot, New York; cleared TORTOLA, Ludwig, New York.

Arrived at Baltimore 26th, SUSAN, Hall, Turks Island, sailed NORTHERN LIGHT, Davis, Montego Bay, Jamaica.

Below Richmond 29th, ITASKA, Parritt, arrived 27th, ELLA, Hallett, Eastport;

Cleared from Charlestown 25th, J. C. GILMORE, Wilmington, North Carolina.

Arrived at Savannah 22nd, SUSAN, Soule, Boston; cleared J. A. LANCASTER, Moore, Jacksonville, and sailed next day; sailed 23rd PRESIDENT Z. TAYLOR, for Havana; arrived 24th, R. M. CARLTON, Gilkey, Camden; in port, FLORIA, Cole, repairing.

Foreign Ports

At Zante, August 29th, brig R. PATTERSON, Linnekin, for Boston.

At Genoa, September 6th, MEDALLION, Horndlett, and SARAH ANN, Deckham, discharging.

At Malaga, September 3rd, CLARISSA, Dyer, for New Orleans, loading.

Cleared at Bristol, 10th ultimo, BELL ROCK, Pendleton, for New Orleans.

Sailed from Liverpool 12th ultimo, CENTURION, Coombs, New York; adv. For Boston, FIDES, Barland, 17th ultimo; for Baltimore, AUGUSTUS, Lord, 20th ultimo; for Charleston, VOLANT, Sears, 18th ultimo; CARNATIC, Rogers, 23rd; for New Orleans, J. PENNELL, Fullerton, October 1st.

At London, GOV. HINCKLEY, Loring, for New York.

Arrived at Shields 11th, ZENOBIA, Parker, Antwerp.

Arrived at Cardiff 9th ultimo, KATE HOWE, Norcross, London, to load for U. S.

Sailed from Newport 10th, KANAWA, Higgins, Malaga.

Arrived at Cronstadt, 6th ultimo, INDIAN QUEEN, Drummond, Matanzas; sailed 3rd ultimo, SAONE, Sargent, Boston; 5th ultimo, CARNATIC, Devereaux, Liverpool.

Off Dungeness 11th ultimo, VANDALIA, Norton, for New York.

At Port Mahon September 1st, SANTIAGO, Burgess, for New York.

At Malaga September 3rd, D. NICKELS, Nickels, for New York; sailed August 31st, BRUNETTE, Magrash, Boston.

Fishing schooner M. LOW, of Bucksport, was fallen in with 14th ultimo, latitude 46 05, longitude 54½ with part of her bows stove, having had a heavy gale from southeast to northwest, 9th. The vessel being in a sinking state, the crew were taken off by brig PROMISE, at Québec, 26.

Bark CLARA C. BELL, at Cienfuegos 15th instant from Machias, touched the ground to leeward of the port in making the harbor, and threw over part of deck load, and got off without injury.

Brig QUEENESTHER, of Searsport, at New York from Belize, Honduras, when off the Highlands of Neversink on Friday night, lost main-topsail and yard, main topgallant sail, in a squall.

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Collection Districts on California.

– This bill passed to be engrossed in the Senate last Friday. It provides for collection districts in that state, viz: San Diego, Monterey, San Francisco, and Sonoma. Of the last mentioned district the bill makes Benicia, together with the town of Vallejo, the only port of entry; Sacramento City and Stockton, in the same district, are made ports of entry, but not of delivery. Santa Barbara and St. Pedro in the collection district of San Diego, are also made ports of delivery. The bill is yet to be acted upon by the house. Both of the California Senators urged the making of Sacramento City and Stockton ports of entry, as well as ports of delivery, but being overruled in this, they urged that in like manner Benicia should only be made a port of delivery and not a port of entry. The latter city has, however, many active friends, who, in anticipation of the consideration of the subject by Congress, collected and submitted a great deal of information, going to show the propriety of making that city a port of entry. They also procured from New York and other places, petitions in favor of the same objects.

Shipment of Breadstuffs. – The New York Herald says that the shipment of breadstuffs from that port during the past week has been very large particularly to Great Britain; and from all parts of the country the shipment have been in excess of those of last year. Up to the latest dates, the shipments from the United States to Great Britain and Ireland, this year, amounted to 144,621 barrels of flour, 40,681 bushels of wheat, and 41,229 bushels Indian corn, against 48,962 barrels flour, 71,385 bushels of wheat, and 66,977 bushels of Indian corn for the corresponding period last year. In other leading articles of export there has been no movement of consequence.

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Report of the Naval Committee upon African Colonization. – We have received from the Hon. H. Hamlin a lengthy and elaborate report from the committee on Naval affairs, upon the memorial of Judge Joseph Bryan, for himself and his associates, asking for the aid of government in establishing a steam marine to cooperate with the American Colonization Society in its effort to furnish maunitted slaves with means to join the colony established on the coast of Liberia. It seems to us that the objects of this society and the memorialist are deserving of the careful attention of the government and of the country. The depressing influences of slavery upon those portions of the country which have inherited the evil, our everyday more apparent, and the man, or class of men, who shall devise means to lift this incubus, wholly or in part, off from any portion of the country, will be looked upon as public

benefactors. The friends of colonization claim that their scheme presents the only feasible plan. We find men in all parts of the union, – men like Clay, and Walker, and Underwood, and hundreds of others, advocating this system of the deportation of the blacks; so that the colonization society stands upon a national basis, and, unlike the efforts of the immediate emancipationists, arouses no adverse sectional feeling which stands in the way of the accomplishment of its object.

This system of colonization had for its founders some of the fathers of our government, among whom was Mr. Jefferson himself. And it is not strange that a statesman of his wisdom and foresight, seeing in the future the inevitable evils which must grow out of the institution, should look about him for an escape from the approaching storm; nor is it strange that he should favor the colonization system: for it is as plain as any truth in nature, that the African is an inferior race to the Caucasian, – which race we are, and not Anglo-Saxon, – that the two cannot live together occupying an equal condition in the scale of being, and that so long as they do, the African race must be the “hewers of wood and drawers of water” to the white race, to a greater or less degree, whether they are slaves at the south or freemen at the north. This inferiority is not the result of climatic influences, it is a thing fixed in the decrees of Providence. And all experience has shown that the contact of the two races has not had a tendency to bring the African race up, but to drag ours down below its true level. No wonder, then, that Mr. Jefferson hoped much for a separation of the two races, and from the deportation of freed blacks to settle in the country to which they are adapted by nature, and from which they should never have been taken. At the time of drafting the Constitution of Virginia, it was a matter of regret to Mr. Jefferson that no general provision for the emancipation or deportation of slaves was made, and he warned the people of his own state of the necessity which would arise for such a provision. And the truth of the prophecy of Mr. Jefferson has since been verified. In 1806 the state of Virginia passed a resolve urging upon their representatives in Congress the necessity of securing an asylum out of the country for those slaves freed under the laws of that Commonwealth. Other slave states have taken similar action.

We proceed to examine the report of the committee.

The memorial contemplates the extension of that system which has been so largely adopted by Great Britain, and by other nations, and to a less extent by our own government, having for its object the creation of a steam marine, to be used in time of peace for the transportation of mails, and for other well-deserving objects, and in cases of war, to be incorporated into our Navy. It seems to us that the system, considered by itself, is an excellent one. At this period of the world, when we can hardly anticipate a war with any great trans-Atlantic power, the sustaining of a great naval marine, which enures to no good in return for the expense it involves, looks like a matter of doubtful expediency. The committee enter into a computation of the immense steam marine of England and France, engaged as designated alone, in the transportation of mails and other objects of national interest, and recommend a similar though less extended system of policy to our government, having, in part, for its object, cooperation with the American Colonization Society.

It is well-known that our government has incurred, in common with other nations, an immense expense in maintaining a squadron upon the coast of Africa, having for its

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object the suppression of the slave traffic. Say the committee: –

“But the attempt to suppress this unlawful traffic by blockading the coast, has so signally failed, that it will probably soon be abandoned by the great European powers. While the influence of the Republic of Liberia has been shown in the complete suppression of the trade along a coast of several hundred miles in length, the combined squadrons of Europe and America have not been so successful on other portions of that unhappy shore. In 1847 no less than 84,356 slaves were exported from Africa to Cuba and Brazil.”

The committee enter into a somewhat detailed account of the operations and future prospects of the colonization society, which is represented as being in a flourishing condition, the colony of Liberia embracing some 7000 blacks freed in this country, and about 80,000 Africans who have joined them. The land has been purchased mostly along the coast, and not extending more than from 10 to 30 miles back, although receding from the shore the land is more elevated and fertile, and the climate more salubrious. The government of Liberia has already been recognized by some of the leading nations of Europe, and her exports amount to \$500,000 per annum, and are increasing at the rate of 50 percent. The committee speak with great confidence of the new and profitable trade which will be opened to us by the adaptation of the system proposed by Judge Bryan, modified as it may be by the wisdom of Congress. It appears by commercial statistics, that the trade of Great Britain with Africa now amounts to 25,000,000 per annum. Under the proposed system, who can estimate the value of the trade which may be opened to us? The report says:

On this subject the committee beg leave to submit the following particulars, from which the future resources of this vast undeveloped region may be, to some extent, anticipated.

Palm oil is produced by the nut of the palm tree, which grows in the greatest abundance throughout Western Africa. The demand for it, both in Europe and America, is daily increasing. The average import into Liverpool of palm oil for some years past has been at least 15,000 tons, valued at £400,000 sterling.

Gold is found at various points of the coast. It is obtained by the natives, by washing the sand which is brought down by the rivers from the mountains. An exploration of the mountains will probably result in the discovery of large quantities of the metal. It is calculated that England has received, altogether, \$200,000,000 of gold from Africa. Liberia is adjacent to the “Gold Coast.”

Ivory is procurable at all points, and constitutes an important staple of commerce.

Coffee, of a quality superior to the best Java or mocha, is raised in Liberia, and can be cultivated with great ease to any extent. The coffee tree bears fruit from 30 to 40 years, and yields an average of 10 pounds to the shrub yearly.

Cam wood and other dye woods are found in great quantities in many parts of the country. About 30 miles east of Bassa Cove is the commencement of a region of unknown extent, where scarcely any tree is seen except the cam wood.

Gums of different kinds enter largely into commercial transactions.

Dyes of all shades and hues are abundant, and have been proved to resist both acids and light.

Pepper, ginger, arrowroot, indigo, tamarinds’ oranges, lemons, limes, and many other articles which are brought from

tropical countries to these may be added to the list. Indeed, there is nothing in the fertile countries of the East or West Indies which may not be produced in equal excellence in Western Africa.

The soil is amazingly fertile. Two crops of corn, sweet potatoes, and several other vegetables, can be raised in a year. It yields a larger crop than the best soil in the United States. One acre of rich land well tilled, says Governor Ashman, will produce \$300 worth of indigo. Half an acre may be made to grow half a ton of arrowroot.

The committee, after the examination of some of the advantages which may be expected to come of the adoption of this system, proceed to remove any doubts which may exist as to its constitutionality. In conclusion, it is proposed to establish a line of three steamships, which shall make monthly trips to Liberia from different parts of the United States, and on the return voyage touch at different countries in Europe, carrying government mails both ways. These vessels are to be built by private companies, the government advancing from time to time the full amount of two thirds the cost, the advance to be made in five percent stocks payable at the end of 30 years – such advances to be repaid by the contractors in equal annual installments, beginning and ending with the service. The steamers to be built under the supervision of our Naval officers, in and in such a manner as to be immediately made a part of our effective service in time of war. The contractors upon their part are to come under obligations “to carry, on each and every voyage they make, so many immigrants, being free persons of color, and not exceeding 2,500 for each voyage, as the American Colonization Society may send; the said society paying in advance \$10 for each immigrant over 12 years of age, and \$5 for each 1 under that age; these sums to include the transportation of baggage, and the daily supply of sailers’ rations.”

But we have occupied much of our space in elaborating the plan of the committee. It will no doubt occupy some of the attention of the Congress about to assemble. The plan of colonization seems to us the only feasible one for relieving ourselves of the depressing effects of African slavery, and the co-mingling of the white and black races. Hundreds of years may not relieve us of the evil; but this is a reason why we should sooner hasten to take the first steps. Statesmen patriotic and wise, at the South, see the evils of the institution. An efficient system of colonization would add vastly to the number of slaves being emancipated every year in the more northern of the slave states, and in a few years we may be astonished at the progress towards freedom, and the too late extinction of slavery in such states as Maryland, Virginia, Kentucky, and Missouri, where it is by almost everyone regarded as an evil which would be done away with, were any efficient means offered.

DETAILS OF CALIFORNIA NEWS

The CHEROKEE and GEORGIA have both arrived at New York, the latter bringing the mails.

The following statement in relation to the various steamers on the Pacific coast is given by the purser of the CHEROKEE:

“The steamboat ANTELOPE had arrived at Panama.

The steamship NORTHERNER left San Francisco on the 31st of August, and REPUBLIC and OREGON on the 1st of September for Panama, all having a full complement of passengers. The following is a list of the respective times made by them:

The OREGON made her passage to Panama including the landing at five differ-

ent ports on the Pacific in 17 days one hour.

The NORTHERNER made only two landings at Acapulco and Realijo, and reach Panama in 21 days and 8 hours. In coming out of San Francisco she ran against a rock, which carried away her bowsprit and caused other damage besides frightening the passengers very much. About 30 of her passengers left her at Realijo, intending to crew over to San Juan on the Atlantic. But how they will get there or when they will get away from there is unknown unless by the English steamer.

The REPUBLIC sailed five hours before the OREGON, which vessel past her the first night out, and since then nothing has been heard of her. She had not arrived on the 33rd; that being the latest word received from Panama, when the CHEROKEE sailed from Chagres. Her passengers will probably have to remain on the Isthmus until the arrival of the steamers PHILADELPHIA and FALCON.

The steamer GENERAL WARREN, Capt. T. Smith, arrived at Panama on the 16th and would leave on the 27th of September for San Francisco. The Star publishes a card from the passengers, expressive of their satisfaction with the vessel commander and crew.

The COLUMBUS left Panama on the 18th and the CAROLINE on the 16th, for San Francisco taking off most of those who were waiting for a passage. The stars says: – “Our city is now as clear of strangers as it has been at any time during the present season.”

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Affairs at San Francisco. – A meeting of ship masters was held at San Francisco on the 17th of August, to take into consideration the method to remove the obstructions to which the foreign and domestic trade of the port is subjected. Captains McKensie, Spooner, Nichols, Brewer, Constant, Godrich, and Chard were appointed to prepare resolutions to be reported at a subsequent meeting.

The Alta California says:

“We can safely say, that the shipment of gold from this country, during the month of August, exceeded that of any other month since the discovery of the mines. The amount is almost incredibly large, verging on three millions of dollars. This sum has been regularly manifested, and is exclusive of the parcels carried through by private hands. The following exhibits the amount by each steamer:

August 15, per CAROLINA, \$150,000
August 15, per COLUMBUS, \$350,000
August 31, per OREGON, \$1,500,000
August per NORTHERNER, \$339,133
Total – \$2,959,124

The OREGON and REPUBLIC leave today for Panama. The former takes 230 passengers and \$1,500,000 in gold dust; the latter about 150 passengers and about \$400,000 in dust.”

At the celebration of the obsequies of President Taylor in San Francisco, a body of Chinese residents, dressed in their national costume, attracted much attention.

The news from the diggings is so much in the usual way that we are inclined to think the California papers publish it over twice. There are the same old stories of huge lumps, dry beds, and flowing of waters, which prevent persons making their fortunes in less than no time.

CALIFORNIA PACKET. – By reference to our ship news it will be seen that the CALIFORNIA PACKET, has arrived at San Francisco, after a short and pleasant voyage. Says the California correspondent of the Boston Journal:

Speaking of children reminds me of the fact that the ship CALIFORNIA PACKET arrived in this port a few days since, bringing with her as passengers some 30 or 40 of your Boston lasses, who were welcomed with as much pleasure as though they had been mammoth lumps of ore. They were all hearty and good-looking, and not to go too far into the perspective will doubt make good wives and mothers. This is the best load of merchantable commodities that has yet come from your city. A few more “of the same sort,” would find a ready market and an abundance of bidders.”

MARRIED

In Vienna, on Sunday morning last, by Elder J. Edgcomb, James McClure of Bangor, and Miss Rictina M. Brown of the former place.

At the Parsonage, in North Penobscot, 22nd ultimo, by Rev. B. B. Byrne, Capt. Granville Springfield of Castine, and Miss Louisa B. Perkins of Blue Hill.

In this town, 29th ultimo, by Rev. A. Foster, William W. Hartshorn of Belfast, and Miss Maria G. Bryant of Portsmouth, New Hampshire.

In Searsport, by C. Whittaker, Esq., C. W. Richards and Miss Mary Richards, both of Searsport.

In Bangor, by Rev. Mr. Hayes of Frankfort, N. Lewis Rich of Frankfort, and Miss Olive L. Stewart of Bangor.

DIED

At his residence in Lincolnville, on the 5th instant, William Fletcher, Esq., aged 48 years. By this afflicting stroke we have taken from our midst of an affectionate husband and father, a kind neighbor, a good citizen, and a sincere friend. His illness was of three weeks duration. His suffering, though great, were born with Christian fortitude and resignation, and he calmly expired in the hope of a better life, where

“Sickness and sorrows, pain and death,
Are felt and feared no more” J. F. M.

Other papers please copy.

In Rockland, September 27th, Herman D. Downing, of Sullivan, age 19 years.

In Camden, 24th ultimo, Martha A., daughter of Josiah and Susan Hemmingway, aged 17 years and 26 days. Her end was peace.

In Camden, 29th ultimo, Gardner, son of Erastus and Louisa Champners, 6 months; Abraham Richards, aged 67.

In Bangor, 1st instant, Mrs. Cynthia T., wife of John K. Mayo, Esq., aged 39.

SHIP NEWS

Port of Belfast

ARRIVED – 6th, ELIZABETH, Burgess, Lynn; CITY POINT, Hart, do; PEYTONA, Gilman, Boston; MALABAR, Cottrell, do; HARRIET, Thomas, Marblehead; 8th, CASPIAN, Matthews, Salem; 9th J. FREDERICK, Wheeler, Lynn; MORA, Cottrell, Boston.

SAILED – 4th, DIME, Gilmore, Boston; WM. STEVENS, Shute, do; A. RING, Bangor; VETO, Burgess, fishing; 6th, D. B. BRAMHALL, Boston; L. BROOKS, Mayo, Lynn; D. BREED, Linnekin, do; MEL-ROSE, Moore, Turks Island; PALESTINE, Wells, Calais; 9th, MALABAR, Cottrell, Machias; 10th, H. MCLEOD, Stanley, Boston; SAVANNAH, Small, Harwick.

SEARSPORT – Sailed 5th, brig CHAS. EDWARD, Doak, ---; arrived 7th, RIALTO, Colson, Bangor, and sailed for Boston, Sailed LEWIS BEAN, Noyes, Bangor; arrived 8th, CHARLES. HEATH, Putman, Bangor.

SEDGWICK – Arrived 29th, ALMIRA, Herrick, Philadelphia; Saturday night, when

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off Monhegan, the mate, Daniel Herrick, aged 18, of Brooklin, standing on the gunwale attempting to reef the foresheet, lost his balance, fell overboard and was drowned. He was brother to the captain. Arrived brig RICHMOND, McKenzie, Boston.

Launched—On Thursday, from the yard of C. P. Carter, a fine square rigged brig, 225 tons burthen, called the KATE ANDERSON. She is owned by Oakes Angier, E. H. Hall, Joseph F. Hall, Carter, Stevenson & Co., and Capt. H. J. Anderson, Jr., who was to command her.

From the yard of J. Merrithew, in Searsport, a fine bark, of about 400 tons, built by master Crooker, and to be commanded by Capt. D. S. Goodell. She is built of the best materials and of western model.

At Hampden, recently, a brig of about 260 tons, called the MARY PIERCE. She was built under the direction of Elijah Atwood, and is owned by Capt. David Pierce of Orrington, and will be commanded by his son, Capt. Reuben Pierce.

Sullivan—Launched, 29th ultimo, from the yard of B. F. Ingals, a fine brig of 200 tons, owned by Curtis and others of Boston, and to be commanded by Capt. Jacob Anderson.

Ellsworth—Launched, 5th instant, from the yard of Andrew Peters, Esq., a brig of about 200 tons, to be commanded by Capt. David McFarland, and owned by the Messrs. Peters. Both are fine vessels in the points of material, finish, and model, and confer much credit upon their builders.

By Steamboat this Morning

Arrived at Boston 8th and 9th, A. HAYNES, Lord, Ellsworth; TULLUS, Adams, Jeremie; (left HUALCO., Richards, for New York, unc.) H. CROSBY, Nye, Bangor.

Arrived at Newport 7th, P. PATTERSON, Patterson, Belfast for Philadelphia.

Arrived at New York 7th and 8th, RESCUE, Stratton, Sullivan; SARAH, John, Byzantium, H. LAURENS, and CERES, all from Machias; CASSIUS, Bucksport; Z. P. BROWN, Palermo; MONTROSE, Machias; NIAGARA, Rockland.

Below Philadelphia 6th, brig LAFAYETTE, from an eastern port. P. MERRITHEW, from Dighton; cleared ROCKINGHAM, Smalley, Newburyport; A. DUNBAR, for Boston; MILWAUKEE, for Bath.

Arrived at San Francisco August 15, (omitted in reports of California papers) SOLOMON PIPER, Curtis, from Searsport,

March 30.

Arrived at Boston 4th, RUTH THOMAS, Bowden, Philadelphia; cleared CATHERINE & MARY, Warren, Jacmel; ISOLA, Lancaster, Philadelphia, YANKEE BLADE, Heagan, Bucksport; arrived 5th, ROUND POND, Pierce, Philadelphia; GEORGIANA, Gilchrist, do; C. GRANT, Harriman, MADONNA, Berry; and REDINGTON, Clark, Philadelphia; cleared KEOKA, Carver, do; arrived 5th, ELLA, Flinn; A. ROGERS, Taylor; LACONIA, Howes; M. F. SLADE, Baker, and ELEN, Taylor, Philadelphia; L. R. PALMER, Park, City Point, Virginia; GENERAL TAYLOR, Shute, Philadelphia; SARAH ANN, Cook, and KATAHDIN, Brown, do; OREGON, Lewis, Eastport, for New York; GLIDE, Balch, Trescott; HALCYON, Chase, and SARAH BUCK, Rose, Bangor; arrived 7th, IO (new, of Boston,) Brown, Owl's Head; WATSON, (of Sedgwick,) Allen, Philadelphia; RANSOM, Haskell, Bangor; ELEN ATKINS, Whelden, Cape Haytien. 16th ultimo—(left MONTE CRISTO, for Boston in 2 days, and TOPLIFF, for New York in 2 days); H. ATKINS, Randall, and J. HOLT, Gott, Philadelphia; F. ELLEN, Clark, Ellsworth; ENVOY, Loud; ALBERT, Pendleton; GEN. SCOTT, Chase; ST. LEON, Parker, and EUGENE, Brown, Bangor; C. E. HOPPIN, Boardman, Camden; OLD HUNDRED, Mitchell, Harrington; ANDES, Dean, Hampden; JUNIATA, Webber, Bangor; cleared H. NEWELL, Warren, Pictou; arrived 8th, MEDFORD, Calais; OREAD, Eastport; R. FOLLETT, Lubec; LUCRETIA, do; NORTH STAR, Shute, Cherryfield; GEN. JACKSON, Jonesport; BRILLIANT, Wass, Addison; R. P. WARRING, Smith, Ellsworth; SUPERIOR, Lord, do; P. & JOSEPHINE, Cousins, Eden; GEN. KNOX, and JOHN RUGGLES, Bangor; MAINE, BOSTON PACKET, RICHMOND, and S. JANE, do; O. BRANCH, and PHAETON, Richmond; COMET, Belfast; cleared NEPTUNE, Basford, Rio; SHAKSPEARE, Pendleton, Philadelphia; ZONE, Hampden.

Arrived at New York 2nd, PLATO, Lord, Sumatra, 111 days; (LEPRELETTE, VENDONI, OPHIA, Rockland; MARY & GEORGE, Bangor; cleared CAMDEN, Sherwood, Charleston; AUTOLEON, Park, Antwerp; GRAND TURK, Washburn, Wilmington, North Carolina; arrived 9th, MONTEREY, Mitchell, Salt Key; TEXAS, Howard, Savannah; MACHIGONNE, Chamberlain, Havana; ZILICA,

Larkin, Port Spain; BOLIVAR, Mitchell, Jacksonville, CORDELIA, and METAL-LUK, Thomaston; H. LAURENS, North, Machias; arrived 5th, CHOCTAW, Flitner, Hamburg; VELONEE, Keen, St. Martins; cleared 4th, MANZANITO, Berry, Philadelphia; O. H. PERRY, Burpee, St. Kitts; cleared 5th, E. WILSON, Winslow, L. I. Bahamas; RELIEF, Brown, Milbridge; CAUCASIAN, Leland, Ellsworth; arrived 6th, CARTHAGENA, Hooper, Machias; PROTECTION, Hill, Calais; ASHLAND, Lubec; FRIENDS, Strout, Milbridge; JOHN HANCOCK, Suggett, Ellsworth; MELBOURNE, Pawtucket; FORTUNE; GEN. WARREN; L. WHITE; MARGARET; and TEXAS, from Rockland; AMBASSADOR, Herrick, and STATESMAN, Ramsey, Machias; J. SEAVEY, Calais; arrived 7th, DELMONT LOCKE, Ginn, Baltimore; J. H. LONG, Machias; SEA BELLE, Bangor, ALLEGAN, and LAGUNA, Calais; CAPT. JOHN, MONTEREY and J. & WILLIAM, Machias.

Arrived at Philadelphia 2nd, NITHE-ROY, Perkins, and WESEOGUS, Wass, Boston; arrived 3rd, CHALLENGE, Cousins, do; J. L. WHIPPLE, Geger, Camden, Maine; arrived 3rd MONTEREY, Curtis, Bangor; ONECO, Chase, Gloucester; SARAH GARDINER, Calais; cleared 4th, ALBANO, Pitcher, Boston, O. H. PERRY, Burpee, Newburyport; ROUGH & READY, Eastport; arrived 5th, MELISSA ANN, Talbot, New Bedford; arrived 6th, TREMONT, Sears; ATTAKAPAS, Sartelle, Wilmington, North Carolina; below, BENGULA, Hichborn, from an eastern port; DENCY, Mudgett, Carthagen, N. G.; cleared CHINCHILLA, Haskell, and MELISSA ANN, Talbut, Boston.

Cleared from Baltimore 2nd, JAS. BLISS, Hatch, Wareham; ORLANDO, Nichols, Providence; arrived 3rd, OCEAN, Eldridge, Boston; cleared 3rd, CALAIS, Hoyt, Calais.

Arrived at Richmond 3rd, MARY WISE, Crockett, Rockland; MT. VERNON, from Lincolnville; sailed ITASKA, Parita, Brazil; sailed 4th, CORVO, Crockett, Portsmouth.

Arrived at Wilmington 2nd, JUDGE WHITMAN, Thatcher, Boston; cleared LAMARTINE, Chapman, New York; cleared 26th ultimo, ROSCOE, McCrillis, Havana.

Arrived at Charleston 1st, EMILY, Nichols, New York, arrived 3rd NARRAGUAGUS, Hinckley, Boston; cleared SARANAC, Yates, New Orleans.

Arrived at Savannah 1st, ABESTO,

Nickerson, Boston; AMERICAN, Ross, New York.

Sailed from Pensacola previous to 25th ultimo, ZAVILLA, Friend, Boston; in port 1st, brig AURORA, (of Calais,) condemned, and to be sold on the 7th.

Arrived at San Francisco August 16, ship GOODWIN from Boston; DELAMAR, from Portsmouth; PORTLAND, from Boston; 19th, bark BRONTËS, Boston; 20th, brig DOVER, from Boston; 21st CHILE, do; cleared 21st, J. Q. ADAMS, Calcutta; WM. O. ALDEN, Alden, Panama; arrived August 23rd, A. HAYFORD, Bangor; arrived 24th, CALIFORNIA PACKET, Kimball, 155 days from Boston; arrived 27th, REINDEER, Flowers, 161 days from Belfast; arrived 29th SULIOTE, Moody, from Bolemas; DUMBARTON, Pendleton, Boston.

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Foreign Intelligence

ARRIVAL OF THE CAMBRIA

The steamer CAMBRIA arrived at New York on the morning of the 9th, bringing Liverpool dates to September 25. She experienced disastrous weather on the passage, and sustained some little damage.

England

Accounts of the state of trade in the provinces show rather less business, in consequence of higher prices being demanded.

The Lords of the Admiralty have given instructions for a complete survey of the western coast of Cork, to ascertain its capabilities for being converted into a transatlantic packet station and harbor of refuge.

The British and North American royal mail steamship company are about to direct the construction of another steamship of large size and power.

A letter has been received at Aberdeen from the mate of the English whaleship ALEXANDER, of Dundee, stating that the two American vessels ADVANCE and RESCUE, in search of Sir John Franklin, were west of Devil's Thumb, Greenland. They had advanced 500 miles since last heard from. The letter is dated July 25, in the neighborhood of Melville Bay.

A screw steamer is about to proceed to California from the Clyde.

Spain

The war steamers sailed CASTELLA and VOLCANO sailed from Barcelona on the 5th with troops for Cuba.

THREE DAYS LATER

Steamship EUROPA from Liverpool, came up to New York City on Friday morning, with 110 passengers.

September 28th, at 3 PM, passed the ships QUEEN OF THE WEST, and one of the Black Ball Line of New York packets bound into Liverpool; 29th, at 7:35 AM, passed the British mail steamship HIBERNIA, bound to Liverpool.

A telegraph dispatch from Cuxhaven of the 25th says that on the 23rd the Danes proceeded to blockade the river Eider, and that they expelled therefrom 40 vessels of various nations.

English papers contain an account of the loss of steamer SUPERB, which vessel went on the Minquies Rocks in open daylight, and 11 persons were drowned.

Accident.—We learn From the Advertiser, that a man by the name of Farnum, belonging to Boothbay, while crossing on the track of the railroad between Fox's and Central wharves, on Tuesday saw the engine approaching, and the engineer hailed him to get out of the way. Instead of retreating, he lowered himself down over the side of the track having one hand resting on the base

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of the iron rail. As the engine passed, the portion of the wheel which projects over the rail cutting off three of his fingers, he fell into the dock, and swam to his vessel, which was lying a few rods off, hardly aware of his misfortune till he climbed up her side.

Awful Collision at Sea – Twenty Two Lives Lost! – Steamer SOUTHERNER, at New York 4th, from Savannah, ran into bark ISAAC MEAD, from New York for Savannah, injuring her so badly that she went down in a few minutes, and notwithstanding the strenuous exertions on the part of the officers and crew of the steamer, twenty-two of the passengers and crew found a watery grave! We append an account of the melancholy affair by Mr. Stanton, passenger on board the ill-fated bark, which we find in the New York Tribune:

“I was lying awake in my state room, when I heard the watch on deck giving order to the helmsman to steer to the windward of a vessel which order seem to be obeyed. In a moment after the order was countermanded, as the vessel appeared to be crossing our track. Springing up, I commenced dressing; but just as I took my coat and vest up to put them on, the watch cried out that the vessel would be into us. At the same time he hailed her to steer away; but before the sound of his voice had ceased, the vessel, which proved to be the steamer SOUTHERNER, struck us on our bowsprit, which, acting as a lever, pried the bow of the bark wide open. I called out to learn whether there was any danger, and the first answer came that there was none; but someone immediately cried out that she was sinking. By this time I was dressed, and running upon the deck, where the passengers were fast assembling, several of us engaged for a moment in trying to launch a lifeboat, which hung on the starboard side, but before she was unlashed the bow of the bark was deep underwater, and none of us were able to stand. The ladies were all terrified, screaming for help and mercy; yet only one man seem to lose command of himself. Those who could, immediately jumped overboard, and commenced swimming to get away from the vessel before she went down; but no one had time to seize a plank, or anything with which to sustain himself. The vessel was so nearly perpendicular that I slid down to the mainmast, where, catching hold of a settee, I drew myself with all my might towards the stern, in order to jump overboard. But I had scarcely time to catch hold of the rigging of the mizzenmast, before she went down, and the cries for help were drowned in the rush of waters made by the sinking bark. As we went down, I commenced drawing myself up by the rigging, and when I had cleared myself from that, I continue to descend, being drawn down by the sinking vessel. Exerting myself to rise to the surface, till after what seemed to me to be an age, I felt that I was no longer descending, since the rush of waters had ceased. Although I ascended rapidly, I was so long underwater that I was in a nearly exhausted condition when I gained the surface. As soon as I had cleared my stomach and lungs of water, I looked around to see where the steamer was, which had floated far to the southeast. About a hundred yards to the southwest, I observed several things afloat, towards which I started, and for the first fifteen minutes had nothing to support myself with. I then found a board, about three feet long and two wide, on which I rested for a moment, and took the first long breath. During all this time the cries of those who were trying to sustain themselves were most heart-rendering, and loud above all the others was distinguished that of a female. I tried to throw off my coat

and boots, but finding it impossible, turned out of my course to try to render aid to the lady. When near enough to see her, I called out to her to take courage, telling her that I would soon be with her; also not to spend her strength by calling for help, but to hold firmly to her plank, since she would soon be saved. She replied that her strength was almost gone, and that unless she was soon saved it would be too late. At the same time a man a few yards from her rolled off his plank, but whether he was previously dead or not, could not be ascertained; he neither struggled nor made a sound, but immediately disappeared. The sea rolled so heavily I could scarcely swim against it, and it was at this time that someone of the floating planks or timbers struck against my side and arm and threw me underwater. Recovering myself, however, I turned to look at the lady, who was then floating on the top of a high wave, and holding firmly to her plank; it rolled with her, and she went under. By an almost super human effort, she recovered her position on the plank again, and commenced calling for aid. She soon lost her hold again, and went down, but rising, asked me to help her, as she should soon go down, and when almost near enough to reach her plank, she gradually relaxed her hold, and with one long, gurgling cry, disappeared forever. For the first time I felt desolate and disheartened, fearing least the steamer was going to leave us, and look towards the land, but none could be seen. Another man, soon after, went down near me, crying for help and mercy, and I began to think my last hour was at hand. Suffice it to say, that after being in the water for more than three quarters of an hour, I was rescued by the steamer's boats, yet, sad to relate, only nine were left to tell the mournful tale, twenty-four having gone to their final account. Of these, one was the child of the above-mentioned lady, which the steward, with praiseworthy humanity, carried through the waves, swimming with one hand, till no signs of life appeared, he left it. The steward was picked up in an exhausted state.

The captain was drawn underwater by someone who seized him by the hand, and who came near drowning him. Almost immediately after this he was seized again by the breast, and in disengaging himself had to tear off his clothes. After recovering himself, however, he swam away from the steamer, and finding a plank, managed to save himself. The rest of the crew, and the remaining passengers, met with no particular incidents. All being roused from their sleep, no one had time to save anything, and many passengers never got out of the cabin.

We were kindly treated on board the steamer, which brought us to New York; and I now take this opportunity to express the thanks of all who were saved, to those who so nobly contributed to our wants, and whose kindness sinks deep into our hearts.

In the midst of all this gratitude, only one cause of uneasiness acts as a drawback, and that is the long delay of the steamer's boats in coming to our rescue. Why we were forty minutes in the water, is a question which I would not like to press for an answer. Three went down who struggled more than half an hour. Yet, let a veil be thrown over the whole; all was ordered by the will of Him who alike ruleth the armies of heaven and the children of men.

W. H. Stanton

Editorial Correspondence

Ellsworth, a Monday Eve, October 14

THE LEAVING,

The writing hereof, on Friday, stood in a quandary. He was determined upon a slight respite from the duties editorial, and was

invited upon the one hand by the notes of the “Swedish cockatrice,” (as Mr. Wagstaff would say,) to direct his footsteps towards the setting sun, and upon the other by the hitherto unseen by him people and scenery of Hancock County. No doubt the choice between the two may excite surprise, but wait for the issue. We left Belfast on board the steamer LAWRENCE, Capt. Deering, being minded upon that day to reach this place. The advantages of traveling upon these out of the way sort of routes, are not half realized. One should have seen us upon the voyage, where every passenger soon made the acquaintance of his fellow passenger, and all under the auspices of Capt. Deering, were passing away the time in mutual gusto and content, conversing together upon matters historical, political, social and narrative. By the way, this route is one of the growing importance, and one which must eventually be well patronized by men of business in this part of the state, as well as by all true lovers of nature and men of pleasure. We learned that Capt. Deering, who is deservedly popular in this quarter, is making an effort to get the stock for a new boat, to run as far east as Machias. We hope the scheme may succeed well, and cannot doubt but it will pay.

THE VOYAGE

The scenery along this route, until after leaving Castine, is very familiar to every Belfaster. After that there is much well worthy of the notice of the voyager, and which satisfied us that there is no necessity of leaving our own state for natural objects of interest. After passing the town of Brooksville, the coast does not present to the eye rugged an appearance as is observed for most of the distance towards Portland. On the one hand lie beautiful islands, a portion of which are cleared and dotted with fine farms, and upon the other is the diversity of scenery observable along most sparsely settled coast, a portion of the land being laid out in pleasant farms, and a portion presenting the wild scenery of primitive nature, where

“The roar of forest answers back
The roar of ocean waves.”

Sedgwick and Blue Hill are two pleasant villages at which we touch before reaching this place. We went out of our course a trifle to look at the rock which has been named by its discoverer, (Capt. Thomas Sanford, we think,) “Devils Head.” It is an abrupt rock, upon an island, which, viewed from a certain point in passing, presents the appearance of an ugly phiz, poked straight out to the sea, as if to warn the approaching mariner that danger lurked there about. Near this place from that point, the captain called our attention to what seems to us a matter of public necessity, which might be accomplished easily by the intervention of those interested in navigation hereabout through our members of Congress. This is the erection of a lighthouse upon the larger of the Sand Islands. Here is an ugly place for navigators, who are liable to be deceived by the land shades, and the long sandbars which stretch out either side of the narrow passage. Maine has an extensive and dangerous coast, and is deserving of appropriations for the benefit of her navigation. We had half a mind, attracted by the beautiful appearance of the island, and the three coaches upon the shore, to stop at Deer Isle, and still have hopes of seeing our friends there before leaving these parts.


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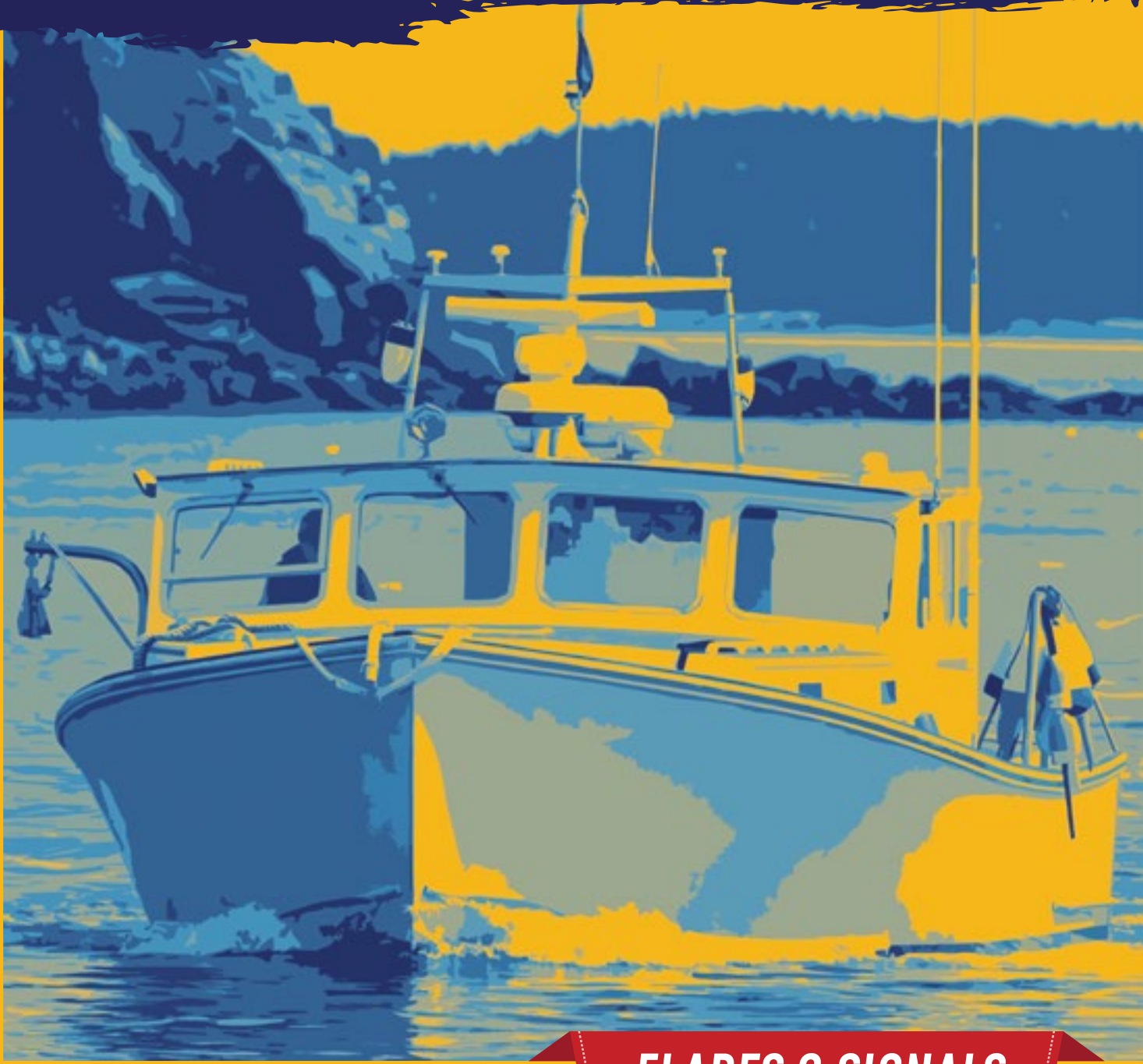


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