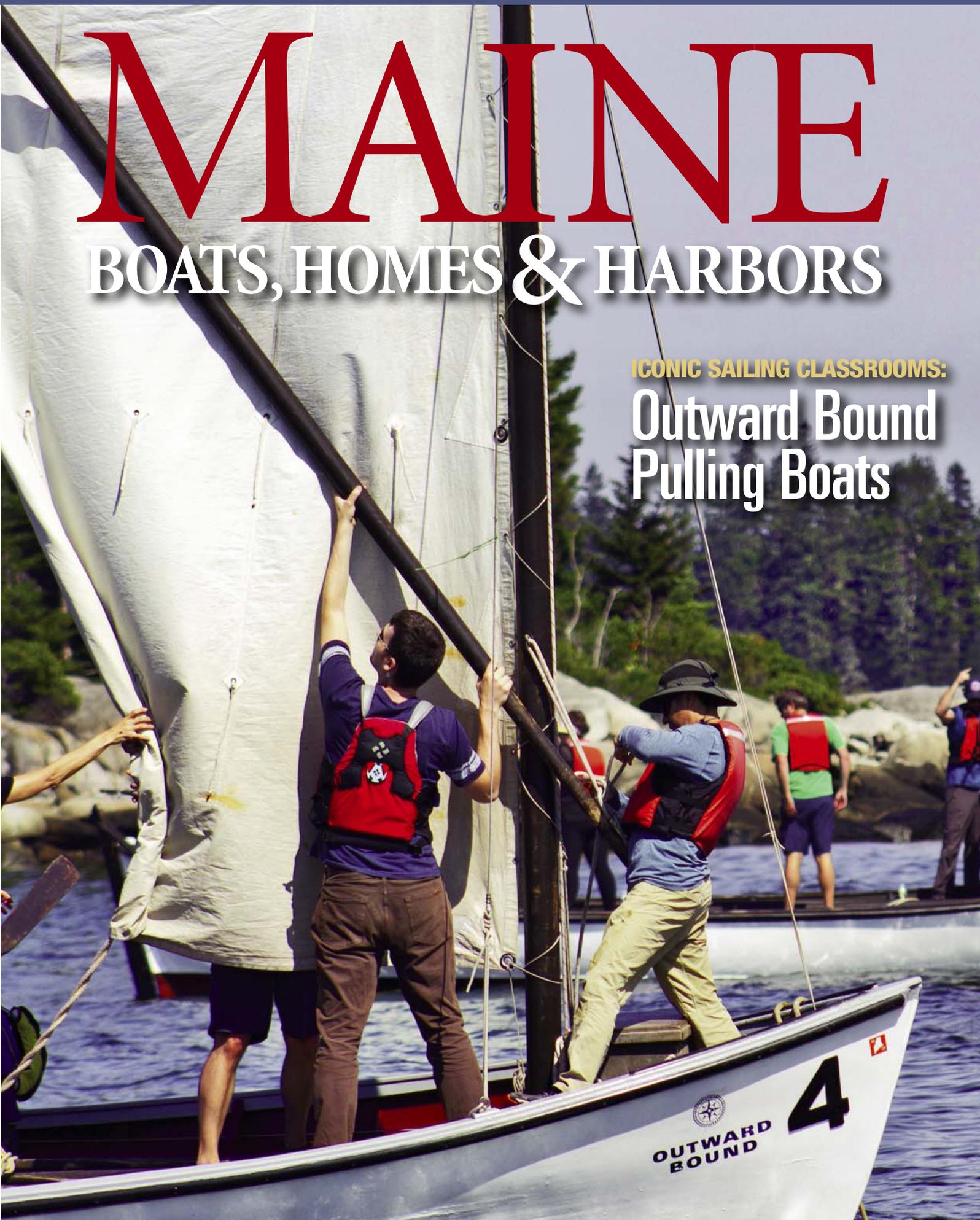


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The eyes have it!

Did you know scallops like this one actually have hundreds of eyes? They are the little black dots along each side of the shell. This scallop is among hundreds being grown at Hurricane Island as part of a study on building resilience in the state's scallop beds. The Hurricane Island Foundation, which is leading the study, runs one of the many marine research labs and field stations along the coast. See story on page 44.
Photo by Polly Saltonstall

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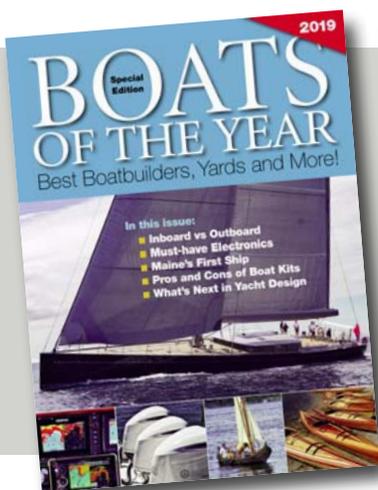
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Boats of the Year 2019 Special Issue

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MAINEBOATS.COM/PRINT/ISSUE-157

- **A SAFER WORKING WATERFRONT:** A van from the campaign Lifejackets For Lobstermen will distribute PFDs to lobstermen this spring throughout the state to promote safety on the water.



- **BLOG:** Has your land lost value because of rising oceans? A new report takes a look.

- **BLOG:** A program in Harpswell aims to teach boatbuilding to youngsters.

- **VIDEO:** Did you hear about Maine's spinning ice disk? It stopped spinning in late January, but not before a Brown University webcam captured time-lapse images that sped up the action.



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A photograph of a man and a woman on a sailboat. The woman is in the foreground, wearing a white jacket and sunglasses, looking towards the man. The man is in the background, wearing a purple sweater and white pants, steering the boat. The boat is on the water, and the sky is a warm, golden color from the setting or rising sun. The text "Your wealth. Our wealth of experience." is overlaid in a large, blue, sans-serif font.

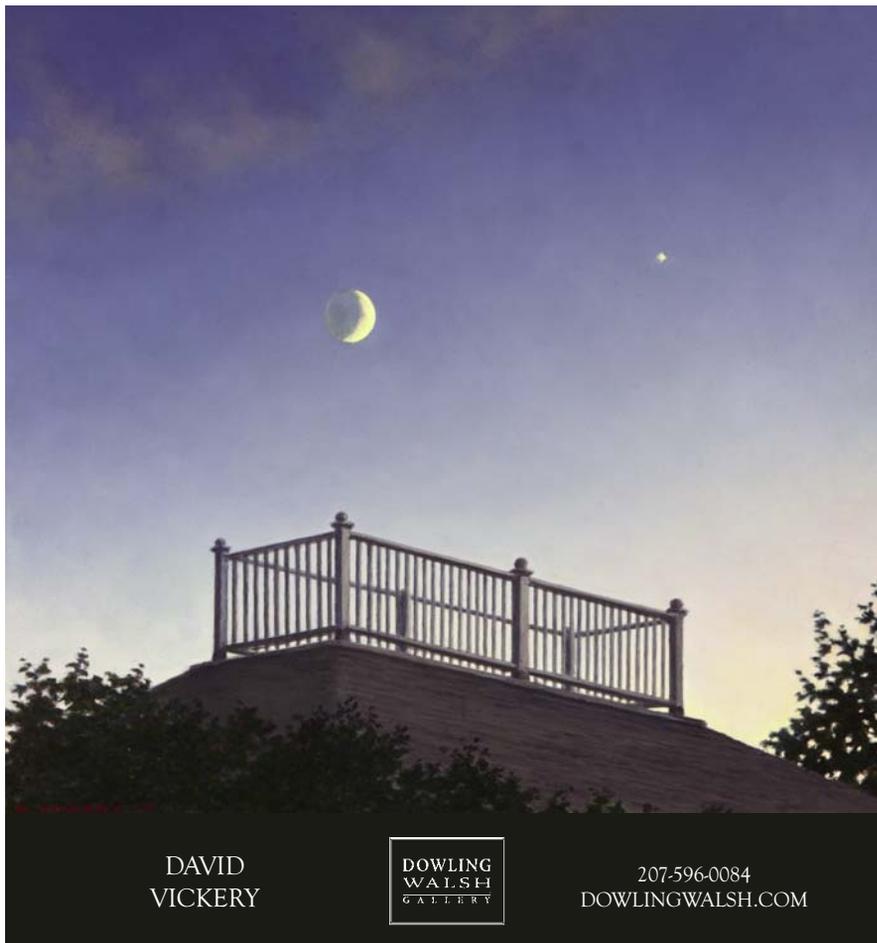
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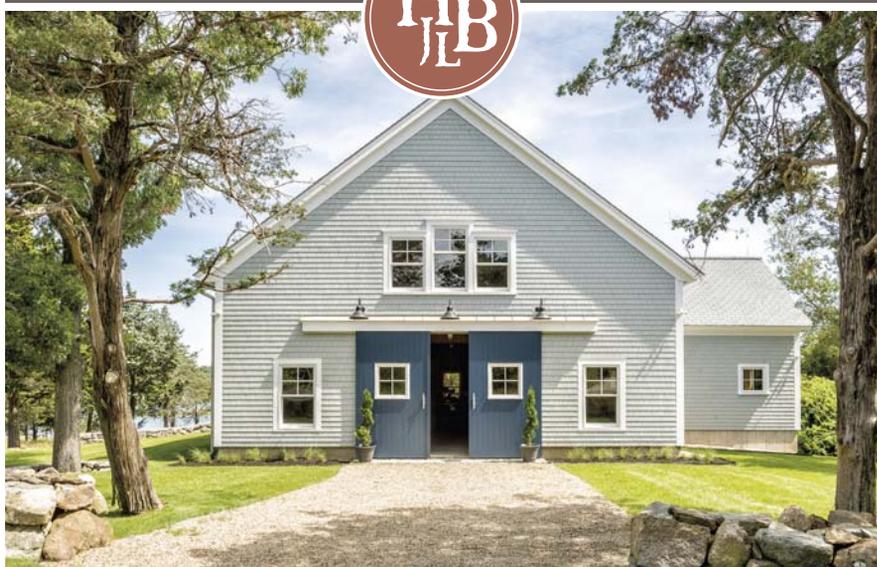
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Spring Reveals

TWENTY YEARS AGO, we ran a series in the magazine, called Working Watercraft that featured the photos and commentary from long-time marine reporter Red Boutilier. Most of these images and stories were from the 1970s. Although much in the photos reflected that era—cars, hairdos and clothes—they all had a timeless, almost mythic, feel.

One spring column featured boatbuilder Harold Benner, one of the last professional dory builders on the coast. Benner is pictured standing outside his shop with two recently completed dories parked next to him in the snow. The photo is an essential image of spring in Maine—the builder stands outside without a coat and the dories rest on rotting spring snow banks. Although the shot is black and white, I can imagine early shoots of green grass by the shop door.

This is the annual rebirth along the coast. New boats come out of the shop; the sun melts the snow and ice of winter; the promise of new adventures fills the air.

All winter long, boatbuilders work within the shelter of warm, or at least warmish, shops. Often in these shops, there is not enough room to get a good view of the whole project. It is not until the first, longer days of spring that these creations become fully visible for all to see. Shop doors open, and the winter's work emerges.



Image courtesy Penobscot Marine Museum

Harold Benner and his newly built dories.

There are other tell-tale signs of spring—seed catalogues on the kitchen table, smelts and alewives running up rivers, daffodils in bloom, and white water canoe racers. For me, however, the most powerful portent of the new season is a new boat perched, outside a shop door as the snow, and winter, melt away. ★

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Seventy-two pieces, rings, earrings, and pendants, have just arrived for spring 2019. Documented, named, described, photographed and put up on our website. We invite you in to see this, our newest collection: rubies, emeralds, sapphires, amethyst, peridot, opals, and diamonds, a classy classic collection of highly practical, wearable jewelry.

Keith* is sixty-three, at the height of his gem and jewelry designing career. Forty years and over five-thousand pieces of jewelry under his belt. Keith prices with conservative Yankee sharp-pencil trade wind precision. He prices like it was thirty years ago. Every gem was hand-selected in Southeast Asia... and it shows; the colors perform, dance and sing.

Pre-shop the Trade Wind Collection on-line. You may click and buy, click and call, or find your way to the Port of Portland and our store to see the real thing.

*Keith is the great-great-grandson of a Maine clipper ship sea captain. Both men traveling to the same places in Southeast Asia. The sea captain trading ice for sugar and rice. Keith trading dollars for gems. Keith brings the gems home, designs and builds the Clipper Ship Trade Wind Jewelry Collection.

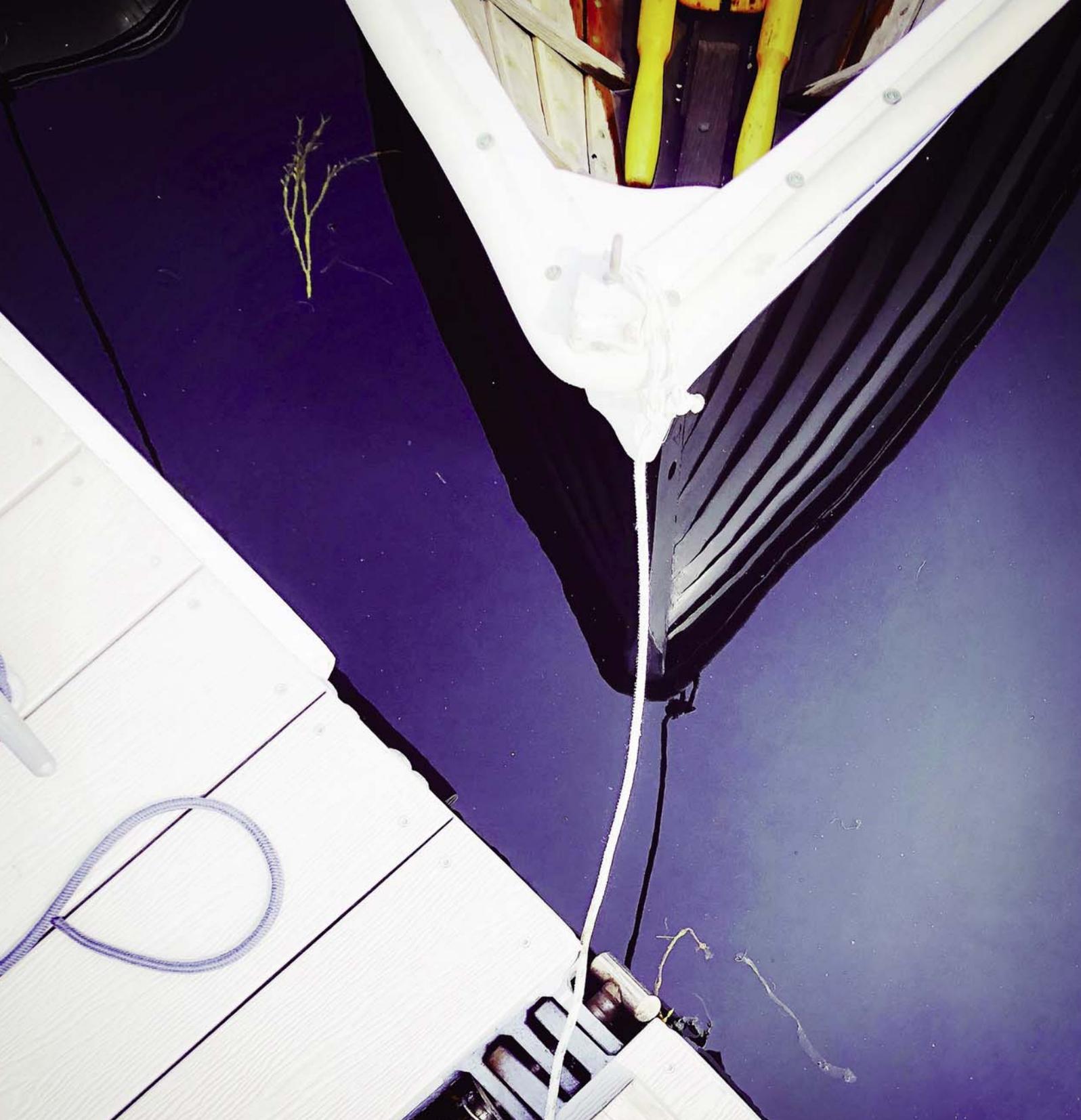
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MAINE I LOVE | PHOTOGRAPH AND TEXT BY DEBORAH CHATFIELD

“As an interior designer I see things differently. There is beauty in everything around us—we just have to look for it. Photography has long been a passion of mine, especially black and white. For my 12th birthday I was given a Kodak Brownie Camera and it was off to the races. Nothing was off limits: my family, friends, pets, and, of course, Mother Nature. But it wasn’t until I had my first child that I found subject matter that I really wanted to be perfect. By then I had upgraded to a Bronica Medium Format camera and I was in heaven. When digital came on the scene I couldn’t quite get on board, and I quit taking photos. Then along came the iPhone and I was off to the races again. Recently, I have been inspired by scenes on the waterfront and from the ferry to and from Islesboro.” **Visit maineboats.com for a slide show of Chatfield’s images.**



Nugget

HE MAY BE SMALL and fluffy, but don't let appearances deceive you. The soul and spirit of a much larger Boatyard Dog live inside Nugget, a 3-year-old Papillon, who works with his owner Ben Stockwell at Pendleton Yacht Yard on Islesboro. Nugget cries like a baby when separated from Stockwell, but shows his chutzpah in spades when acting as crew on all manner of workboats, running along the narrowest of gunnels, barking at the world in disapproval of its unruliness. He falls into—and is hauled out dripping from—the drink several times a season. In inclement weather, you'll find him wearing a sporty miniature raincoat fashioned from old Grundens or in his tiny Carhartt coat over a tiny knitted T-shirt. He is not to be messed with and is more cock of the walk than dog of the dock.



Photo by Anne Blanchard

Winston

SOME BOATYARD DOGS help build, and others, thanks to their winsome looks and eyes, work in sales. Count Winston as one of the latter. This almost-two-year-old golden retriever works with East Coast Yacht Sales broker and competitive sailboat racer Spencer Drake. Since joining Drake's family, Winston has been learning the ropes, so to speak, aboard their Back Cove 29, *Widdiah*, which is homeported in South Freeport. He likes to follow his family around, helping set the anchor or put out the fenders and dock lines. He's still learning to judge distances, and sometimes he puts a little too much into the jump from the stern down to the swim platform... and then he goes cartwheeling into the dinghy, carried by his own momentum. Once under way, Winston loves to sit in the stern seat and point his elegant nose into the sea breeze. "He's well on his way to being a wonderful sea dog," said Drake. ☆

Email a photo of your water-friendly canine and details to editor@maineboats.com.



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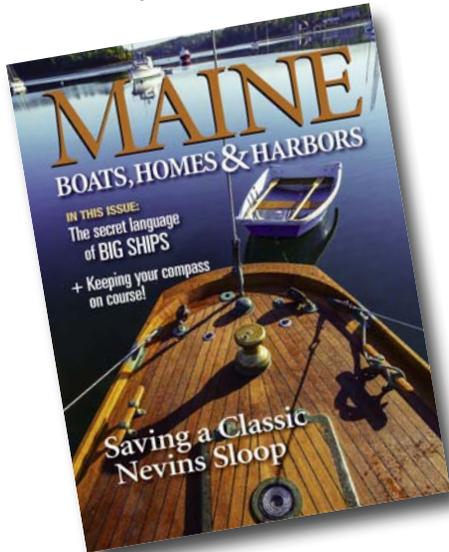
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Cleat question

Where was your cleat-tying editor when your January cover was photographed?

*Paula McCarter Page
Cushing, ME*



The writer is correct that the line on the cleat looks less than comCLEATly tied. We can only hope that it held. —The Editors

Grateful yard worker

I am surprised that Roger Moody did not extend his fine article on *Whistler* and aluminum boats to include later aluminum fabrication done by Paul E. Luke, Inc. in East Boothbay (*MBHH* Nov/Dec 2018).

I worked there in the winter of 1978/79, late in Paul’s career, part of that time on the vessel that Paul finally built for his own use—her model, I’m sure, was a vintage Friendship sloop. One day I borrowed the wrong gloves and found my hand going into the bender, fingers caught in a roller. Healed, the hand still works with wood, thanks to an ER surgeon at St. Andrew’s Hospital. But the healing took a while. Minus the use of one hand, I headed back inland, after telling Paul the doctor’s verdict. The last thing Paul said as we shook hands (carefully, I made sure to extend my good hand), was, “Well, come back soon’s you can; we’ve got a lot of work and we need good help.”

Life took us in different directions and I didn’t get back for years.

Up to that instant, I’d supposed I was mostly an aggravation, as Paul hired me knowing I’d never built anything bigger than a slap-up skiff as a boy. At his yard, I learned new things about wood and aluminum construction daily, and have had few jobs since that I enjoyed so much. Luke’s crew taught each other as we went along, and nobody begrudged teaching a new man. The plating on Paul’s hull went side by side with plating on a boat that became *Simba*. I think it is still afloat in Florida. It was a German Frers sloop, about 48’, according to my memory.

Paul’s parting shot that last day is still the highest compliment I ever received as a worker in any trade or industry, and I still try to pass on the skills Paul and his crew taught me that winter.

*John Holt Willey
Waterville, ME*

Castine class endures

As owner for almost half-century of the Castine class *Caroline B*, built in 1966, I was surprised and delighted to open the

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MBHH Jan/Feb 2019 issue and discover Steve Rappaport's fine article on the Castine class.

The 20-boat Castine class fleet of 18' daysailers, built at Eaton's Boatyard between 1951 and 1967, is the lifeblood of the Castine Harbor, but little known beyond the harbor's bell. Steve's article not only details their local origin and seaworthy design but, more importantly, their key role in the fabric of our sailing community.

Three generations of Castiners have raced them every Saturday and taken them on picnic cruises to Penobscot Bay islands—even occasional overnights, sleeping on the floorboards under boom tents. These boats are regarded as family members—somewhat elderly but, unfortunately, not covered by Medicare.

Many thanks to Steve and MBH&H for bringing us this splendid piece, and to Kathy Mansfield for her spectacular pictures.

David Bicks
Castine, ME

Winning women

Ha! Take that, you purists: national recognition for the story about women in the boatbuilding industry (along with a tradition-breaking cover photo)! Well done, MBH&H crew on your national magazine awards.

Mary Ellen Mackin
Reading, MA

Best subscriber ever!

This swamp Yankee can recognize a good subscription deal when it's staring him in the face. Three years for \$50! My wife's question was, "are you going to read them all?" Meaning, of course, are you going to live long enough? I was already paid up for 2019, so that's four years paid for. I'll be 89 when the last issue arrives. You had better stay healthy because I fully expect to enjoy that last issue.

MBH&H magazine has been improving and I especially like six versus five issues per year. It's enough different from *WoodenBoat* (which I also get), so I can enjoy them both.

I liked the Brutal Beast story (Sept/Oct 2018). Someone gave my father one many years ago. I took my

wife for a spin around the harbor (winds 20-plus MPH). Being a landlubber, she sat on the floorboards. We made a sharp turn and the bilge water gave her a cold splash on the backside. That was her first and last sail with me.

In spite of the brutal ride, she's still around. We're now celebrating 59 years.

I was born at Burnt Cove, and grew up there, graduated from the University of Maine in 1955, and spent two

years in the Navy. I arrived in Connecticut in 1957. The family homestead is now owned by my daughter and son-in-law. She's the one who keeps me supplied with boating magazines. It was a good trade.

I've never made it to your August boat show, but hope to.

Donald F. Williams
Higganum, CT
Burnt Cove, Stonington, ME



photos: Billy Black

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Big boats, toy boats, very fast boats

ON THE TOWN DOCK | BY POLLY SALTONSTALL

Bigger, better marine supply store

Hamilton Marine, New England's largest ship chandlery, is expanding its presence in Portland, Maine. The marine hardware and supplies company moved out of its former Fore Street location at the end of January, and into much bigger new digs at 193 Presumpscot Street.

"This is the newest, biggest superstore that has ever hit Maine," said proud owner and company founder Wayne Hamilton. "It will be Maine's superstore for marine supplies."

With more space, wide aisles, and plenty of parking, the new building is 5,000 square feet bigger than the previous Portland location, Hamilton said. For the first time, space will be available for customer workshops on topics like navigation and electronics. The additional space also will allow the company to expand its product offerings in areas such as dinghies, motors, and commercial fishing gear.

The company plans to hold a grand open house for March 22-24 during the Maine Boatbuilders Show.

Hodgdon launches over 100 toys

Hodgdon Yachts in East Boothbay is known for constructing one-off, sleek custom yachts that can take a year or more to build. But in just a few weeks last fall, the company's employees assembled and launched a whole flotilla, numbering closer to 150. These were small handmade toys, destined not for wealthy owners, but for families who might not otherwise be able to afford presents for Christmas.

Reviving a company tradition from 20 years ago, Hodgdon employees donated more than 100 hours of time to build the toys, which were distributed through Toys for Tots to children in Lincoln County, according to the company's human resource manager Diane Hammond.



Illustration by Ted Walsh

"Oh my gosh it's been awesome," said Hammond, who organized the effort. "We have had an awesome time. Close to 90 percent of the workforce participated."

The toys included a red tugboat on wheels, a puffin push toy with feet that flap, and a set of blocks packaged in a bait bag. The company set aside Wednesday afternoons for the project during the fall in Hodgdon's Southport and Damariscotta locations. While the project was intended to do something good for the community, it was also a great team builder for the company, Hammond said.

"We all work in separate buildings and don't have a lot of time to interact," she said. "It's been really great for everybody to get together and chat and get to know each other."

The toys are lovely and Hammond said she's had quite a few requests from people who want to buy them. But they are not for sale.

"These are just for Toys for Tots," said Hammond. Then she chuckled. "I don't think Tim Hodgdon was planning on selling boats this small anyway."

While the toy effort was underway, Hodgdon Tenders, the company's

superyacht tender division, launched two full-size boats, both destined for a large yacht under construction in Germany.

Both the 9.5 meter Venetian Limousine tender and an 8.0 meter Venetian Center Console tender were designed by Michael Peters Yacht Design of Sarasota, Florida. The center-console boat will be used for water sports and excursions, while the limo will be used to ferry passengers to and from shore.

Hodgdon has three more limo tenders under construction in its facility in Damariscotta. All are destined for buyers in Europe.

Mysterious ice disk

We're pretty sure it wasn't a sign from aliens, but no one could explain definitely what did cause a perfect ice disk to form in Westbrook's Presumpscot River in January. The disk, which was about 100 yards wide, spun methodically in a counterclockwise rotation and attracted lots of attention.

Spinning ice disks of varying size appear periodically during winter months in colder climates in North

> *Town Dock continued on page 16*

A Sailor's Medley

On Choosing a Boat

“And so by adventure he [Sir Lancelot] came by a strand, and found a ship, which was without sail or oar. And as soon as he was within the ship, there he felt the most sweetness that ever he felt; and he was fulfilled with all things that he thought on or desired.”

—Sir Thomas Malory

“You are not going to find the ideal boat. You are not even going to have it if you design it from scratch.” —Carl Lane

“One way to determine the right boat for you is to buy the wrong one.” —anon.

Here's a better idea:

Study the area in which you will be sailing. Select a boat that suits it.

Keep this in mind:

The bigger the boat,
The deeper the draft,
The fewer the waters available to her.

And this...

The most desirable characteristics of a yacht for coastal cruising, generally speaking, are speed and windward ability. And for offshore passagemaking—seaworthiness and seakindliness.

“The length of a man's boat should equal his age.” —anon.

“All boats are compromises. A good boat makes good compromises; a bad one does not.” —Fred Brooks

With these qualities you have the ideal boat:

Speedy and quick
Easy to handle
Balanced, both visually and technically
Stable in all conditions
Comfortable, both in accommodations and motion
Seaworthy
Affordable
Beautiful



A few thoughts on buying a used boat:

- The best time to buy a boat is at the end of the summer, when the sellers are looking to avoid winter layup and storage expenses.
- Look first at boats you know, or which are owned by people you know.
- If a boat is not the size and type for you—if she is an open boat, for example, and your heart is set on one with accommodations—walk away and don't look back. No matter how charming she may be, she is not for you and never will be.
- Before responding to advertisements, visit as many boatyards as possible and examine the boats offered for sale that interest you.
- Pay special attention to boats that are new to the market.
- Boats old to the market are likely to have problems that have precluded their sale; on the other hand, their owners are more likely to negotiate a lower price.
- The higher priced boats may very well be the cheapest in the long run.
- Generally speaking, an older boat of excellent design and construction will be more worthy of consideration than a new boat of mediocre or poor design and construction.
- A boat owned by someone who knows boats and takes good care of them will always be worth more than one owned by someone who does not.

- Try to find out why the present owner is selling, as it will say a great deal about the boat.
- Examine the boat thoroughly.
- Seek advice, check out the source of the advice, look into the history of the boat, ask around.
- Do not succumb to the heat of the moment.
- Do not surrender to pressure from the seller. Especially do not fall for the classic story—usually bogus—that there's another buyer about to write a check.
- The condition of the mechanical gear is often an indication of the amount of care a boat has been given. Look at the shackles, blocks, windlass, winches, the fittings of the head. If they have been freshly greased and oiled, the owner has been paying attention to routine maintenance.
- When you make an offer on a boat, indicate in writing that the purchase is contingent on a survey and on financing, if necessary. Make clear that any deposit must be returned if the survey is not satisfactory, and that you, the buyer, will be the final judge of what constitutes “satisfactory.” Then, if the offer is accepted, have the boat surveyed.
- If the boat is in the water, have the boat hauled and surveyed out of the water.
- Do not accept the results of a previous survey; that is, one commissioned by the seller or a buyer who subsequently backed out.
- The choice of a surveyor is as important as the choice of a boat to buy. Hire only a surveyor who has been recommended by several people you trust. Do not rely only on the recommendation of the broker representing the seller. Do not allow the seller to select the surveyor.
- If you trust the surveyor enough to hire him, heed what he says.
- Let your mind make the final decision, not your heart.

“She was my own boat, and I knew her very well, and I loved her with all my heart.” —Hilaire Belloc

Contributing Editor Peter H. Spectre lives and writes in Spruce Head.

America and Europe, and have been the subject of speculation for years, according to one account in the *Portland Press Herald*.

Paul Nakroshis, associate professor of physics at the University of Southern Maine, told the *Press Herald* one theory is that temperature changes in the water below a small ice disk could be the source of the rotational force. While most substances are densest in their solid or frozen state, water is heaviest at around 39.2 degrees Fahrenheit. At freezing—32 degrees Fahrenheit—the density goes down, and that’s why ice floats. According to this theory, as the ice melts, it cools the warmer water directly beneath, which then begins to sink, creating a small vortex that starts the spinning, which is then accelerated by slowly moving river water.

But Nakroshis thinks the real answer is far more simple:

The flow of the river pushes the ice disk like a paddle wheel. While a vortex effect might influence the rotation, Nakroshis said he suspects the ice forms in clumps, begins to stick together and collects more ice as it goes. “Once it starts, something sticks to it and freezes to it and it just keeps growing,” he told the newspaper. “There’s nothing supernatural about this, right?”

Climate change and Maine

Meanwhile, the effects of climate change in Maine have made the natural seem supernatural. A new report detailing the potential effects of climate change on Maine’s coast was released last winter by the Climate Change Institute at the University of Maine. The researchers took a close look at how climate change could affect fishing and agriculture, focusing on five climate change scenarios.

The Gulf of Maine has warmed faster than 99 percent of the world’s oceans, and the trend is expected to continue.

The report by Paul Mayewski, the institute’s director, and Maine State Climatologist Sean Birkel predicts an overall trend of warmer, wetter weather with rising sea temperatures, shorter winters, longer summers, and more frequent storms.

The world’s oceans are warming far

more quickly than previously thought, a finding with dire implications for climate change because almost all the excess heat absorbed by the planet ends up stored in their waters, according to another analysis released in January in the journal *Science*. That report found that the oceans are heating up 40 percent faster on average than a United Nations panel estimated five years ago. The researchers also concluded that ocean temperatures have broken records for several straight years.

The world’s oceans are warming far more quickly than previously thought, a finding with dire implications for climate change because almost all the excess heat absorbed by the planet ends up stored in their waters, according to another analysis released in January in the journal Science.

The five scenarios in Mayewski and Birkel’s report describe different degrees of warming that could play out, ranging from little to no change in climate to an abrupt Arctic sea-ice collapse that would signal a rapid increase in global temperature.

Even without extreme changes to global climate, sea levels are still predicted to rise along Maine’s coast, and average annual temperatures in the region will most likely increase by a degree, according to the story in the *BDN*. One result would be summers that are, on average, a week longer and winters a week shorter.

One scenario predicts no additional global climate change—as if the climate change underway suddenly stopped. Even in that case, unusual weather patterns would continue. Other scenarios predict overall temperature increases by 2040, and more extreme weather as a result.

In addition to developing region-specific reports, Mayewski and Birkel are working on a tool that will allow

anyone to access climate data and find the most pertinent information.

Marine Patrol has Moxie

The Maine Marine Patrol has launched a new boat in Stonington. The new 26-foot vessel *Moxie*, which was built by Biddeford-based General Marine, replaces a 21-foot Boston Whaler. “The PV *Moxie*’s name represents the courage and determination of Marine Patrol Officers,” explained Marine Patrol Colonel Jon Cornish.

Moxie will provide officers Tyler Sirois and Daniel Vogel, who work in the Stonington patrol, the ability to haul lobster gear and, with an enclosed wheelhouse, go out in more challenging weather conditions.

“This is a much-improved platform for patrol activity in this very busy fishing port,” said Cornish. “Prior to having this vessel in Stonington, officers had to bring a larger boat from either Rockland or Mount Desert Island to haul lobster gear as part of routine patrols. Now, they have a local vessel they can use to haul and inspect lobster gear without having to bring a vessel from another patrol area.”

Stonington has consistently been the state’s most lucrative port in terms of the value of landings, which is why the Marine Patrol invested in the upgraded vessel, he added.

Moxie, a General Marine Blue Water 26, has a full keel for running gear protection and lateral stability, molded-in spray rails and flare in the bow for a dry ride. “This hull design ensures excellent handling, stability, and maneuverability and allows officers access to areas near shore where larger boats are unable to go,” said Cornish.

The hull is constructed of solid, high-tech fiberglass. All hardware is 316 stainless steel above the waterline and silicon bronze below the waterline. The deck and interior are fully molded with diamond nonskid and molded-in hatches. *Moxie* is powered by a Volvo D6 310 engine and outfitted with a full electronics package for navigation. Total cost was \$193,270, of which \$160,000 was paid for through a Joint Enforcement Agreement with the National Marine Fisheries Service.

Hi-tech center console at Front Street
 Front Street Shipyard in Belfast, Maine, has begun construction of the first in a new line of high-performance center-console boats under the Sea Blade X brand. The line is being launched by Navatek, Ltd. of Honolulu, Hawaii, which has opened an office for the brand in Portland, Maine. The composite boats will be built on Navatek's signature stepped ultra-deep-V hull, which originally was designed for open-water military applications. The high-performance hull is married to a yacht-quality teak deck and dual 300-hp outboards.

The Sea Blade hull was developed by Navatek engineers after studying the danger that traditional deep-V hulls pose to naval operators. The new hull is designed to reduce physical trauma on the bodies of operators and passengers from pounding.

The first Sea Blade X to be released is the SBX36, a 36-foot composite RIB. The first model is under construction at Front Street and will be ready for sea trials in spring of 2019.

Hinckley's speedy expedition yachts

The Hinckley Company, which acquired Hunt Yachts in 2013, has unveiled two new expedition-ready yachts in the Hunt 76 and Hunt 63 Ocean Series. These new Ocean Series yachts have been drawn by the Ray Hunt Design studio with a focus on offshore performance for customers looking to explore new destinations. The first of these go-anywhere yachts has been delivered to Europe and two others are currently in build.

"With speeds of 30 knots and the ability to handle conditions that would make other yachts shudder, this new generation of Hunt Ocean Series is for customers who want new experiences, to explore their world by making rapid passages and embracing the offshore route to get there," said Hinckley Company President Mike Arieta.

The Hunt 76 Ocean Series has a hull length of 76' 3" extending to 82' 3" overall including the swim platform. The beam is 19' 6" Powered by twin Caterpillar C-32 V-12 4-stroke diesel engines with twin turbocharged aftercoolers, the Hunt 76 can reach speeds well over 30 knots and fast

cruise at 29 knots. The Hunt 63 Ocean Series has a hull length of 63' with an LOA of 69' 6" with the swim platform and an 18' beam. Powered by twin Volvo Penta IPS 1350s the Hunt 63 can reach speeds of 31 knots and fast cruise at 26 knots.

Crabby compost

The Quahog Bay Conservancy of Harpswell in collaboration with Wolfe's Neck Center for Agriculture & Environment in

Freeport, has come up with a novel idea for dealing with invasive green crabs. A story in the *Working Waterfront* describes efforts to use the crabs as fertilizer.

The goal is to provide incentives for harvesting green crabs, which have been an invasive menace along the coast. Apparently their tissue is rich in nitrogen and phosphorous, while the shell is high

> *Town Dock continued on page 75*



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BY KATE OAKES

Pea Soup Fog & One Tough Fisherman



Photo courtesy the author

The author's father Gordon Simmons sits on the side of *Osprey* after hauling his traps.

AS THE BOW of the lobsterboat *Osprey* broke through the fog that hung over Mussel Ridge Channel, I rose from my comfy spot against our rolled up sleeping bags on the dock where my friend John and I had been waiting for more than an hour for my father to take us to Pleasant Island.

John didn't think any sane person would come across the channel in this fog. I was beginning to have my doubts.

Earlier that morning, I had made a pot of pea soup to take with us on this foggy June day. It would hit the spot when we got on the island. I envisioned a nice warm fire going in my grandmother's old camp and my soup bubbling away on the stove.

John, who later became my husband, hadn't met my father yet. Daddy was such a character; there wasn't any way I could have prepared him. I had dragged John to the boatyard, protesting and complaining all the way. He didn't believe anyone was coming for us. He didn't know my father, though.

Staring into the fog, I finally heard the faint, then unmistakable chug of a motor. The familiar noise grew louder as the unmuffled engine clanged and throbbed its way into Lobster Cove. *Osprey's* high proud bow pushed against the sea as it slowly made its way toward the dock, and I could practically hear the sigh of her boney old hull settling into the water next to us.

The gray paint was peeling and blistering around the windows, one of which was cracked, but the house was still straight and erect like the lady she'd been when she was new and Daddy had taken her down the skids at Mackinen Bros on the Weskeag River. Smashed crabs and sea urchins still clung to the metal rim around the gunwales. I could see he hadn't stopped to clean up but had come straight from hauling his traps.

My heart ached with pity and pride when I saw him, dressed in his yellow slicker stained with hard work and garbage of the sea. Liquid fog dripped from his Sou'wester, and when he dipped his head to tie up, water ran

from the brim onto his reddened hands, now swollen with arthritis. I swallowed the lump in my throat, admitting to myself that he was looking older and a little more frail than I'd remembered. His shoulders, once wide and strong, were thinner and stooped. But he was still a tough guy, full of confidence on his own territory, moving about his boat with no hesitation, every move quick and sure as though he'd done it hundreds of times, and he had.

He looked up, smiled at us, and took off his thick glasses to wipe them. The scene was so familiar to me that suddenly I was 10 years old again, and going to Pleasant Island on Daddy's boat. I'd been living away from Maine for a long time. It was good to be back.

John smiled politely, not knowing what to expect. He was "from away," a flatlander from England. He knew my father was a lobster fisherman and had been looking forward to meeting him, but now seemed bewildered by everything.

"Been waiting long, honey?"

"No, not too long, Daddy."

"Good." He was a man of few words, unless he'd been drinking.

Today, he looked happy. I had known he would come and get us, no matter how thick the fog.

He wasn't afraid of anything. He'd

John smiled politely, not knowing what to expect. He knew my father was a lobster fisherman and had been looking forward to meeting him, but now seemed bewildered by everything.

been on the water since he was 13 in the 1920s when he and his father went out to the Seal Islands to fish summers. They'd left the mainland and the rest of the family behind, while he (the oldest) went with his father to lobster out there

and keep the family from starving. They did well, but life was tougher—harsh weather, hard work, and little to eat but salt fish and pork scraps. He often told us stories of catching fish by hand line, and once fending off a shark when he climbed down into the water to untangle his lines. I can imagine how lonely it must have been for a young boy, alone with his father, and no one else to talk to. But I'm also sure, from what I've heard about Grandpa Simmons, that he was a kind man and probably the best influence my father could have had.

Back at the dock, John looked at my father in amazement. "How did you find your way in this fog? I can't believe it!"

"Well, I got my compass, and I've been this way a couple of times."

He gave John a bashful smile and stuck out his hand. John just stared. The thumb and forefinger were missing, making it as misshapen as an old lobster claw.

"What happened to your poor hand?"

"I cut it some, back awhile."



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John looked stunned. He started to say something, then stopped and looked at me.

“Should I ask what happened?”

“No, I don’t think you’d want to know.”

We picked up our bags and climbed down the steep and slippery ladder to the *Osprey*. The familiar odor of fresh lobsters and old bait hung in the air. John coughed discretely and looked around for a clean dry place to store our stuff. He settled our bags on top of an old wooden crate in the stern, after brushing off pieces of crab legs.

In spite of my father’s fishy smell, I moved up beside him, behind the wheel, and gave him a hug.

During the 20-minute ride across the channel, no one spoke for awhile. It would have been useless anyway, the engine was so loud. My father was half deaf, probably from years of standing next to that engine. He stared hard through the hatch window, which was held open with a nail and a piece of

string, watching for other boats. In the middle of the channel we could hear the gong buoy. This was the most dangerous part, as other boats could be passing across our bow. Daddy handed me the horn can and told me to squeeze it every few minutes. Each time I did, John jumped so high I expected him to go overboard.

Once Daddy turned around and said something to him. “What’d he say?” John asked.

He couldn’t be heard over the engine, and the toothpick he was chewing on (since he quit smoking in 1954) didn’t make it any easier.

I continued watching through a fog so thick that my eyelashes were dripping. I knew we should be seeing something soon. The ghostly tops of spruce trees appeared, as if floating in the air. We passed slowly between the outcrops of Flag and Bar islands. The outline of high granite ledges, half dressed in seaweed, rose beside us.

As we passed through what the fish-

ermen call “the hole in the rocks,” John and I moved closer to my father just in time to see a wide sandy beach appear in front of us. He cut the motor as he picked up the gaff with his other hand, catching a mooring buoy in one smooth move.

“We’re here,” I hollered and began to gather up our gear.

“Are you sure we’re in the right place? I couldn’t see a thing coming in.”

I looked at John. “Trust me!” I started to throw things into the dinghy.

“Shouldn’t we do something to help your father first?”

We watched as Daddy stepped easily onto his washboard, made his way around the house and up to the bow. He reached down with his gaff and pulled the mooring chain up and around the bit.

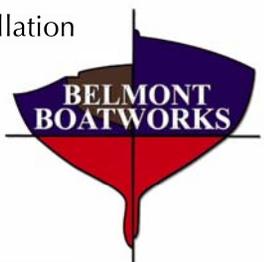
“Yup,” I said as I lifted myself up and into the dinghy. “Get out of his way!” ☆

Kate Oakes lives and writes in Spruce Head and Pleasant Island, Maine. Her writing has appeared in Harbor Journal, Jump Lines, Abaco Life, and The Island Journal.

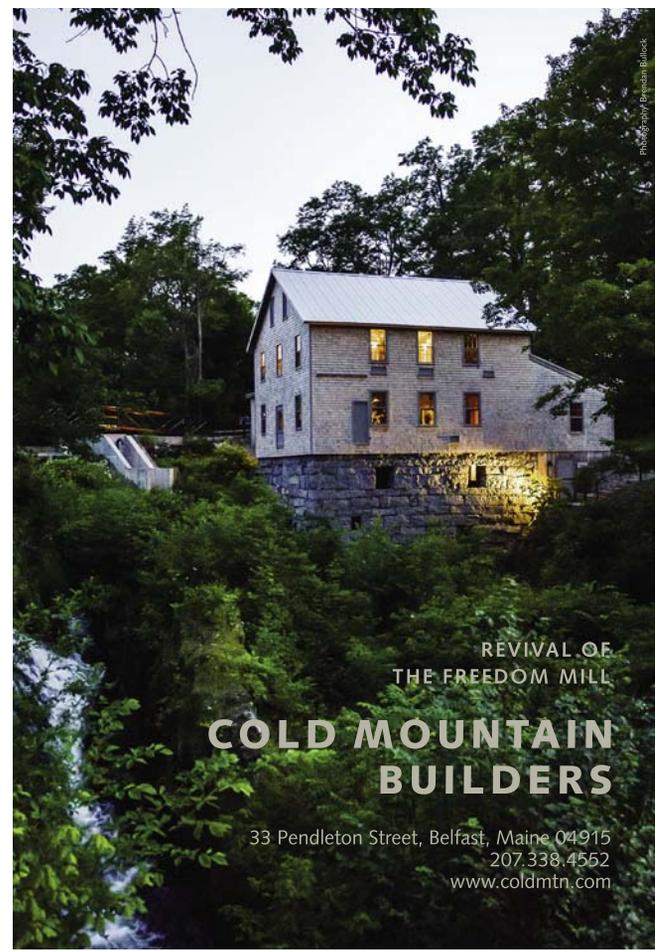


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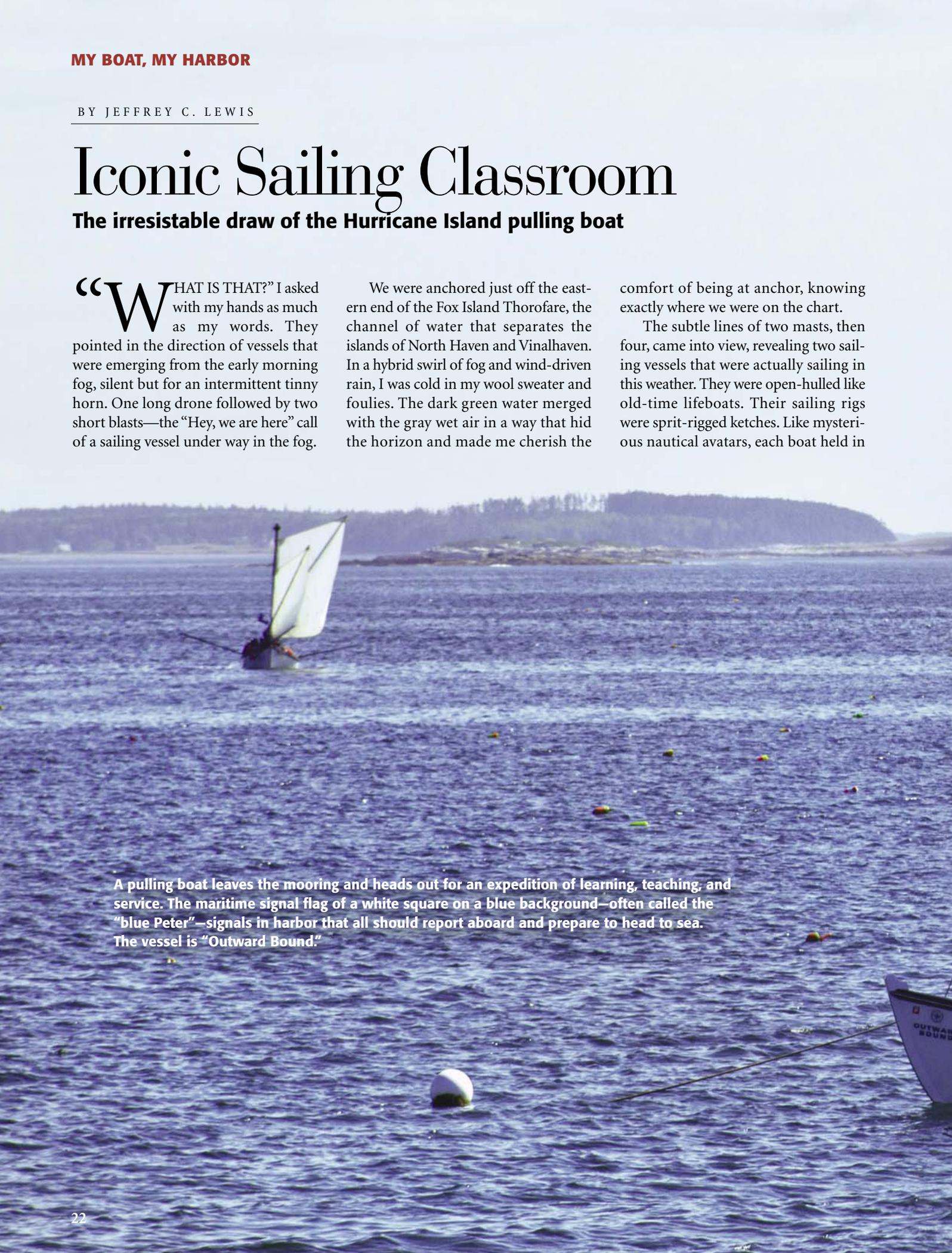
The irresistible draw of the Hurricane Island pulling boat

“WHAT IS THAT?” I asked with my hands as much as my words. They pointed in the direction of vessels that were emerging from the early morning fog, silent but for an intermittent tinny horn. One long drone followed by two short blasts—the “Hey, we are here” call of a sailing vessel under way in the fog.

We were anchored just off the eastern end of the Fox Island Thorofare, the channel of water that separates the islands of North Haven and Vinalhaven. In a hybrid swirl of fog and wind-driven rain, I was cold in my wool sweater and foulies. The dark green water merged with the gray wet air in a way that hid the horizon and made me cherish the

comfort of being at anchor, knowing exactly where we were on the chart.

The subtle lines of two masts, then four, came into view, revealing two sailing vessels that were actually sailing in this weather. They were open-hulled like old-time lifeboats. Their sailing rigs were sprit-rigged ketches. Like mysterious nautical avatars, each boat held in



A pulling boat leaves the mooring and heads out for an expedition of learning, teaching, and service. The maritime signal flag of a white square on a blue background—often called the “blue Peter”—signals in harbor that all should report aboard and prepare to head to sea. The vessel is “Outward Bound.”

its fold at least 10 hunched people, hooded with foul weather gear and wearing PFDs, a stoic lookout perched tightly before the mast, wedged in the V between breast hook and gunwales. At the other end, a fellow shipmate held a wet hand on the tiller.

Down the starboard side of our schooner they floated by, close enough for me to behold the wondrous scene in detail. It was early in the morning, and most of the guests on our boat were still warm in their cabins or in the cozy glow of the pre-breakfast galley. I looked at the other mate on deck with me, and gestured toward the boats.

“What. Is. That?”

“Those are pulling boats. They’re from the Hurricane Island

Outward Bound School,” he said.

The course of my life changed in that moment. I knew I’d seen my next job. What I didn’t know was how much that next job would change my life.

Before the next summer, I became an instructor at Outward Bound. It would be on a pulling boat that I would meet my future wife, get a serious start on learning the infinite intricacies of the downeast coast, learn about teaching, and learning and living together in close quarters. And it was in that role, in those boats, that I would decide to make a life in Maine.

Looking back on it now, from many years and miles away, there is a temptation to package these memories as the fruits of some kind of convenient plan.

But there was nothing convenient about it. What is good and worth doing has nothing to do with convenience.

The pulling boat and group effort

There is an idea that I call the “False Virtue of Convenience.” The pulling boat in many ways is emblematic of this principle.

A Hurricane Island Pulling Boat looks much like a sailing lifeboat, and it kind of is, having much of the same genetic material as the old rescue vessels from the lifesaving stations of Monomoy on Cape Cod. It is 30’ long with a 8’ beam, double-ended with (almost) elegant sweeps of sheer at the bow and stern. The freeboard of a loaded pulling boat is low, to accommodate eight



All photos courtesy Hurricane Island Outward Bound School

Pulling boats of the Hurricane Island Outward Bound School carry their crews for expeditions of service and learning. The weather isn't always as nice as this moment off Southern Island near Tenants Harbor.



rowing stations, four on each side. It draws almost 3' with the centerboard down; with the board up, the boat can be taken safely into the tightest and shallowest corners of the coast.

When Peter Willauer, the founder of the Hurricane Island Outward Bound School, was looking for the right boat, one that could be safe in a sea, nimble in tight spots, truly sailable,

and truly rowable, he commissioned Maine's own Cyrus Hamlin for the task. (Hamlin was known, among other accomplishments, for designing yawls for the U.S. Naval Academy as well as the iconic Hudson River sloop *Clearwater*.) Befitting of Maine's ethos, the pulling boats were built of wood, strip planked of cedar.

The pulling boat's stout rig affords a variety of sail combinations for teaching, learning, and adapting to the conditions. The four-sided mainsail and mizzen can be reefed or scandalized as needed in a blow. They can be set full for broad reaches and they can be set in useful opposition to demonstrate heaving to. The pulling boat is the biggest little boat I know of.

For a small vessel, it is marvel of intentional inconvenience. There are few tasks on a pulling boat that can be achieved single-handedly. As someone who has been blessed with a lifetime of messing about in boats, from dinghies as a boy to being a professional captain and crew for fine sailing yachts, I still

cherish the experience of self-reliance that comes with single-handed sailing. It might therefore be a curious thing to honor and cherish the virtues of inconvenience that life on a pulling boat teaches.

Pulling boats are not built for convenience. They have a higher purpose. They teach people to live, work, and learn together in all sorts of conditions.

Let me try to explain with an example: When setting the mainsail on a pulling boat, there is an inherent need to work together. This is by design. In the starting position, the sail is furled against the mast; the halyard is secured; the luff of the mainsail is taut from the throat cringle to the tack. Everything is taught by showing, by doing, and by doing together. So the main is unfurled

carefully by unwinding the spare flag halyard. Someone grabs the lanyard of the peak and holds it in place while another set of hands guides the tapered end of the mainsail sprit into the bight of line spliced into the highest corner of the sail. Then two or three others shove the 14' sprit aloft with a careful heave, warning the rest of the crew with a cheerful "Sprit coming up!" Other students weave the main sheets aft to the cleats on each rail. Then they stand by, reminding others that they're ready. Then another lanyard with the endearing name of "the snorter" that lives on the lower end of the spar, is led through an eyebolt on the side of the mast, through the crotch end of a bowline, and then back up. Then with a careful but vigorous shove it is set into a working tension with a secure slip knot, backed up with a little safety hitch.

Six students are involved in setting the main. Could there be a more efficient system to get a mainsail up and set? Of course. But pulling boats are not built for convenience. They have a higher purpose. They teach people to live, work, and learn together in all sorts of conditions, from calm afternoon coves, to cold, wet mornings. The paradoxical truth about the pulling boat's pedagogy of inconvenience is that this open-boat classroom on the coast of Maine is a wonderful way for a group of strangers to become a crew, and a community.

When I look back on that foggy morning and all the experiences and lessons and adventures that followed, I am grateful for the unplanned inconveniences that make up a full life. Foolish risk is never to be revered—and it is a proud comfort that in 50 years of pulling boats going to sea their safety record is second to none. But a life without risk, without challenge and adventure, is short on wonder and wisdom. I am reminded of a picture of a schooner and a saying that hung in my room when I was a child, years before I ever washed ashore on the coast of Maine. You may know the line: "A ship in a harbor is safe, but that is not what ships are built for." ☆

Jeffrey C. Lewis lives on the central coast of California, but midcoast Maine is home.

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BY RONALD JOSEPH

A Tribute to a Maine Farm Dog

IT WAS SHORTLY after midnight on October 8, 1961, when my then nine-year-old twin Don and I were awakened in our grandparents' farmhouse by their dog Bonnie. Alarmed, we sat upright and hollered, "Why is Bonnie growling at the foot of our bed?" In the bedroom next to ours, Grandpa's hushed answer, intended for Grammy, was terrifying: "There might be a bear in the barnyard. Yesterday she found tracks in the apple orchard."

He lit a kerosene lantern and quietly dressed. We followed Bonnie to the kitchen, where she whined to be let out. "You boys go back to bed," ordered Grammy while opening the kitchen door. The border collie sprinted to the pigpen silhouetted beneath a brilliant Harvest Moon. Grandpa stepped into the moonlight carrying a 12-gauge shotgun and the lantern. Sleep for us, though, was impossible amid the frightening sounds of squealing pigs and Bonnie's angry barks.

A single shotgun blast echoed across our dairy farm. Ten agonizing minutes later the pair returned to the kitchen. "Bonnie chased a big bear from the pigpen," Grandpa reported. "The door is all stove-up, but the hogs are okay." (Two nights later neighbor Ralph True shot the 490-pound bruin after it killed one of his sheep. The bear's paws, he told Grandpa, were "the size of dinner plates.")

At breakfast the following morning, Don and I were mesmerized by Grammy's stories of the 13-year-old dog's heroics. When we were infants, Bonnie had protected our five-year-old brother Robert from a rabid fox by nipping the boy's hindquarters, herding him from the pasture to the barnyard as if he were a disobedient sheep.

Months later when Robert started a barn fire, Bonnie's incessant barks sounded the alarm. Grandpa doused flames with pails of rainwater from the cistern, mother frantically tossed wet blankets on the fire and removed livestock from the barn, and Grammy hand-cranked her wall phone to contact the local Ma Bell switchboard operator Beatrice. Bea was well suited to convey pleas of help because she monitored residents' whereabouts by eavesdropping on phone conversations. "An acorn doesn't fall from a town oak without Bea's knowledge," Grammy often grumbled.

Clarence, the village blacksmith, responded to Bea's call by helping to extinguish the blaze. His reputation, though, as an unscrupulous barterer made Grandpa wary. "Would you trade that dog for a scythe and a rebuilt hay-rig?" he inquired. Grandpa had anticipated a preposterous offer. "I wouldn't trade Bonnie for your 90 acres of cleared land," he responded, spitting out a plug of chewing tobacco. With that, Grandpa dismissed the insult, thanked Clarence, and disappeared into the barn.



Photo courtesy Becky Beckmann

Bonnie and other beloved border collies were used by the author's grandparents to herd sheep, dairy cows, and an occasional wayward grandchild.

Clarence had no way of knowing that Grandpa and Bonnie began forging a close bond even before her arrival on the farm as a sickly litter runt in 1948. When my grandparents evaluated a bitch's litter in Farmington, Bonnie's fearless battles with litter mates twice her size struck a chord with Grandpa. Although illiterate, he easily read her can-do spirit. After Bonnie arrived on our farm wrapped in a horsehair blanket, however, Grandpa's faith in the pup was tested when her health deteriorated. Despite supplements to her diet of warm bottled goat milk, Bonnie continued to lose weight. At wit's end, Grammy moved Bonnie from a warm floor behind the kitchen wood stove to the pigpen where a sow nursed newborn piglets. "We'll know by morning if the sow adopts her," she said to my grandfather.

For a week Bonnie barely took a breath, too busy suckling a hind teat alongside six nursing piglets. Her weight quadrupled in the care of the 300-pound surrogate mother. Optimism, however, was dampened by worrisome questions: had she imprinted on the pigs; was her social and physical development impaired? Those fears evaporated as Bonnie quickly matured into a tireless worker and loyal family dog.

One hot summer day in 1958 she further demonstrated her mettle as a trustworthy watchdog. My twin brother Don waded into the Sandy River and was swept away by its strong

current. Mother dove in but could not swim well enough to rescue him. Bonnie calculated the current would carry the flailing six-year-old past a gravel bar 300 feet downriver, which is where she sprinted. Then she jumped in the water and dragged him ashore by his shirt.

The following morning, sensing that Don was still traumatized by the incident, Bonnie again came to the rescue. Out in the barn Grandpa sat on a three-legged milking stool as Bonnie and two barn cats took their customary milking-hour seats nearby. A squeeze of a teat sent a stream of milk arcing through the air, splattering whiskers and noses. Watching Bonnie lick milk was therapeutic for my brother. He laughed and cried simultaneously while hugging her. She had prevented his drowning the previous day; that morning she breathed life back into him.

In April 1962, cancer stole Bonnie's life. When her symptoms worsened, a veterinarian arrived at the farmhouse one evening to administer euthanasia.

The task completed, the vet refused payment. He did, however, reluctantly accept from my poor grandparents four Mason jars of raspberry jam, two jars of

Bonnie calculated the current would carry the flailing six-year-old past a gravel bar 300 feet downriver, which is where she sprinted. Then she jumped in the water and dragged him ashore by his shirt.

maple syrup, a dozen yeast rolls, a carton of fresh eggs, and a one-pound block of Grammy's hand-churned butter.

Grandpa wrapped Bonnie in the tattered horsehair blanket she'd slept on since puppyhood and carried her to her favorite place on the farm, the apple orchard. Aided by moonlight, a pickaxe and shovel, he buried her beneath the frost line. That night he sat in the parlor

dozing and periodically giving thanks to a grand companion who had protected his family and livestock from a marauding bear, a rabid fox, a barn fire, and the near drowning of a grandchild. Grammy, who sat with him for spells during that night, later told my mother that he should have also thanked Bonnie for listening to his weekly complaints about weather and stagnant milk prices.

The following day's rain was fitting as my siblings and I decorated the gravesite with daffodils we'd collected on the southwest side of the farmhouse.

During supper, my heartbroken five-year-old sister Gale said little and ate nothing. As the table was cleared, she carried her plate behind the wood cook stove and dumped its contents into Bonnie's bowl. "Since Bonnie will be going to heaven," Gale announced, "she'll need a full tummy." Much to her delight, the bowl was empty in the morning. ☆

Writer Ron Joseph is a retired Maine wildlife biologist. He lives in central Maine.



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Quickie repairs for even the biggest recreational and commercial boats now can be done on short notice at Portland Yacht Services thanks to a huge new Travelift.

BY KEN TEXTOR | PHOTOGRAPHS BY ROBERT BUKATY

A Boating Hub for Casco Bay & Beyond

SUPPORTING A NEW ADDRESS in a new spot along the waterfront, Portland Yacht Services/Portland Shipyard is filling in all sorts of boating gaps: big, little, old, new, conventional and offbeat, commercial and recreational. With nearly 17 acres of Portland waterfront to reclaim and revitalize, the company is aiming to be nothing less than the hub of boat repairs and services in the greater Casco Bay area.

“Before we came here,” noted Phin Sprague, the owner-architect of the new digs, “if you had a really big boat, your only options were to go to Gloucester (Massachusetts) or up to Penobscot Bay.



Quiet waters well away from the hubbub of Portland Harbor are the hallmark of PYS/Portland Shipyard’s new 17-acre site, just west of the Casco Bay Bridge.



Phin and Joanna Sprague started Portland Yacht Services in a barn in Cape Elizabeth almost 40 years ago. “We do this together and are rarely more than a boat length apart,” Phin Sprague said.

Now, we can work on any boat our Travelift can handle.” And that new, three-story Travelift can handle boats of up to 330 metric tons and with a beam of up to 42 feet (12.8 meters), a capacity that made Sprague smile every time he mentioned it—which was often.

Until recently, the activities of 38-year-old Portland Yacht Services were located at the outer end of Portland Harbor at the Portland Company Marine Complex. The 9-acre site featured busy piers and historic brick buildings where the Portland Company once built railroad equipment. Sprague sold that property in 2013 to a group of developers. He had planned to move his business to a new site up the harbor, but was set back when the Maine DOT took most of that land through eminent domain for an expansion of the International Marine Terminal. Instead Sprague moved his yard a little bit farther up the Fore River to former industrial land, just upstream from the Casco Bay Bridge. PYS began setting up its new operations in 2015.

Among other things, the expansive new location offers better protection from wind, seas, and the relentless wakes of passing ships than did the old yard. But even with all the extra space and hauling capacity, PYS has not aimed solely at superyachts and big commercial fishing vessels. Since the move, Sprague and his crew of some 40

employees have renewed a focus of working on outboards, with an added emphasis on high-speed, tournament bass boats.

“These people are just as passionate about their boats as anyone,” Sprague noted. “Maybe more so.”

A recent stroll amid the more than 230 boats hauled out for the winter at PYS turned up an eclectic mix of Boston Whalers and glittering bass boats amid

***“We’ll work on anything,”
Sprague said. “We like
boats more than we
have good sense.”***

large commercial ferries and excursion boats, along with the usual mix of sail and powerboats of every size and description, including old wooden schooners. “We’ll work on anything,” Sprague said. “We like boats more than we have good sense.”

In early 2019, work on PYS’s new facilities continued, with groundwork laid for adding three new buildings of 4,800, 19,800 and 13,500 square feet. Add those to the two sprawling buildings already on the site and PYS will be able to boast of two acres of enclosed space, most of it designated for working on and storing boats—and also for displaying boats in a new brokerage facility.

“We just think there’s a lot of opportunity here,” said Sprague.

Sprague has been fascinated by Portland Harbor since the early 1970s when he was in town provisioning an aging wooden schooner for his dream-of-a-lifetime, circumnavigation of the globe. In those days, the harbor was a dirty, rundown backwater that few recreational boaters wanted to visit. Even the Portland Yacht Club had moved out, relocating to cleaner waters in nearby Falmouth Foreside.

A native Mainer, Sprague grew up on Cape Elizabeth, where a Sprague ancestor, who earned a fortune in the oil and coal business, had acquired a lot of land. During his circumnavigation, he couldn’t get his home state’s biggest harbor out of his mind. Far-flung, more exotic ports made no difference. Portland was the one. So, when he and Joanna, whom he met and married during his sailing trip, returned four years later, the forerunner to Portland Yacht Services was born in a barn in Cape Elizabeth. Joanna, who was trained as a nurse, has been an equal partner in the business from the beginning.

“I look at the horizon; she looks at my feet to keep me from tripping,” Sprague said of Joanna. “We do this together and are rarely more than a boat length apart.”

The couple soon moved PYS to the Portland Company site in the East End, and, then in 2015 moved the company to its latest iteration in the city’s West End.

“This is just full of possibilities,” Sprague said, waving a hand at the rotting pilings near the new, 1,000-foot expanse of working dock space. A swimming pool-sized test tank for outboards, a hauling ramp for strap-sensitive hull shapes, and a second, smaller Travelift for modest-sized boats round out the current array of large, boat-servicing “tools” at PYS. “We expect to be able to haul and service 350 boats here and more when you count just the service jobs,” Sprague estimated.

In addition to the yard and all its business, the company also puts on the annual Maine Boatbuilders Show, which began at the old site in 1987 and was moved to the Portland Sports Complex in 2016.

With all that activity under way, the 69-year-old Sprague depends increasingly on his vice president for operations, Jason Curtis, to keep both PYS and Portland Shipyard (same site and facilities) operating smoothly. With more than 20 years' experience at PYS, Curtis said the goal is to "handle anything that comes through the door. Little jobs, big jobs, it doesn't matter. We want to do them all."

Curtis's hands-on background is in outboard motors, so he was especially excited about the new bass boat aspect of the business. He is a confessed "motor head," who can chat eloquently, and at length, about the evolution of nautical propulsion during the last 30 years. As a result, there are no less than four outboard specialists on staff, all of whom can work on inboards, as well.

Employees with multiple skills have been a hallmark of PYS for years. "It's a point of pride that we've never had to lay anyone off," Sprague said, noting a rigging specialist might find herself helping out in the paint shop when sailboat work becomes seasonally scarce. Likewise, a diesel mechanic can find himself working on gasoline, an electronics expert temporarily rerouting plumbing, and so on. "We have to adjust to the rhythms of the boatyard and the boats," Sprague said.

The temporarily gritty appearance of under-construction PYS hides in plain sight what most boat owners want: one-stop care for a boat of essentially any description. With its neighbors of a still-active railroad freight yard, busy interstate highway connections, and an international, deep-water shipping terminal, PYS appears positioned—literally and figuratively—to once again make Maine's biggest city a go-to destination for both recreational and commercial boat owners. ★

Ken Textor has been living on, working on, writing about, and cruising in boats along the Maine coast since 1977. He lives in Arrowsic.

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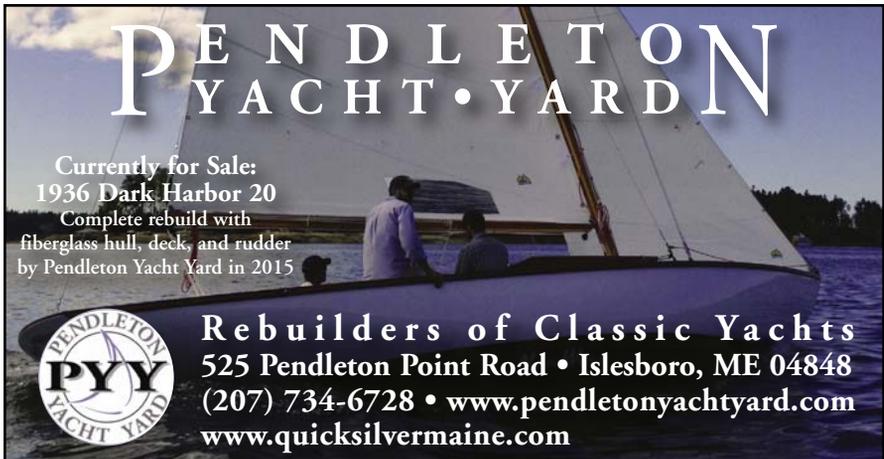


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Custom Hood 57: A Collaborative Design

OFF THE DRAWING BOARD | BY ART PAINE



The new Hood 57 Express Cruiser blends modern technology with classic design.

FOR GENERATIONS, yacht designers from East Coast cities and sailing meccas have teamed up with yacht builders from Maine to produce excellent boats. In the last century, Ted Hood formed such a marriage of convenience with Cabot Lyman, founder of Lyman-Morse Boatbuilding in Thomaston. Together, they produced several first-rate custom cruising sailboats and a couple of limited-production models. Hood designed moderate-draft, bluewater sailboats that Lyman built to endure, good-as-new, practically forever.

Nowadays, powerboats are the thing; otherwise much remains the same. A current project involves Ted Hood's nephew Chris Hood, a designer and founder of C.W. Hood Yachts in Marblehead; Cabot Lyman's son Drew Lyman of Lyman-Morse Boatbuilding in Thomaston; and Stephens Waring

Yacht Design of Belfast. They have collaborated to produce a spacious custom-designed powerboat.

"I was very adamant that we strike a style and aesthetic balance between her hull shaping and above-deck architecture that speaks to a modernist twist on classic vernaculars."

Construction of the new boat began last December at Lyman-Morse. The vessel is expected to be finished for a 2020 delivery.

Not every yacht designer is humble enough to enlist the talents of another yacht designer, but a boat of this size requires an enormous design and engi-

neering effort, so Chris Hood and designer David Robison became a shining exception and reached out to Stephens and Waring, who are known for their talents in that area. "It's been great working with Bob (Stephens) and Paul (Waring). They are such nice guys and we are such nice guys, that it has really worked out," Hood explained.

If you include the client, this one project involves five different entities. The client has strong ties to Boston's North Shore, and is steeped in the downeast aesthetic. He'd owned other downeast-style boats and recently had a 24' boat refit at the Hood yard in Marblehead. So it's no surprise that's where he turned when considering a new boat. The charge for this new 57' boat was to create a high-performance vessel that brings classic lines together with modern design.



The custom yacht's transom features twin doorways to a swim platform and a central ventilator box.

Chris Hood defined the concept. At first glance the new boat resembles a similar-sized downeast yacht; closer observation reveals its uniqueness. Priority is given to the cockpit, which means the deckhouse and flybridge sit relatively far forward. The low forward cabin is sleek. The strongly raked stem, wide forward flare, and hull shape borrow features common to all of Chris Hood's offshore powerboats.

It was astounding to me that after Hood and Robison completed a finished outboard profile, with a preliminary lines plan and a weight study, they enlisted Stephens and Waring, and remained open to changes, including their aesthetic input. Both Bob Stephens and Paul Waring revealed that, as one might expect, the four designers engaged in some heated debates. According to Waring, who took his firm's lead on this project, "I was very adamant that we strike a style and aesthetic balance between her hull shaping and above-deck architecture that speaks to a modernist twist on classic vernaculars." In addition to cohesion in the design, he added, his goal was that custom solutions retain timeless appeal.

The result of the collaboration is an elegant, very pretty boat, that in my opinion would be nearly impossible to improve.

The "express classic" is intended for weekend cruising and entertaining.

Although Hood has ventured into sophisticated epoxy/carbon/foam methods of construction, he has always loved cold-molded wood. The designers quickly concluded that the boat should be built in Maine and primarily of wood/epoxy. But they also agreed that modern high-strength composites have their place, and specified that the four major shaped hull panels be built cold-molded of wood backed up with a chassis of tough composite girders.

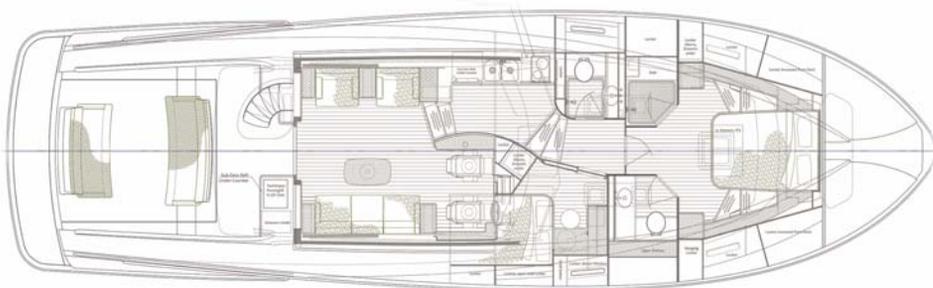
"The mandate was to build a spacious yacht that would be extremely maneuverable and able to do 40 miles an hour" with two engines, Stephens said. This somewhat tall order suggested the use of twin Volvo Penta IPS 1350 pod drives. The engineers at the Volvo marine drive headquarters took a hard look at the hull and suggested some enhancements. Although glad for their penchant for perfection, Chris Hood called them, "The fussy old engineers from Sweden."

One alteration suggested by Volvo consisted of adding a bit more area to the chine flats. There is so much thrust inherent with counter-rotating propellers, and almost limitless ability to turn the units sideways, that it is necessary to control how much a fast-moving hull is allowed to lean into a tight turn. The chines provide lift and thus stability while turning. It also was decided to add more beam to better distribute weight and enhance performance, as well as add more shape to the topside hull and deck line.

The Volvo variations resulted in an even a more spacious boat that still shows the familiar Hood styling.

The floor plan is creative. There's a lot of elbow room throughout, espe-

Not every yacht designer is humble enough to enlist the talents of another yacht designer, but a boat of this size requires lots of design solutions and extra engineering.



The spacious floor plan includes a galley midship and a big stateroom.

cially in the forward owner's suite. The shower room is large enough for Santa Claus. Both the stateroom head and the "day head" are commodious. The galley is neither up nor down, but located halfway, affording a nice bit of communion for the cook. There is a small extra guest or captain's stateroom with a handy little office desk.

The combined wheelhouse and deckhouse sports two large built-in chairs and a mega-sofa. All the windows and the back door of the deckhouse can be made to disappear by dropping or sliding them. Combined with the spacious cockpit and bridge deck, roominess is the order of the day. There is also an aft cockpit complete with molded-in upholstered furniture, and the vessel will feature custom titanium hardware and a titanium spiral stair leading to the flybridge.

Hood pointed out that being a yacht yard owner, he prefers all-around easy access to boat engines. Waring designed the cockpit as a strong, but light, com-

posite whole, capable of being propped aloft by means of hydraulic lifts to reveal the engines below. The stern is totally unprecedented in styling, both practical and distinctive. It features twin doorways down to a swim platform, and a central ventilator box. Taken as a whole, it's one of the prettiest powerboat sterns I have ever seen.

There is a nifty forward cockpit in the bow. The yacht's owner is an appreciator and collector of antique American automobiles, so the team created this feature to resemble—as closely as possible—a Model A rumble seat.

As to where the yacht's name will be inscribed, that "problem" simply brings another opportunity for this convivial team to invent a creative solution. I can't wait to see what the gang comes up with. ★

Contributing Author Art Paine is a boat designer, fine artist, freelance writer, aesthete, and photographer who lives in Bernard, Maine.

HOOD 57 EXPRESS CRUISER

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LWL: 49' 10"

Beam: 17' 6"

Draft: 4' 10"

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Warren Wilmot takes *Gosling* out for a spin. A skilled boatwright, he worked more than five years restoring the boat, which has been in his wife's family for three generations.

Gosling

A vintage launch still working on Casco Bay

BY BOB KNECHT

PHOTOGRAPHS BY MARION LEITER

SOMETIMES AN OLD BOAT, however rickety and rotten, is just too lovely and historic to let die. That's the case with *Gosling*, a launch built in 1948 that has spent an entire career working on Casco Bay. After a five-year rebuild, the classy wooden boat returned to the water last summer, turning heads wherever she went.

The quintessential wooden Maine workboat, *Gosling* has a high, wave-

cleaving bow and graceful sweeping sheerlines that meet the tumblehome stern, and was built to sturdy specs by Albert Barrett from East Boothbay in 1948. The boat appears to be in the same gene pool as those designed by Will Frost from Jonesport and Beals Island, and while intended as a relatively affordable and seaworthy boat for coastal waters, the lines are nevertheless unforgettably graceful.

Framed with oak and planked with clear pine, *Gosling* was originally powered by a marinized gas-burning International tractor engine. The boat had a bronze steering wheel with Columbia worm-gear steering and a basic gauge panel—nice and simple. A little over 28 feet long overall, the launch has a large open deck and a tent-type canvas spray hood stretching from the bow back to the steering post. Not fancy and not fast,



Gosling cruises comfortably and feels right at 10-12 knots. The wooden hull provides for a dry and stable platform with an easy-on-the-knees motion in a sea. And, the nearly flat wake while under way speaks to the efficient bottom configuration.

This boat knows Casco Bay

Gosling was originally owned by the Hildreth family and later by the Soule family. Over the years, she hailed from the Falmouth, Yarmouth, and Freeport anchorages. *Gosling* was primarily a utility boat, shipping family, friends, and supplies to their favorite gunkholes and their island cottages, as well as just cruising the famed blue-green waters of Casco Bay. She never carried a stack of lobster traps on deck but once did a stint as a yacht club launch. Seven



The original steering station and controls were kept in the restoration.



In addition to using her for outings, the Wilmot family has turned *Gosling* into a farmers' market, delivering produce to several Casco Bay islands during the summer.

decades of use have made *Gosling* a familiar sight on the bay.

When *Gosling* was not on Casco Bay, the launch was on the hard. Between the waves of summer and the ravages of rainwater, drying out, and collecting homeless field mice during the winters for 71 years, the launch began to show her age. Rot, peeling paint, marginal mechanicals, and structural issues compromised her sea keeping ability. The hull had begun to corkscrew stern to bow, and daylight leaked through the planks in places. The boat was well beyond a face-lift and was at the point where a fiery Viking funeral (minus a Viking) might have been the most respectful goodbye.

As fate and love would have it, a fellow named Warren Wilmot married into the Soule family, owners of *Gosling* for

three generations. *Gosling* was passed along to third-generation daughter Ursula (Soule) Wilmot and husband Warren in 2008. After years of patching

After years of patching and praying, a decision had to be made.... It was decided that the worn and sea-tired Gosling should and could be brought back to Bristol condition.

and praying, a decision had to be made. Wilmot is a patient man with a keen eye for boats, particularly traditional Maine hulls. He also is a skilled boatwright at Strouts Point Wharf Company (coinci-

dentally, the original Soule family shipyard) in South Freeport. Since today's price for such a craft would easily exceed \$100,000, it was decided that the worn and sea-tired *Gosling* should and could be brought back to Bristol condition. Wilmot's talented boatyard buddies offered some reserved and sage advice: "Hmmm." As luck would have it, he did not know then that it would take him five and a half years of early mornings, late nights, and weekends to complete the restoration.

Born-again fog cutter

In 2013, *Gosling* was hoisted onto adjustable boat stands and slowly jacked, clamped, and bullied back to her original shape. Noted marine architect and mean banjo player Al Spalding helped Wilmot take the lines off *Gosling*

while adjusting for imperfections. She was then flipped over and the original pine planks were faired or replaced as necessary. Next, the hull was cold molded—thin diagonal strips of Philippine mahogany wetted with epoxy resins were applied diagonally over the pine planking and fastened. The punky skeg was rebuilt and sealed to the hull and the shaft log was then bored and fitted with a fiberglass tube. The hull was now waterproof, stiffened, and likely stronger than the original.

Gosling was rotated again to be right side up. Sister ribs were added as necessary, and the interior of the pine planks was soaked with a mix of linseed oil and turpentine. It has been said that concoction smells so good that some of the old-timey boatbuilders wore it like cologne, especially to bean suppers at the church and launchings. (It is also possible that may not be true.) A lightly used Chrysler 380 gas engine was carefully mounted on new timbers and dual underwater exhausts were installed; the new engine produces the perfect sound

combination of deep, hollow burble and rumble. Finally, a spacious watertight deck with scuppers was put in place with a step down forward of the steering post to the sheltered area under the spray cover. The original hardware was then reinstalled.

A floating farmers' market

In addition to historic sea duties, the Wilmot family has turned *Gosling* into a floating farmers' market. On Saturday mornings throughout the summer, the spacious deck becomes a colorful bazaar of fresh vegetables, baked goods, meats, cheeses, eggs, jams, an array of flowers, and more. Provisioned and crewed by the Wilmot family, *Gosling* heads down the bay to visit Bustins, Chebeague, Cliff, and Long islands where there is always an excited crowd of year-rounders and summercaters waiting dockside, canvas grocery bags in hand. Please tell me, how does grocery shopping get any better than this?

If all goes well, *Gosling* will be 100 years old in 2048. At that point, the

owners will be in their 60s and the children will be in their 30s. They will probably continue to trade back and forth to the islands of Casco Bay; it's part of their heritage. Wilmot likes messing around in boats and all of the family has a little salt water in their veins. As well, most hard-core wooden boat owners firmly believe that the only boat that could be better than a traditional 71-year-old Maine-built boat is a 100-year-old traditional Maine-built boat. *Gosling* is a family jewel—one that's now in good enough shape to be passed along to the fourth generation one day. ★

Bob Knecht is a broker at Town & Shore Real Estate in Portland.

Gosling specifications

LOA: 28' 6.5"

LWL: 27' 3"

Beam: 8' 9.5"

Draft: 2' 10"

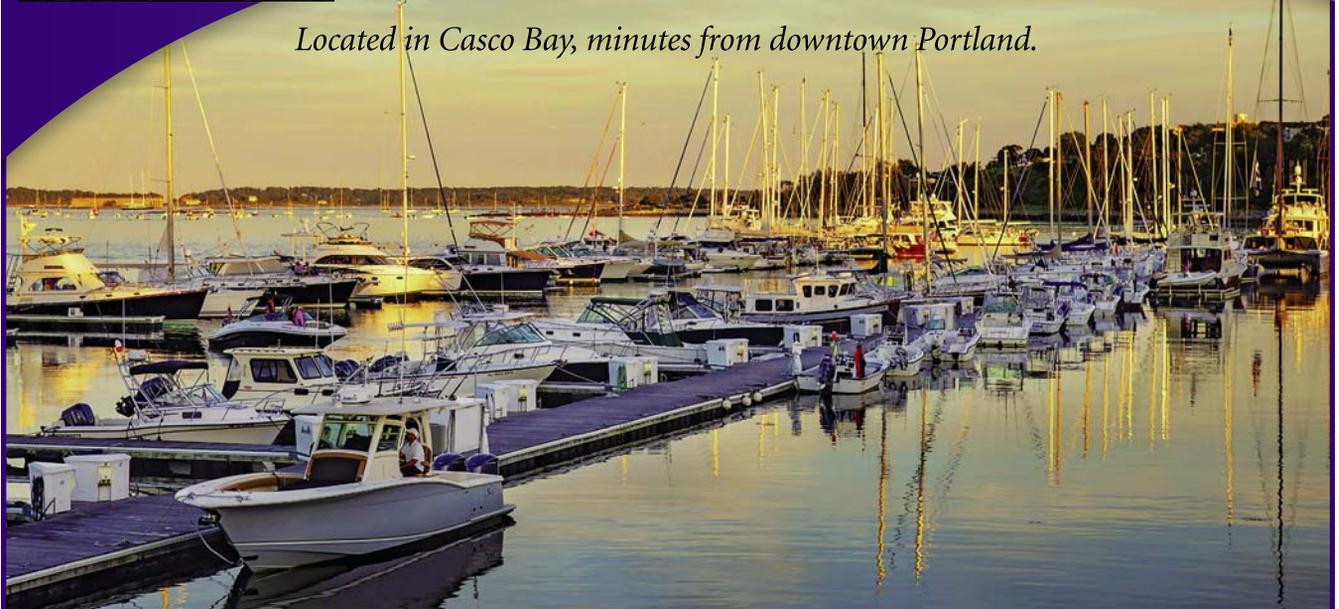


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*Marion Rose, a 24' Bridges Point 24,
at her mooring on the Saco River.*

YOU CAN DO IT YOURSELF

An Amateur Refinishes His Metal Mast

STORY & PHOTOGRAPHS BY GEOFFREY BOVE

AS I WRITE THIS, I am leaning against the newly refinished mast of our 1991 Bridges Point 24, *Marion Rose*, a lovely Joel White-designed sloop. We're at anchor in Love Cove, in thick fog, swinging almost imperceptibly. I have been the custodian of this fine vessel since 2003. These boats are beautiful from any angle, perhaps too easy to sail, and, as my spouse and I have learned, relatively comfortable and safe in high winds and seas.

This is a story of my attempt, as an intrepid hobbyist venturing into unknown territory, to complete a professional refinish of our boat's aluminum spars. Other than stepping the mast—which I do every year with a good friend, a ladder, and a block and tackle—I have refinished or repaired every other part of the boat by myself. I had procrastinated on the spars because aluminum is tricky to refinish. But it was time. I took a deep breath and dove in.

I began by photographing and removing all rigging and fittings, putting everything in labeled plastic bags. After removing the halyard winches, the first challenge presented itself: the halyard pad screws and halyard cleats were badly corroded after 18 years of service, and would not budge. When penetrating oil, an impact driver, and drilling failed, I resorted in frustration to using a cold chisel and hammer. Of course this damaged the halyard pads, so I called Cara Read at Hall Spars. Although she found a new set of winch pads, she helped me decide that I could salvage the old ones. They were sandblasted and set aside for painting. The cleats went into the recycling can.



The 36' long corrosion-primed mast hangs from the rafters in the author's barn.
INSET: Peak of mast, sandblasted, sanded, and awaiting priming.

I had initially thought I would sand to bare aluminum only where the paint had lifted, but the corrosion would not fully come out with sanding. So, I sand-blasted the entire mast. Defects were filled with JB Weld, and sanded smooth. At the holes where the spreader support passes through I was reminded of an argument between one of my shrouds and a whale-watch boat's bowsprit. My shroud lost, and now I noted small

depressions in the mast from the spreaders being violently twisted. I filled these and moved on.

When it came time to choose paint, the ever-helpful Milt Farrin at Hamilton Marine steered me to Alexseal products, whose finish can be touched up to repair inevitable minor damage. While in the store I called Alexseal representative Alis-tair Smith, who not only helped me choose the appropriate products, but

also helped me numerous times later in the process. Even with Alexseal tech sheets I had many questions, which he readily answered.

I had been threatening to spray paint something for decades, and now was the time. A local master auto-body repairman gave me the scoop on a good gun for the job. I hung the mast from the rafters of our barn, sanded it a final time, and washed it twice with acetone. Then came a coat of CorSpec, the critical step in preventing oxidation and thus failure of the coatings, two coats of primer, and then two coats of topcoat. After each step, I inspected my work and learned (again) that there is a fine line between full coverage with a glossy finish, and sags. With Smith's mentoring, I sanded off the drips and tried again (and again). The end product, while not perfect, is perfect enough that I am not prone to point out the flaws to others, a classic sign of an amateur. I'll do even better next time.

I had been threatening to spray paint something for decades, and now was the time. A local master auto-body repairman gave me the scoop on a good spray gun for the job.

Meanwhile, I cleaned, buffed, and polished every part to be reinstalled, bought rope for new halyards, and relearned how to splice. My new bronze halyard cleats came from Spartan Marine.

Now came the fun part: reinstalling everything. I started with the spreaders, and the past argument with the bigger boat came up again—the aluminum bar that holds these on had been slightly bent. With the help of Tim Greene, master blacksmith and friend, straightening the bar was simple, using a vise and carefully placed shims. Still, the spreaders would not go on. Another call to Read at Hall Spars resulted in a tip—turns out Hall compresses the masts with woodworking clamps to get the spreaders on, which also assures a tight final fit.



possibility.

What does it look like?

For Tara, it looks like all the new beginnings she's found through the Maine Seacoast Mission—from educational programs for her daughter to the renovations that bring her pride as a homeowner.

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The glossy white spars, and new halyards and hardware, give the finishing touch to the boat. New sails are stored in the attic for use in the upcoming season.

I asked what they do to mitigate the corrosion that comes with fasteners of dissimilar metals and ended up with a

tube of Duralac, and the suggestion to put a single layer of electrician's tape on fixtures, to isolate hardware from the

spars. I finished the spreaders by installing white leather boots that I made. A pad of the leather inserted between the mast boot and deck prevented leaking—the first time in 15 years.

I am pleased with the final result—the peeling and corroded spars were an eyesore for this gorgeous vessel—and am grateful to the people mentioned above for their help. Without it, this project would have taken much longer. The experience offered another valuable lesson. When repairs seem to cost more than expected, it could well be that unknown factors may have expanded the amount of work required. Maybe a few bolts broke, or the spirits that govern the flow of paint or varnish were otherwise busy that day. As in many parts of life, communication, with good intentions at heart, is key. ★

Geoffrey Bove is a neuroscience professor at the University of New England. Since writing this article he acquired a second Bridges Point 24, which will receive full restoration over the next year or two, including repainting the spars.

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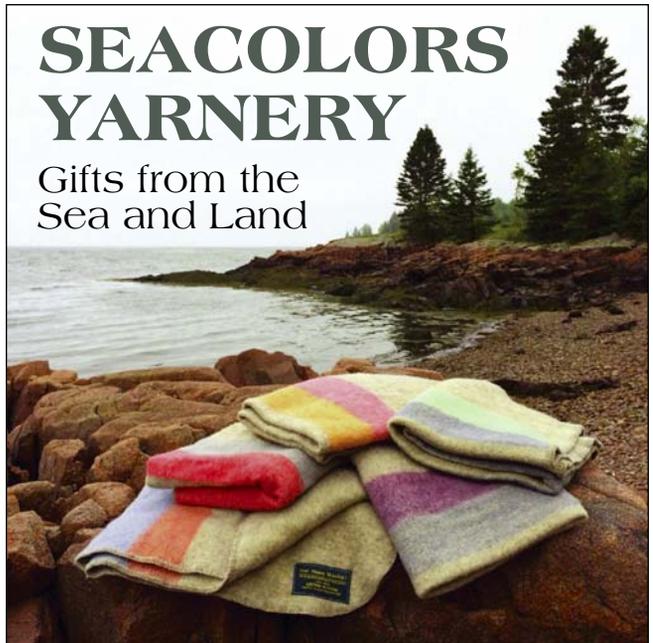
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Research Along Maine's Long Wild Edge

Marine research labs make Maine a leader in the field

BY CATHERINE SCHMITT

THE DAMARISCOTTA RIVER shimmers a brilliant blue-green. Only the screeching of terns and gentle washing of waves interrupts the quiet. Some boats are parked in the meadow on the hill, others are moored offshore or at the dock. SCUBA gear dries on wooden racks.

Inside a cluster of buildings tucked under trees along the shorefront, students huddle around laptops, tanks of sea creatures burble and buzz, and scientists bow their heads over microscopes. Since 1965, students and researchers from the University of Maine and beyond have learned about the sea here at the Darling Marine

Center, a 127-acre saltwater farm and woodlot in Walpole that was donated to the University of Maine by Ira and Clara Darling in the 1960s.

The center is one of at least 18 marine laboratories and coastal field stations in Maine. This notably high number of research stations gives this rural state a starring role in regional efforts to understand the marine environment. The diversity of habitat along the state's 3,500 miles of coastline has drawn researchers for decades, and the results of their work have been impressive, leading to scientific and medical breakthroughs, as well as vital insights into the effects of climate change, and other environmental shifts.

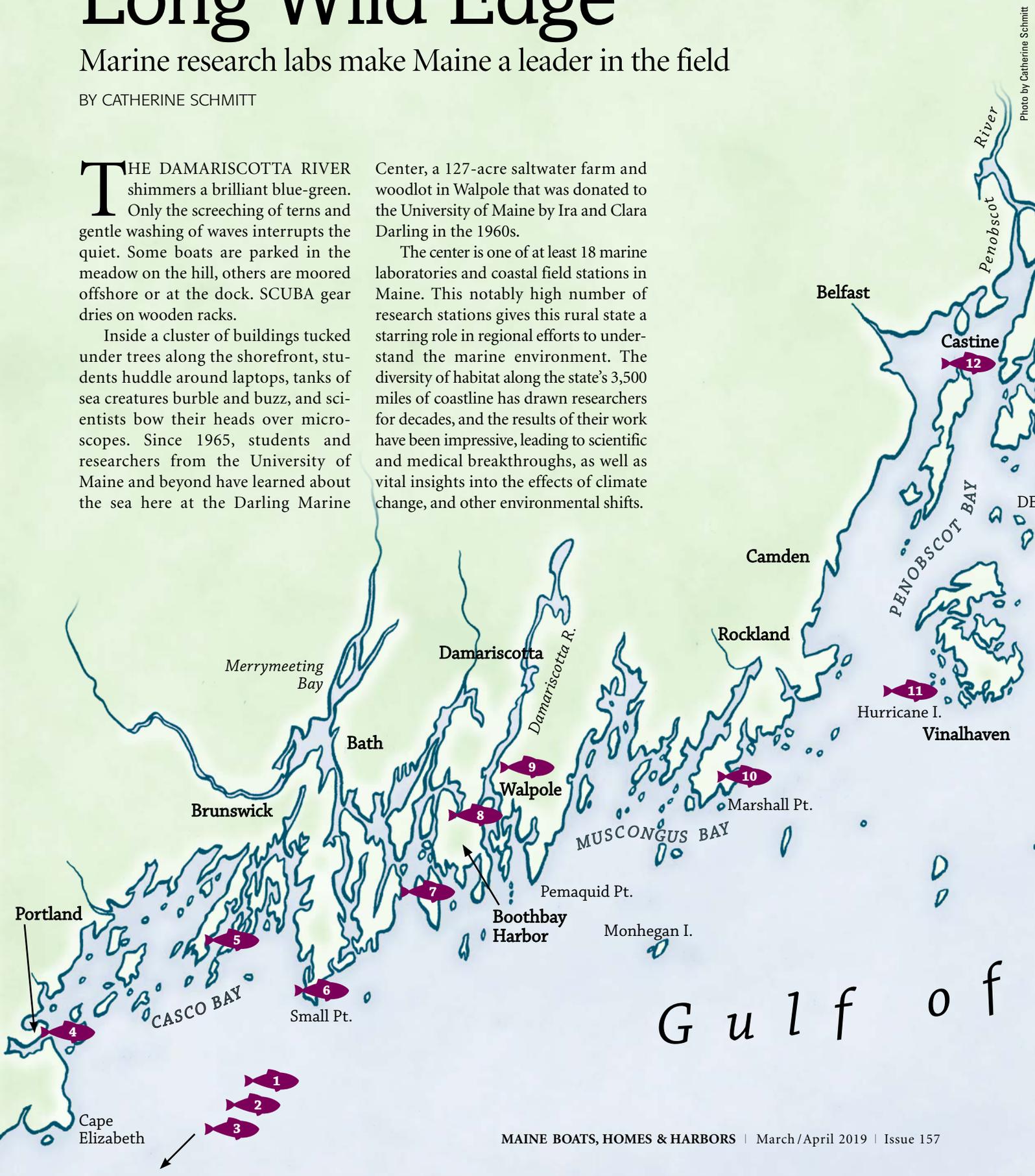
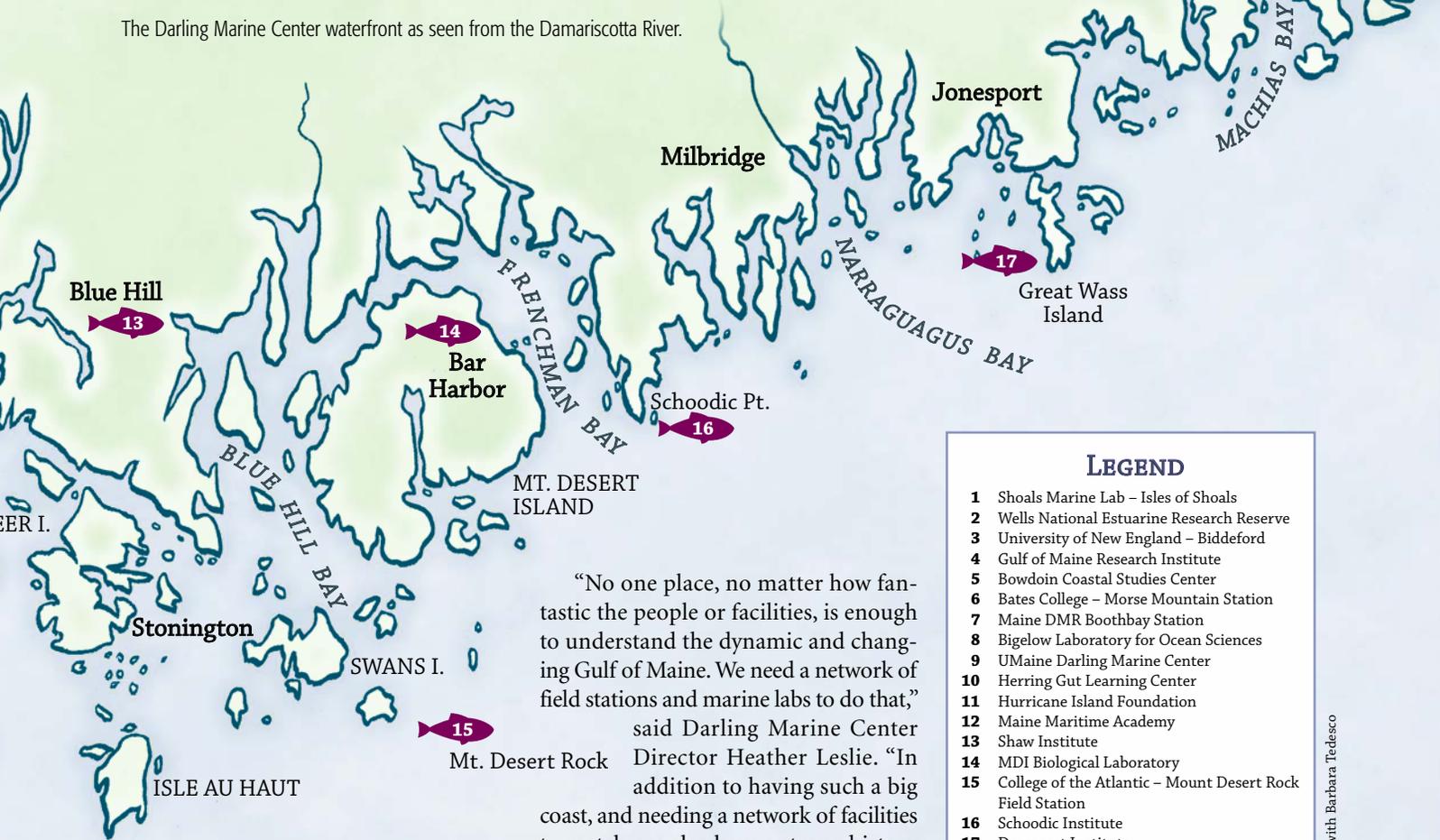


Photo by Catherine Schmitt



The Darling Marine Center waterfront as seen from the Damariscotta River.



LEGEND

- 1 Shoals Marine Lab – Isles of Shoals
- 2 Wells National Estuarine Research Reserve
- 3 University of New England – Biddeford
- 4 Gulf of Maine Research Institute
- 5 Bowdoin Coastal Studies Center
- 6 Bates College – Morse Mountain Station
- 7 Maine DMR Boothbay Station
- 8 Bigelow Laboratory for Ocean Sciences
- 9 UMaine Darling Marine Center
- 10 Herring Gut Learning Center
- 11 Hurricane Island Foundation
- 12 Maine Maritime Academy
- 13 Shaw Institute
- 14 MDI Biological Laboratory
- 15 College of the Atlantic – Mount Desert Rock Field Station
- 16 Schoodic Institute
- 17 Downeast Institute
- 18 New England Aquarium – Lubec Field Station

Map shows laboratories and field stations where near-shore investigations of the marine environment are a major focus. Not shown are the many more organizations that support marine and coastal research in Maine.

Jane Crosen, Mapmaker with Barbara Tedesco

“No one place, no matter how fantastic the people or facilities, is enough to understand the dynamic and changing Gulf of Maine. We need a network of field stations and marine labs to do that,” said Darling Marine Center Director Heather Leslie. “In addition to having such a big coast, and needing a network of facilities to match, we also have a strong history of natural history, science, and collaboration with industry and communities.”

A history of ocean inquiry

The human relationship with the Maine shoreline is long and deep. The native Wabanaki people developed their own knowledge of the ocean over generations of questioning, exploring, and adapting. For a European in the 18th and 19th centuries, identifying species and making lists of plants and animals was an important part of documenting places and establishing oneself as a naturalist.

According to Kevin Eckleberger, professor emeritus of marine biology at the

University of Maine, there are roughly 200 marine stations in the world today. The first was established in Belgium in 1843, he said, adding, “An explosion of new marine labs occurred in the 1880s around the world and again during the 1960s in America, when the Darling Marine Center opened.”

Observers of the Maine coast, from Samuel de Champlain and Nicolas Denys

M a i n e



Fishery Research Station—1983 by Alden P. Stickney portrays the Maine Department of Marine Resources Boothbay Harbor laboratory.

in the 17th century to Henry Bigelow in the 19th, provided a historical record that can serve as a baseline for scientists working today, as well as support for the idea that Maine is the place for marine science.

In July 1851, William Stimpson, a student of the famous scientist Louis Agassiz at Harvard, made a summer dredging expedition along the eastern Maine coast. He returned in later years with other student-scientists. Using a small rowboat with a sail, they ventured

offshore and used oars to pull a metal rake across the sea floor. The purpose was to find and describe new specimens. Stimpson was impressed with their results. In his report to the Boston Society of Natural History, he said, "A character which cannot fail to strike the observer in this region, is that of the great profusion of animals which inhabit the sea." He couldn't avoid stepping on sea urchins and foot-long northern sea stars. As he sailed along the shallows, he

could see a multitude of sea cucumbers below, their purple tufts waving in the current. Sometimes his passage was blocked by crowds of cross jellies. Shoals of herring and pollock fed on Mysid shrimp; whelks deposited their eggs beneath the rocks.

Later, marine scientists visited Maine from Boston, New Haven, New York, and Philadelphia. Having already studied their own backyards, they came because of the extensive coastline and the diver-

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sity of habitats that might offer new species or new evidence for their theories. Maine offers sandy beaches, salt marshes, riverine estuaries, rocky intertidal zones, bare and forested bedrock islands, salt-fogged bogs, granite mountains, and wave-battered cliffs, all of it shaped by glaciers. Southern and northern species overlap in a climate transition from temperate to boreal. Pick a marine topic, and chances are it could be studied somewhere along the Maine coast, within hours of urban intellectual hubs.

Early marine studies also coincided with economic activity. In 1867, commissioners submitted their first annual report on the status of Maine's commercial fisheries. Working from custom houses and private residences, fish commissioners enforced laws relating to marine resources. They also worked with fishermen, such as at Boothbay, where the Samoset Island Association incorporated in 1883 to catch and "artificially propagate" lobsters from the surrounding waters. Later, the Boothbay Marine Station was used by the United States Fish Commission, joining Gloucester and Woods Hole as federal government science outposts. Alonzo R.

Nickerson of Boothbay Harbor secured federal grants to build a lobster hatchery at McKown's Point in 1904. The state purchased a 70-foot yacht, the *Carita*, and added a flow-through well to hold live crustaceans and fish; in this way hatchery-raised lobster and cod fry were distributed to fishing areas.

The Downeast Institute for Applied Marine Research and Education also

started as a fisheries operation—the Beals Island Shellfish Hatchery—many years later, in 1987, when clambers and town officials in Washington County wanted to address declines in clam harvests. Now the institute is associated with University of Maine at Machias, and after a \$6.6 million expansion in 2018, it is the easternmost marine research laboratory and education center in the



Bigelow Laboratory researcher Barney Balch uses a color scale to assess ocean conditions. Integrating historical methods and measurements into his long-term Gulf of Maine study enables Balch to examine more than a century of change in the Gulf.

Photo courtesy Bigelow Laboratory

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United States. (Suffolk University operated a field station in Cobscook Bay from 1960 until 2016.)

An ideal place to learn about sea and shore life

With an extensive shoreline and geography, Maine provides access to northern species of marine life not found farther south. For teachers of marine science, Maine is the place to be if students want to learn about cold-water corals, Atlantic salmon, or coastal spruce-fir forests.

Education is a major focus for most marine labs and field stations. The Mount Desert Island Biological Laboratory began as a summer course for Tufts University students when biology professor John Sterling Kingsley rented a cottage on Potts Point in South Harpswell in 1898. Summer schools were modeled after Louis Agassiz's 1873 program at Penikese Island in Massachusetts, where he advised students to "study nature, not books."

For many scientists in the early

1900s, Woods Hole on Cape Cod had been the center of marine research, but it was getting harder to get specimens and supplies there. Sand dollar embryos, horseshoe crabs, spiny sea urchins, starfish, and skates were scarce.

In Casco Bay, Kingsley and his students could access an entire ocean teeming with life. They cataloged marine invertebrates of Casco Bay, studied the anatomy of spiny dogfish and milky ribbon worms. In 1921, the laboratory moved to Salisbury Cove on Mount Desert Island, where George Dorr had offered land near Acadia National Park. The many specialized functions of fish and the simplicity and "primitive" nature of marine organisms—single-celled, symmetrical, boneless—made them ideal for studying biological questions with relevance to human health. The Mount Desert Island Biological Laboratory would become famous for research on cellular biology and how animals cope with salt.

The facility's Community and Environmental Health Laboratory, under the direction of Jane Disney, continues to support study of the waters around Mount Desert.



Photo by Richard King

Interns at the Gulf of Maine Research Institute haul in nets as part of the organization's long-term Casco Bay Aquatic System Survey.



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Laboratories, field stations multiply

Marine laboratories are full-service research stations with piers, vessels, lodging, classrooms, and indoor and outdoor spaces for setting up experiments. There are often tanks with live sea creatures and storage closets and barns full of old and abandoned equipment, buckets and PVC pipe, nets and bottles of chemicals. A full-service marine laboratory needs access to clean seawater and a way to flow it through laboratories in a constant and temperature-controlled supply. Some have ties to universities, while others are independent.

Bigelow Laboratory for Ocean Sciences was the “brain child of two rebel oceanographers who were sick of people telling them what to do,” said Director Deborah Bronk. Clarice and Charlie Yentsch wanted to be free from the bureaucratic constraints of more established academic laboratories. In 1974, they jumped at then Maine Department of Marine Resources Commissioner Spencer Apollino’s invitation to come to Maine. They took tools from other disciplines (medical cell-counting methods, weather satellites) and applied them to the ocean



A scientist works in Bigelow Laboratory’s state-of-the-art facility, which overlooks the Damariscotta River estuary. The nonprofit’s research ranges from microscopic life at the base of marine food webs to large-scale ocean processes that affect the entire planet.

to understand global processes and identify new species. Researchers at Bigelow continue to study microscopic, “tiny giants” from phytoplankton to viruses.

Across the peninsula at the former lobster hatchery in Boothbay, Department of Marine Resources staff began to address local questions. “Anything fishermen caught that was weird, they would bring it to us,” recalled David Libby, who worked for DMR for 40 years.

In the 20th century, biologists

increasingly worked indoors on specialized questions of physiology and anatomy, but the new “ecologists” resisted this shift. They wanted to study a single place for a longer period of time, to take advantage of natural experiments presented by a varied environment. As coastal areas closer to cities had degraded, the clean, wild waters of Maine became more attractive.

By the 1950s, marine science was still an on-the-water and under-the-water

Photo by Christopher Barnes

An advertisement for Journeys End Marina. On the left is a circular logo with a red background, a white star, and the text "JOURNEYS END MARINA" and "ROCKLAND, MAINE" around the perimeter, with "1907" at the bottom. The main part of the ad is an aerial photograph of the marina, showing numerous boats docked at piers, several large white buildings, and a parking lot. In the top right corner, there is a grid of logos for various boat service providers including Westec, Mercury, FPT, Interlux, B&W, Yanmar, B&B, CAT, and others. The text "Get out of the cold this winter! Call now to reserve one of our indoor heated work bays!" is overlaid in white on the top right of the image. At the bottom, a dark blue banner contains the address "120 Tillson Ave. • Rockland, ME 04841 • 207-594-0400 • JourneysEndMarina.com" in white text.



Hurricane Island was home to a granite quarry company and then an Outward Bound School before the Hurricane Island Foundation began running science-based programs there in 2009.

experience popularized by Jacques Cousteau. Universities needed field sites to fulfill the educational and experiential requirements of undergraduates. Shoals Marine Laboratory began as a single summer-long field course in 1966 on the Isles of Shoals. Today, the lab offers dozens of marine science courses and internships as the largest marine laboratory in the country focused on undergraduate education, according to Director Jennifer Seavey.

On downtown Portland's working waterfront, Gulf of Maine Research Institute recently updated their LabVenture interactive educational experience, where 70 percent of Maine's fifth- and sixth-grade students annually get to "see the world through data," said Chief Scientific Officer Andrew Pershing. With origins as an aquarium in the 1960s and collaborative fisheries research center in the 1990s, the Gulf of Maine Research Institute has three floors of laboratory and meeting space where scientists study all aspects of the Gulf of Maine ecosystem, from "physics to fish sticks" as Pershing described. Out back, the smell of bait and drying nets drifts over from the Portland

Photo by Polly Saltonstall



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Fish Pier. Every summer, the lawn fills up with bluefin tuna heads as UMaine researcher Walt Golet and his students gather annual data on the population.

"The marine community here works pretty well together," said Pershing. "There are challenges and rivalries and we compete for the same grants, but we are pretty collaborative. The coast of Maine is so varied and so long, that we need multiple labs."

College of the Atlantic, Bates College, University of New England, and Bowdoin College established coastal field stations in the 1970s. In contrast to marine laboratories, "field stations" have minimal facilities and are often more remote. Buildings are few or absent.

What labs and field stations do have in common is access to the marine environment, a focus on long-term studies of a single location, and a feeling of being apart from usual settings and routines. At labs and field stations, visiting researchers, resident scientists, teachers, and students live and work together, discarding institutional habits for a shared interest in marine study. Different disciplines mix, and even the humanities are

welcome. Away from campus, students learn the importance of history, and scientists work alongside artists and writers. Hierarchies and competition break down, and in the resulting freedom, people can follow their curiosity.

The New England Aquarium operates a seasonal field station in Lubec where right whale researchers conduct habitat monitoring in the Bay of Fundy from June through early September. The aquarium started renting the field station in 1988, then purchased it in the mid 1990s. Over 100 researchers have lived there over the years including interns from around the world.

A place to focus, and a focus on place

Scientific inquiry also demands concentration. "All else falls away when I am doing field work, immersed in a place. I am the most focused," said Hannah Webber of Schoodic Institute at Acadia National Park, who is studying rockweed as part of her Ph.D. research at the University of Maine. Such intense focus fosters creativity, especially when practiced in beautiful, awe-inspiring places.

Marine labs have become ideal places to study change. Being in one place long enough, researchers have the chance to accumulate (and synthesize) disparate pieces of information about the local marine environment, all of which are potentially useful for understanding the ecosystem, documenting change, and recognizing surprising and novel results.

For example, DMR's Boothbay Laboratory has served as a weather station since 1905, providing the longest record of sea-surface temperature in Maine.

Recently, small field stations across the Gulf of Maine formed the Northeastern Coastal Stations Alliance to support data collection and data sharing across the region. In the summer of 2016 stations began collecting intertidal temperature data using a uniform deployment protocol and set of field equipment. The field station network then turned to the collection of data on intertidal plants and animals, with a goal of building long-term, gulf-wide datasets.

At the Morse River salt marshes, Bates College geology professor Bev Johnson has been studying carbon

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storage and sea level rise, and students measure the changing shape of the beach. "It is really important for students to have outdoor experiences," said Laura Sewall, Director of Bates-Morse Mountain Conservation Area and The Shortridge Coastal Center. "They get excited to study from direct experience instead of interpreted material."

Ten miles from shore, the Isles of Shoals offers students an immersive and hands-on experience, said Director Seavey. Through independent field studies, students apply classroom learning to real-world settings on topics such as intertidal ecology, seabird populations, and marine mammal observation. Many of these studies contribute to long-term data sets. Students transform into scientists, and form a lasting connection to the archipelago.

At Hurricane Island, a 125-acre former granite quarry and Outward Bound post, and now home to the Hurricane Island Foundation, middle- and high-school students work together to address community environmental challenges. "For some of these students, it's their first boat trip, the first time

they've put their cell phones down, a place unlike any other in their lives," said Caitlin Cleaver, who served as the foundation director from 2014 to 2018. "They cast off everyday life and share things as a group."

Similarly, the Downeast Institute is a major education resource for Washington County, offering marine science summer camps and curricula.

Darling Marine Center Director Leslie has also witnessed the change in students. "Every fall we welcome college students from the University of Maine and a number of other institutions to our Walpole campus. And, every fall, I am reminded anew of the power of living and learning at a marine lab like ours. The students are out on the water every day, immersed in the ecosystem that they are studying. Our Semester by the Sea students leave the Darling Center ready to engage as professionals in marine and environmental science and with a clearer sense of how to pursue their passion than when they first joined us. It's a wonderful transformation to be part of."

Sewall of Bates is attuned to how field experiences change the way stu-

dents see. "Outside, we see distance and up-close. We see in three dimensions, up and out, and we are focused. It is an attentive, outdoor way of looking. If we don't start paying attention, we're not going to change the world," she said.

"When we are attentive to the more-than-human world, we are more humble," said Tom Fleischner of the Natural History Institute before the annual meeting of the Organization of Biological Field Stations at Schoodic Institute last September. "We should be promoting the impact of field experiences on human well-being."

For these reasons, Maine's marine labs and field stations are pursuing events and education programs to present people of all ages with the space and opportunity to witness and explore the coast and oceans, to discover points of inquiry and intrigue, on Maine's long and wild edge. ★

Catherine Schmitt is the author of A Coastal Companion: A Year in the Gulf of Maine from Cape Cod to Canada. This article was supported by the Maine Sea Grant College Program at the University of Maine.



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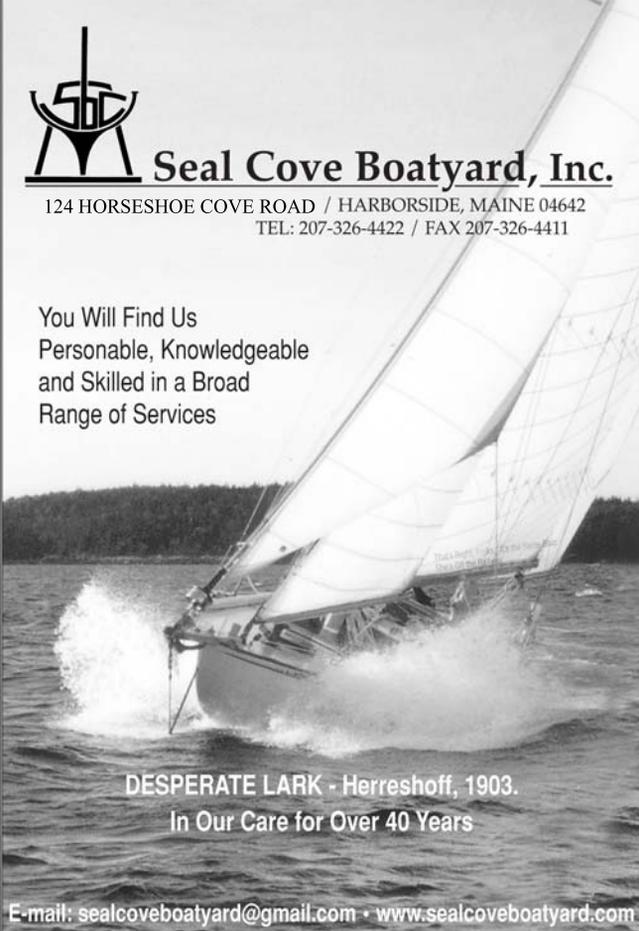
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Kale With a Special Pedigree

STORY & PHOTOGRAPHS BY LYNETTE L. WALTHER

ONCE WINTER finally loosens its icy grip on the land, gardeners in Maine have a surprise in store if they planted Beedy's Camden Kale the previous summer. The serendipitous discovery of a kale that survives the Maine winter by Camden resident Beedy Parker has proved itself in Maine and beyond, going on three decades now.

That great green kale craze of a few years back may have been replaced by obsessions for kelp, ancient grains, and gold-plated chicken wings, but savvy gardeners everywhere continue to grow and use kale. At the same time, others are just discovering the advantages of growing and eating this hardy, cool-weather green. Not only is Beedy's Camden Kale winter-hardy in many growing zones, it also tolerates a good deal of summer heat, resisting bitterness and toughness.

While kale basically disappears into whatever dish it is added to, the chameleon-like leafy green adds a significant amount of nutrition to any recipe. Kale contributes substantial amounts of dietary fiber. It contains protein, thiamin, riboflavin, folate, iron, magnesium and phosphorus, and is a very good source of vitamins A, C, K, and B6, as well as calcium, potassium, copper, and manganese. It is one of those miracle foods that nutritionists are always touting. And wonder of wonders, it is one of the easiest of vegetables to grow and use—raw or cooked. It can even be successfully grown in containers.

"I'd never planted kale, but it just kept coming back," Beedy said, describing how the Camden kale insinuated itself into her vegetable garden some three decades ago. It wasn't long before this creative, organic gardener realized that some of her relentless kale plants actually survived the winters. She had never seen anything like it. Her kale would die back in the winter, only to sprout out the following spring. She also noted that volunteer seedlings were common with what appeared to be a new variety.



A familiar figure around town in Camden, Beedy Parker can often be spotted riding her bicycle. Her sustainable transportation is just one of the many ways she lives her life in sync with nature.

"I didn't know anything about kale back then, but I gradually realized it was good stuff. All I can figure is that it must have seeded itself," she explained.

Beedy recognized that she had something unusual with that plucky kale.



Beedy's Camden Kale takes Maine winters and summer heat and comes out shining. This unique variety bears the name of the woman who discovered it and the coastal town in which she noticed it growing in her home garden.

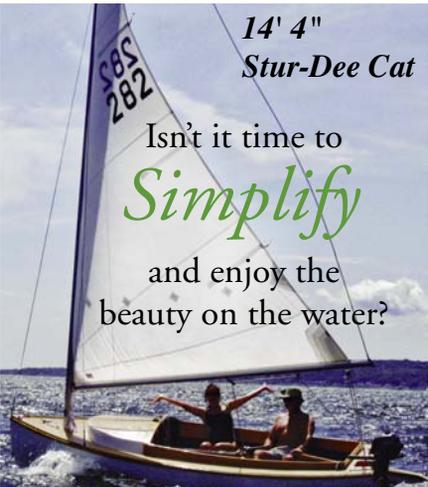
Soon, she began sharing seeds with other gardeners, and eventually to seed producers with Fedco Seeds being the first to arrange for commercial growing of the variety. Not only did it turn out to be fairly winter-hardy, but Beedy believes her open-pollinated kale is actually sweeter and not as tough as some kale varieties.

When it came time to give a name to the variety, at Beedy's suggestion, Camden was added to the moniker of this humble vegetable. It could be a bit of a poke in the eye of the now decidedly upscale community which sprang from a once humble workingman's town where mill whistles blew regularly to call workers to their tasks.

At Beedy's home in Camden are extensive gardens and an impressive composting system. It is hardly a coincidence that someone like Beedy discovered a unique plant variety, for she has spent a lifetime observing nature and contemplating her place within it. She might well be a Dr. Doolittle of plants, divining their unique ways and foibles.

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One of the early members of the Knox County chapter of the Maine Organic Farmers and Gardeners Association, she helped organize several community gardens, and has since established a series of community garden plots to enable others to share in and experience her philosophy of sustainability. Beedy's efforts include work in conjunction with others on pesticides, establishing the Maine Organic Gardeners and Farmers Association (MOGFA) No-Spray Registry to protect landowners from spray drift, work for which she received the Natural Resources Council of Maine's Conservation Award.

In addition, Beedy has advocated for the planting and preservation of shade trees throughout her town, especially to replace the elms which were decimated by disease decades ago.

In seed catalogs for her special kale variety, Beedy's Camden Kale is described as: "Abundant wavy blue-green leaves are full to the bottom, not as tightly ruffled as Winterbor, and can grow enormous... More tender than Siberian types and lasts longer into the fall."

For a crop this year, start seeds indoors in February or March in flats, and transfer seedlings into individual pots or six-packs when first true leaves form. Plant outside in May and enjoy kale until the snow flies... and then again next spring, and then again... ☆

Contributing Editor Lynette L. Walther has twice received the Garden Writers Association's Silver Award of Achievement for her garden writing. She gardens in Camden, Maine. Read her blog at: gardeningonthego.wordpress.com

ORDERING SEEDS:

MOFGA warns that when ordering seeds online to be certain of the source, "as there are many seeds purchased online that enter the country illegally, and frequently aren't even the same species as advertised, let alone the variety, and may risk important invasive weeds, or new damaging pests or diseases." Here are two reliable sources for Beedy's Camden Kale:

tripledivideseeds.com/product/beedy-camden-kale/

www.annapolisseed.com/Beedys-Camden-Kale-p/497.htm

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BUILT IN MAINE

North America's first European-style ship

BY LAURIE SCHREIBER

AROUND THE SAME TIME that English colonists were settling Jamestown in the early 1600s, another group of Englishmen landed at the mouth of the Kennebec River, in Maine, and built a small settlement called Fort Saint George, at what is now Popham Beach.

Jamestown became famous as the first permanent English settlement in North America. The Popham Colony fell apart after little more than a year.

In recent years, dedicated volunteers from Popham Beach and the surrounding area have been working to restore the Popham Colony to public awareness. A major part of that effort has been the reconstruction of a 30-ton pinnace named *Virginia*, that was built by Popham colonists making it the first ship built in North America by English colonists.

A nonprofit in Bath, Maine, called Maine's First Ship is behind the effort. Orman Hines, president of the organization's board, said the idea for the project came from conversations around the kitchen table of a Popham resident and local historian named Jane Stevens, whose house was located on the site of the original fort. Back in 2007, on the eve of the colony's 400th anniversary, she and others wanted to do something big to celebrate.

The biggest challenge was the absence of early 17th century plans for the ship. Working from written references to *Virginia* in information about the 1607 Popham Colony and historical records about pinnaces, enough detail was gathered to produce concept draw-



Photo courtesy Maine's First Ship

Rob Stevens, a master shipwright, is overseeing a reconstruction of Maine's first ship, the circa-1607 *Virginia*. The 51-foot pinnace is being built inside the Bath Freight Shed along Bath's waterfront.

ings. Naval architect David B. Wyman developed a working design with input from Capt. Steve Cobb, shipwright Rob Stevens, and Maine's First Ship historian, John Bradford.

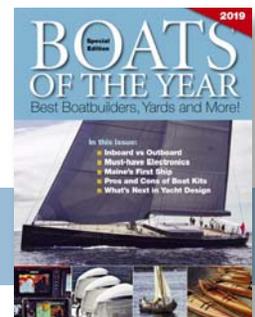
The design is a modified "barke" rig that would have been used in the 17th century for ocean voyages. The new ship is 50' long with a beam of 14' 6". It has a flush main deck, draws approximately 6' 6" fully loaded, and has a freeboard of less than 2'. The reconstruction is designed to meet the Coast Guard standards for small passenger vessels.

Hines noted that the group prefers

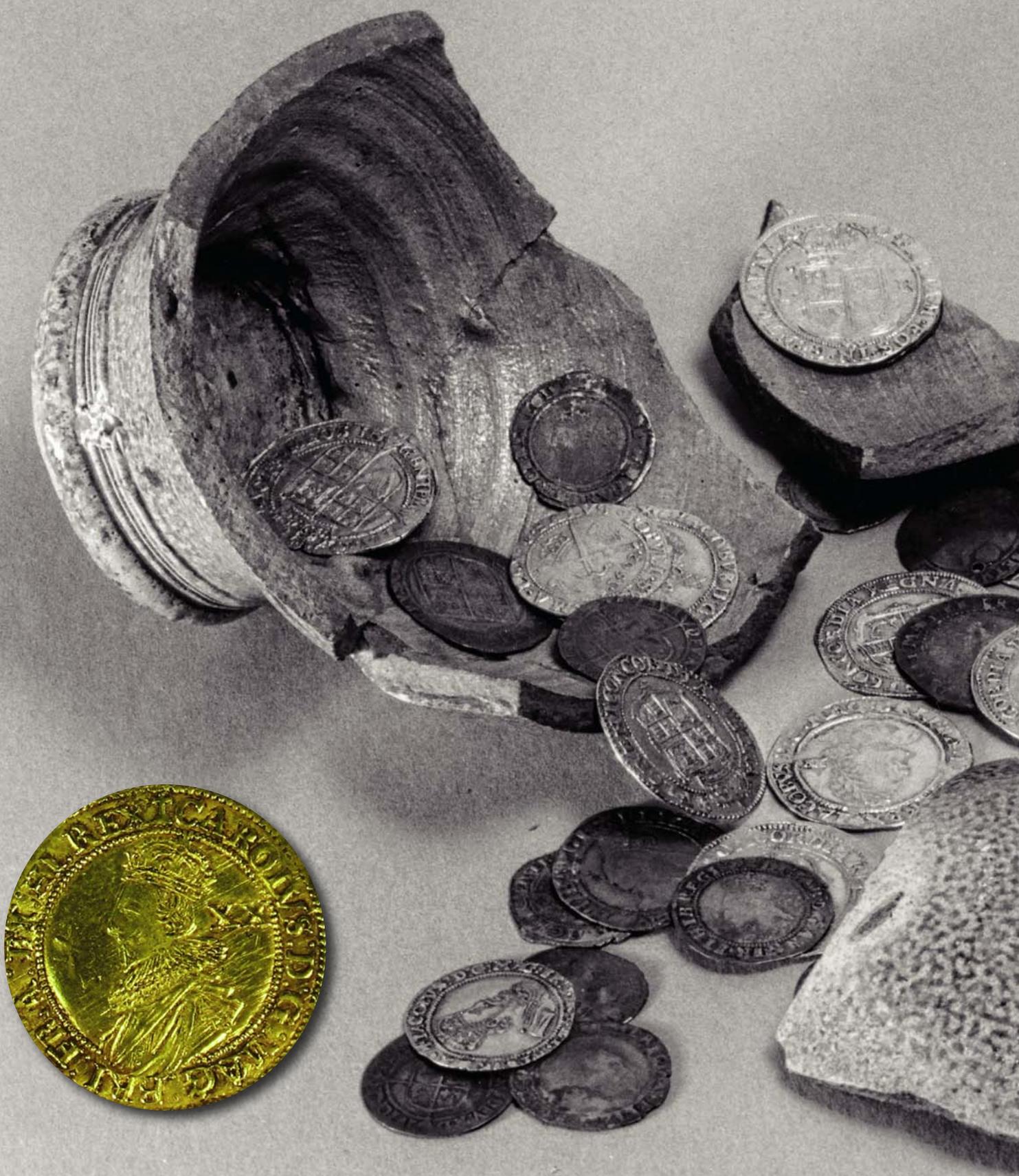
not to use the word "replica."

"'Replica' would indicate that you knew exactly what the ship's plans were," he said. "Our plans were drawn up from information about ships that were built in that era." ★

MBH&H Contributing Editor Laurie Schreiber is also a Mainebiz staff writer and has covered topics in Maine for more than 25 years.



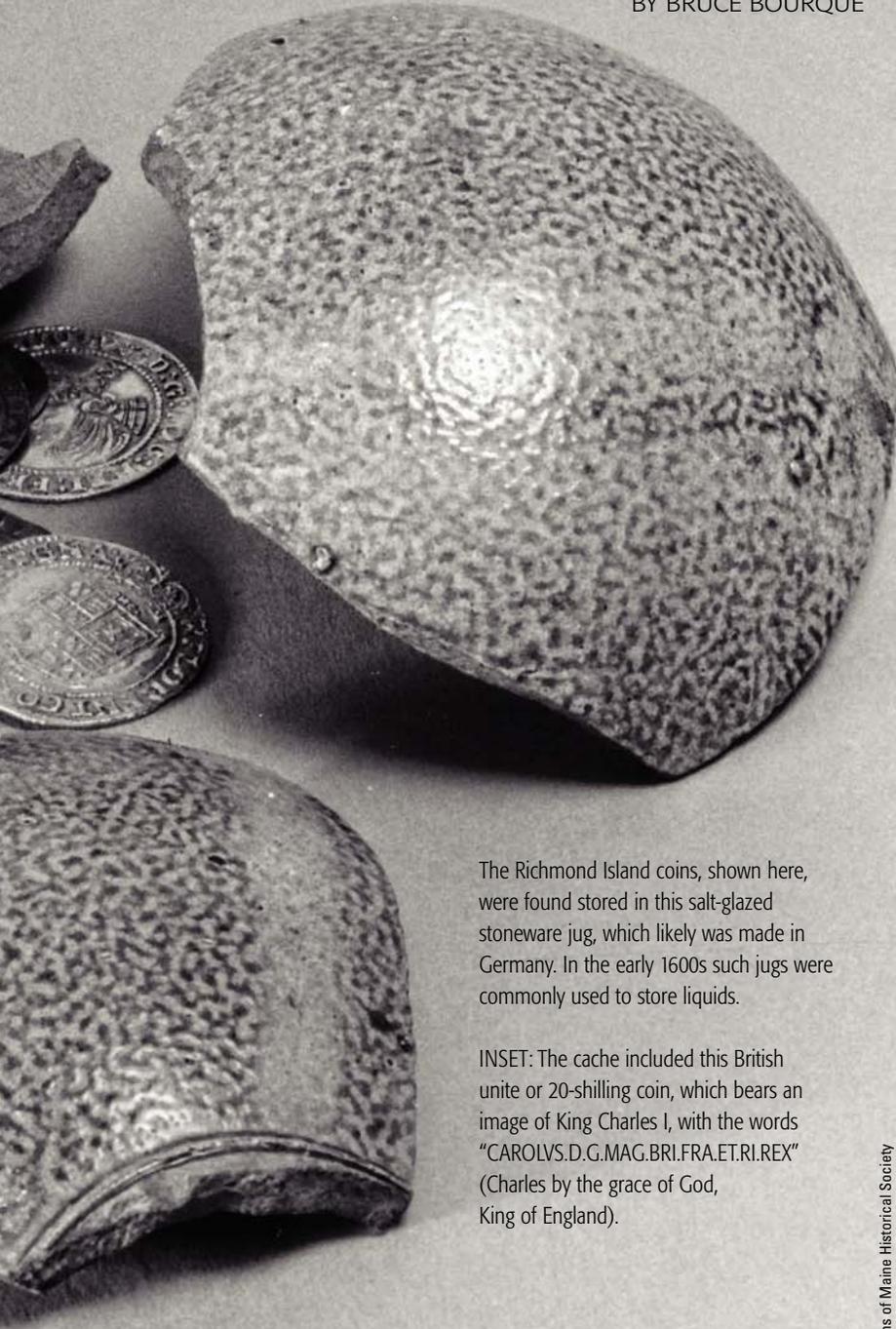
Read more of this story in *Boats of the Year 2019*, at maineboats.com, or on the newsstand.



Richmond Island's Pot of Gold

A fascinating tale of early Maine

BY BRUCE BOURQUE



The Richmond Island coins, shown here, were found stored in this salt-glazed stoneware jug, which likely was made in Germany. In the early 1600s such jugs were commonly used to store liquids.

INSET: The cache included this British unite or 20-shilling coin, which bears an image of King Charles I, with the words "CAROLVS.D.G.MAG.BRI.FRA.ET.RI.REX" (Charles by the grace of God, King of England).

Collections of Maine Historical Society

ON MAY 11, 1855, a small treasure—literally a pot of gold—was found on Richmond Island in Casco Bay. The “pot” was a broken, quart-sized stoneware rum jug like those often found by archaeologists at colonial sites. Inside were 21 gold coins and 31 of silver that in today’s money likely far exceeded \$5,000 in face value.

The pot, which was plowed up near the center of the 200-acre island by a farmer and his 12-year-old son, is thought to have been stashed by Walter Bagnall, an early settler and trader who was killed by Indians in 1631.

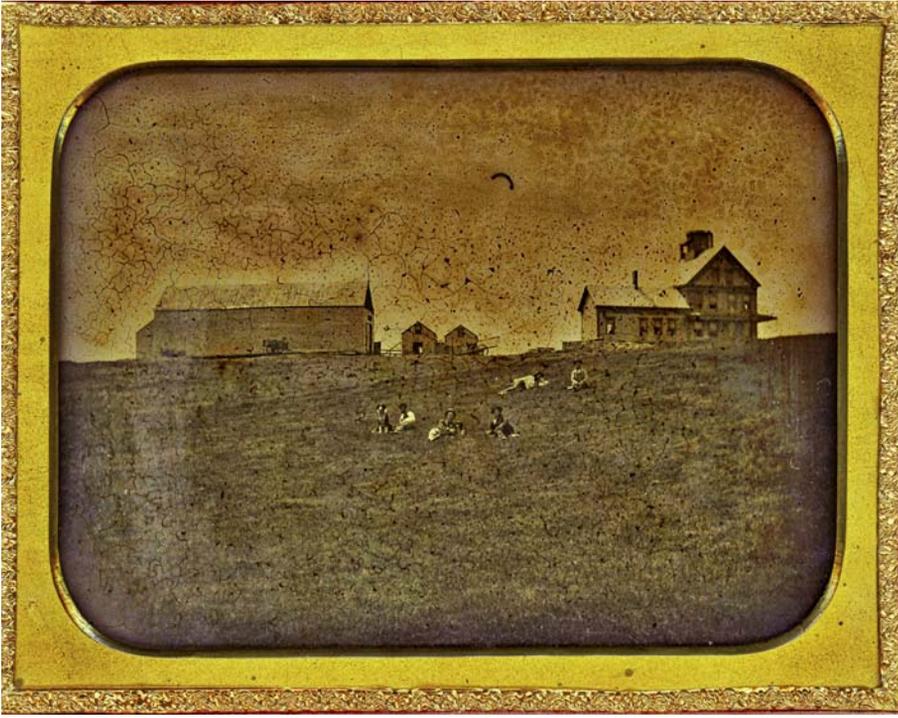
The story of Bagnall and Richmond Island is a fascinating tale of early Maine.

Popular history tells the story of Pilgrims and Puritans arriving as tight-knit groups to face the challenge of founding new colonies. Tales of their tribulations usually revolve around relationships with local tribes. A more accurate story would be of New England as the “wild west,” because that is literally what it was to these Europeans who sailed westward from Europe to a frontier filled with strange native peoples. The new arrivals included all manner of opportunists ranging from Protestants to Catholics, Englishmen to Frenchmen, fishermen to fur traders, political operators to rogues and pirates. For the first several decades of European settlement in North America, these fellow Europeans caused more trouble for each other than did the Native Americans.

Unlike the Pilgrims and Puritans of Massachusetts, religious radicals who came in closely-knit groups, the first English settlers to arrive in Maine were a motley lot. The region had been claimed, but not actively colonized, by both the French and the English. The French explorer Samuel de Champlain, and Captain John Smith, an English adventurer, were among this region’s better-known early visitors. They left accounts of their travels that are still the basis for our historical understanding of Maine’s earliest colonial times.

Champlain and the Micmacs

Champlain came as a member of a royal expedition led by Sieur de Monts, whose name is memorialized by Sieur de Monts



This ambrotype shows the large farmhouse, barn, and outbuildings of the John Moreland Cummings farm on Richmond Island in the mid 1800s where a farmer and his son plowed up the Bagnall coin hoard in 1855. The house later burned. (Detail)

Springs on Mt. Desert Island. The de Monts expedition sailed through the Casco Bay area in 1607. Champlain described the natives he met there as agricultural people who were culturally different from the hunter-gatherer Indians he had met farther east in what is now Nova Scotia, New Brunswick, and eastern Maine. They were more similar to the people of Massachusetts, for whom he used the same name: "Armouchiquois."

What Champlain didn't (yet) know, however, was that the name Armouchiquois, which he had learned from his Micmac guides in Nova Scotia, actually was an epithet that meant "dog people." The Micmacs had been at war with these and other Indians in the Maine region and had no love for them. Oddly, the cultural distinctions Champlain observed in his travels were lost on Smith, who considered all the Indians of the New England region to be culturally indistinguishable.

Mysterious epidemic takes a toll

Unfortunately for the natives, the arrival of Europeans meant not only the possibility to obtain irresistible manufactured goods like cloth and metal, but also the certainty of disastrous Old World dis-

eases. In 1616, only a few years after Smith departed the area, a devastating epidemic swept through the indigenous populations of New England. There is little doubt that its cause was some Old World disease brought, according to one account, by a sailor aboard a French vessel off Massachusetts' shores. The outbreak fits the classic pattern of a "virgin soil epidemic," the kind of acute outbreak that spread many places in the New World colonized by Europeans. Many of these diseases originated among Old World domestic animals. Europeans had developed immunities to them so that some, at least, survived the outbreaks. Indigenous Americans, on the other hand, had virtually no domestic animals except dogs, and so had never developed such diseases, or resistance to them.

The still-unidentified malady, which came to be known as "the Indian disease," is estimated to have killed between 30 and 90 percent of the native population from at least as far south as Plymouth and northeast at least to Penobscot Bay. It may have spread farther, but we have no historic accounts to confirm that. The symptoms recorded don't correspond well to the etiology of known European diseases, which is often the

case with virgin soil epidemics. Recent scholarship suggests that it may have been leptospirosis complicated by Weil syndrome—we probably will never know for sure.

We also know little about the epidemic's impact in the Casco Bay area, where the pot of gold was found. It was generally thought to have been more severe among agricultural people who lived there in densely-populated villages, than among the more sparsely settled hunter-gatherers to the east, who lived in smaller mobile family groups. In any case, after the epidemic, the term Armouchiquois disappeared completely from the historical record, and there is evidence that suggests the Casco Bay area itself may have been entirely depopulated.

The Free-liver of Merrymount

This epidemic certainly cleared the way for the Pilgrims who arrived at Plymouth in 1620, as well as the Puritans, who arrived at Massachusetts Bay a decade later. Other early arrivals in Massachusetts included a freewheeling group led by Thomas Morton, who came in 1624 with 30 indentured servants to settle at Passonagessit (now Mount Wallaston in Quincy). They named their settlement Merrymount. Morton, whom historian Charles Francis Adams called the "Free-liver of Merrymount," and his fellow colonists raised the ire of Plymouth by, among other things, living a libertine lifestyle, even raising up a May Pole, which Pilgrims associated with idolatry. More seriously, however, they were accused of selling firearms to the local Indians.

By 1627, the religious colonists had had enough of Merrymount. Plymouth Capt. Miles Standish was sent up to arrest Morton who was marooned on the Isles of Shoals. From there Morton hitchhiked passage on a ship back to England, but returned in 1629, and was once again arrested, this time by Puritans, who burned Merrymount, forcing its population to scatter.

Among the diaspora from Weston's Merrymount was one Walter Bagnall, known as Great Watt. Bagnall soon turned up at Richmond Island and set

himself up in the fur trade with local Indians. Plymouth officials considered Bagnall among the “worst of the [Merrymount] company.” Puritan leader John Winthrop described him as “a wicked fellow [who] had much wronged the Indians,” and said that he had amassed a fortune worth 400 pounds, by cheating the natives. Native tolerance of Bagnall ran out on October 3, 1631, when he and his servant, John Peverly, were murdered by Indians, including a local Sagamore named Sciterygussett. The Indians burned the trading post and plundered Bagnall’s hoard—they apparently did not find the stashed pot of coins.

Revenge for Bagnall’s murder was not acted upon until two years later, in January 1633, when a small fleet of pinaces set out from Massachusetts, ostensibly to capture Maine’s famous pirate Dixie Bull. Because of cold weather, they landed instead at Richmond Island, where they found “Black Will” a friendly Indian from what is now Lynn, Massa-

chusetts, and promptly hanged him in revenge for Bagnall’s death. Winthrop, who reported the incident, claims Black Will was among those who hanged Bagnall, but no other evidence exists to support this unlikely claim.

Plymouth officials considered Walter Bagnall among the worst of the Merrymount company. Puritan leader John Winthrop described him as “a wicked fellow [who] had much wronged the Indians.”

A chaotic frontier

It is hard to make sense of this chaotic sequence of events on the Maine frontier in the early 1630s. Black Will, for example, who was also known as Duke William, sold Nahant to Thomas Dexter in 1631 for a mere suit of clothes, only to

be hanged two years later by men who must have known who he was. Sciterygussett, on the other hand, the named killer of Bagnall, was never apprehended, and survived until 1670, by which time he had signed over multiple deeds to English settlers. Meanwhile, the pirate Dixie Bull had been an English navigator and fur trader in good standing until his vessel was captured by French freebooters at Castine in 1632. Instead of revenging himself on the French, however, he turned upon fatter English targets, including the trading post of Abraham Shurte at Pemaquid, which he raided in 1632. Bull was never captured, and his ultimate fate is unknown, although some sources claim he switched allegiance to the French.

Economic affairs were no less uncertain, even when official licenses were involved. The next occupants of Richmond Island, for example, were fishermen working for English merchant Robert Trelawny who, on December 1, 1631, received a grant of land at Casco

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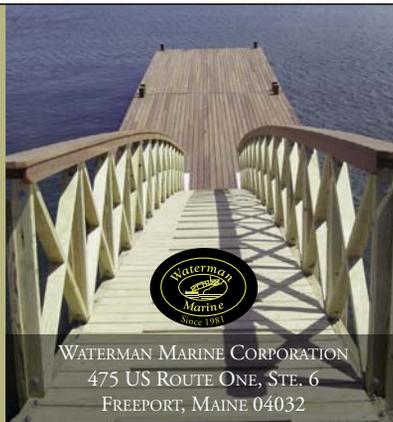


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Bay, including Richmond Island. His agent, John Winter, arrived in early March 1632, only to discover that another English vessel had taken down the timber pier, preventing Winter from beginning the fishing season.

After a prosperous start the next year, overfishing soon sent the Trelawny operation into decline, as fish landings dropped year after year despite the addition of ever more fishing vessels to the fleet. This decline was an early and localized example of overfishing in Maine.

Finally, we come to those coins

Among all this uncertainty, "Great Watt" Bagnall somehow was able to establish himself in the local fur trade and to accumulate the wealth represented not only by his material goods but also by the Richmond Island pot of gold.

Coinage was so scarce on the early New England frontier that, beginning in the 1630s, colonists used a kind of Indian shell bead known as wampum as a substitute. The hoard thus suggests a few things about Bagnall, among them that Winthrop was correct about his sharp business practices. It also suggests that coinage may have been available mainly to those involved in exporting raw materials like furs and fish to European markets, for which they could demand cash payment.

The Richmond Island treasure trove was plowed up in May 1855, having lain about a foot below the surface, near traces of a building, most likely the remains of Bagnall's post. The pot must have been broken when buried because the coins it contained were nested neatly in their original positions at the bottom. They date to the reigns of three English monarchs, Elizabeth I (1558-1603), King James I (1603-1625), and King Charles I (1600-1649). As only two coins date to the reign of Charles, the ages of the coins are just what we would expect in a hoard accumulated by Bagnall. A wedding signet ring bearing the initials G. V. was also found in the pot. The Richmond Island hoard is now in the collections of the Maine Historical Society. ☆

Bruce Bourque is Senior Archaeologist, emeritus, at the Maine State Museum and Senior Lecturer in Anthropology, emeritus, at Bates College. His archaeological research focuses upon the Gulf of Maine coast.

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Artist Alison Rector

fills interior spaces
with energy and life

BY CARL LITTLE

WHILE MANY Maine painters are known for their depictions of the state's iconic landscape, artist Alison Rector has gained acclaim for her interior views—light-filled spaces, both public and private.

Prior to moving to Maine in 1990, Rector had painted portraits and self-portraits. Once settled in her new home here, she responded to her surroundings, painting gravel pits and trailer homes. She turned to interiors after she began studying with Belfast-based artist Linden Frederick. Rector first heard Linden talk about color theory at Artfellows, an artists' co-op, and was intrigued. A few years later she took a one-day color theory class with him at the Farnsworth Art Museum and subsequently arranged a private tutorial, visiting his studio to learn more about oil painting technique. This was, she said, her graduate school.

Rector had been trying to understand color and light, but the constant shifting of both in the landscape made it difficult. Inside, she found she could control the light source.

When she began showing her paintings of interiors, people reacted favorably, attracted by the psychological content. They also liked her alternative approach to the ubiquitous image of a Maine landscape, although many of Rector's canvases incorporate landscapes, as seen through a doorway or window.

The interior became Rector's trademark subject. She was drawn to particular places, including older Maine houses and camps with simple décor. While she rarely includes figures in her paintings, often the furnishings evoke the presence of people. The life preservers hung in the rafters in *Boathouse Reverie*, for example, stand in for swimmers in this rendering of a camp in Stoneham, Maine. Rector rearranges elements of a scene to enhance the



Alison Rector's *Boathouse Reverie*, 2017, evokes a summer day at a camp on a lake in western Maine. Oil on linen, 28" x 38"

engagement with the viewer. Here, three nesting kayaks with colorful hulls lead the eye past a lawn chair to the lake beyond and a float waiting on the water.

Another evocation of a summer retreat, *The Radiant Island*, exemplifies Rector's mastery of light. In this image

of the community building, called the Casino, on Little Diamond Island in Casco Bay, sunlight casts shadows across the room, empty but for a ping-pong table in the center. The painting has an ethereal quality.

"Light is really what interests me,"



In *Downeast*, 2017, Rector captures the sweep of sunlight in the reading room of the East Blue Hill Library. Oil on linen, 40" x 40"



The Eyes are the Window to the Soul, 2017, depicts the Auburn Public Library, one of 18 Carnegie libraries in Maine. Oil on linen, 48" x 48"

said Rector, adding, "I still marvel that painters can take a basically plastic opaque material and create a feeling of light." With each canvas she strives to reach that moment when "patches and bits of paint" coalesce and she says to herself, "Yeah, that's the thing that got me when I saw it."

Rector is perhaps best known for her series of library interiors, now numbering 45; she showed a group of them in "The Value of Thought," a solo exhibition at the Ogunquit Museum of American Art in 2017. Initially inspired by a visit to the Blue Hill Library in 2010, the painter set out to visit and paint all 18 Carnegie libraries in Maine and ended up painting many more along the way.

While some of these structures have undergone renovations to keep up with the changing needs of the public, Rector focused on "the original bones" of the buildings, scouting each one for quiet spots where the light was less fluorescent and the architectural elements—recessed alcoves, window shapes—were interesting. She also painted a number of libraries from the outside.

Rector views libraries as places of knowledge as well as sanctuaries. She has expressed concern about what she views as a popular disregard for the value of intellectual study and thought. "Would that our current leaders would say they care about the complexity of intellectual discussion," she said.

Rector recently embarked on a new series related to railroads. "I'm kind of moving on from libraries now," she said. In her studio are paintings of a railway bridge in Belfast and another of the train platform at Union Station in Springfield, Massachusetts, viewed during an Amtrak trip from South Station to Rochester last summer (she worked from sketches and photographs).

The latter painting reflects Rector's interest in "the hidden views" of New England's industrial past. "The train came through for me," she reported, "providing views of the back sides of old warehouses, neglected back lots, suburban backyards and urban centers." She will premier these paintings next August at Greenhut Galleries in Portland in a show called "Train Journey."

Rector was born Alison Berard in Rochester, New York, in 1960, and grew



Train Platform, 2019, is from Rector's new series exploring New England's industrial past as seen from a passing train. Oil on linen, 12" x 18"

up in Bethesda, Maryland, in the D.C. suburbs. Her father had been finishing up a medical residency in Rochester when he was offered a position as a cancer researcher for the National Institutes of Health.

After graduating from high school in 1978, Rector attended Brown University. A major draw was being able to take classes at the Rhode Island School of Design. She enjoyed interacting with the art students, but first and foremost she wanted to get a liberal arts education, a decision she has never regretted. "I really learned reading and writing and critical thinking," she said.

After college, Rector lived briefly in Boston before moving to San Francisco. During her four-year "adventure" on the West Coast, she made a living in the food industry, baking and cooking. She worked for food icon Alice Waters in her Café Fanny in Berkeley. The experience was life-changing—and inspired her eventual move to Maine.

Alison and her husband, Eric, met in a restaurant. They both love good food and their desire to be able to grow some

of their own, inspired by Waters's maxim that you'll never get a better tomato than one that goes straight from garden to plate, sent them north from Boston in 1990. They purchased a farm in Monroe and embraced the homesteading life, raising sheep, cows and chickens and making apple cider. "We did a little of

Rector is best known for her series of library interiors—places of knowledge as well as sanctuaries.

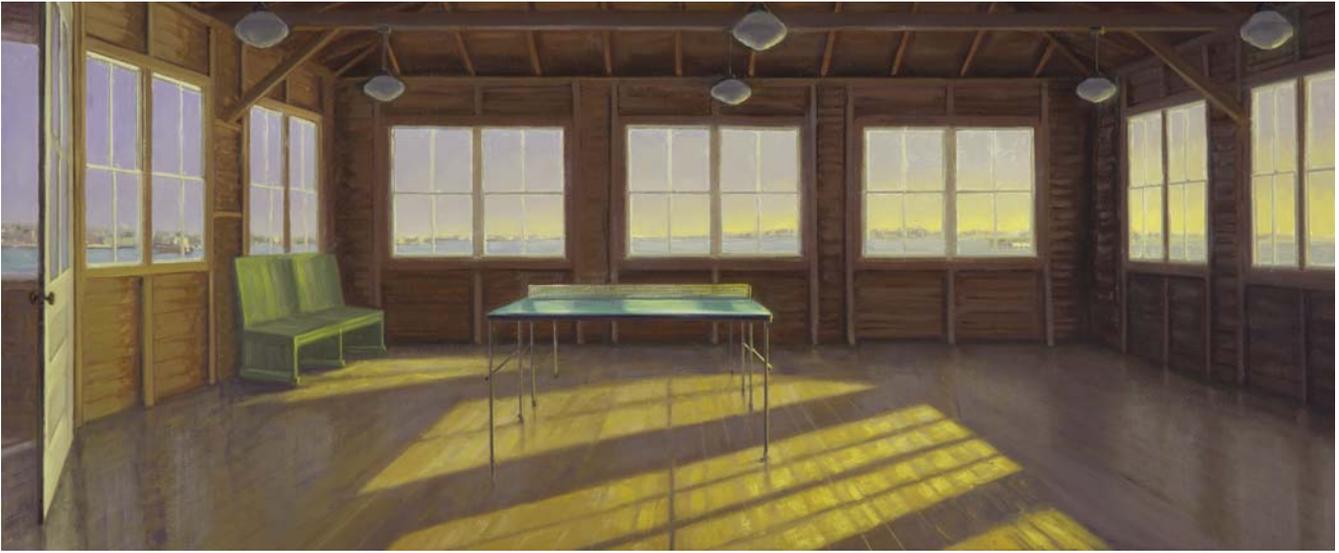
everything in a back-to-the-lander kind of way," Rector recalled.

About eight years ago, when she turned 50, Rector started thinking about where she wanted to be later in life. She and Eric loved living on the farm, but they weren't sure they wanted to be rolling hay bales and cutting firewood for the rest of their lives. Working through the Maine Farmland Trust's Farmlink program, they contracted with some young farmers to

incrementally purchase the property while running the farm. "It's like a dating service," Rector explained: "you look at each other's profiles and if you find a match, you work out the terms of your agreement."

The couple built a home on a hill overlooking the farm. Their "passive dacha" is a super energy-efficient house, insulated so that the inside never goes below freezing. They also own a small condo in South Portland, which is their true plan for later in life. "I'd love to be able to walk to the library and grocery store," Rector said.

When she isn't painting or taste-testing one of her husband's artisanal cheeses—Eric runs Monroe Cheese Studio in the barn next door—Rector helps out at several nonprofits, including the Funeral Consumers Alliance of Maine. When her parents died a decade ago, this organization helped her and her sister navigate the process. She recently represented the alliance on a segment about green burials on Maine Public Radio's public affairs program "Maine Calling."



The Radiant Island, 2017, a view of the Casino on Little Diamond Island, exemplifies Rector's mastery of Maine light. Oil on linen, 22" x 48"

In a presentation about her work at the Courthouse Gallery in Ellsworth a few years ago, Rector mentioned experiencing a “hiccup” when her parents died. She had a spell of self-doubt. But life is “constantly evolving and you can come back to important things,” she said. She admits to having moments when she thinks to herself, “Okay, I’ve said every-

thing I’m going to say, I guess that’s it,” and then she gets excited about something new, like the views from a passing train. Soon she returns to her studio in the woods and starts to lay out a new painting. ★

Carl Little's recent books include Philip Frey: Here and Now and Paintings of Portland,

which he co-authored with his brother David Little.

Alison Rector is represented by Courthouse Gallery Fine Art in Ellsworth and Greenhut Galleries in Portland. Her silkscreen prints are carried by the Caldbeck Gallery in Rockland. You can see more images and read about her work at www.alisonrector.com.

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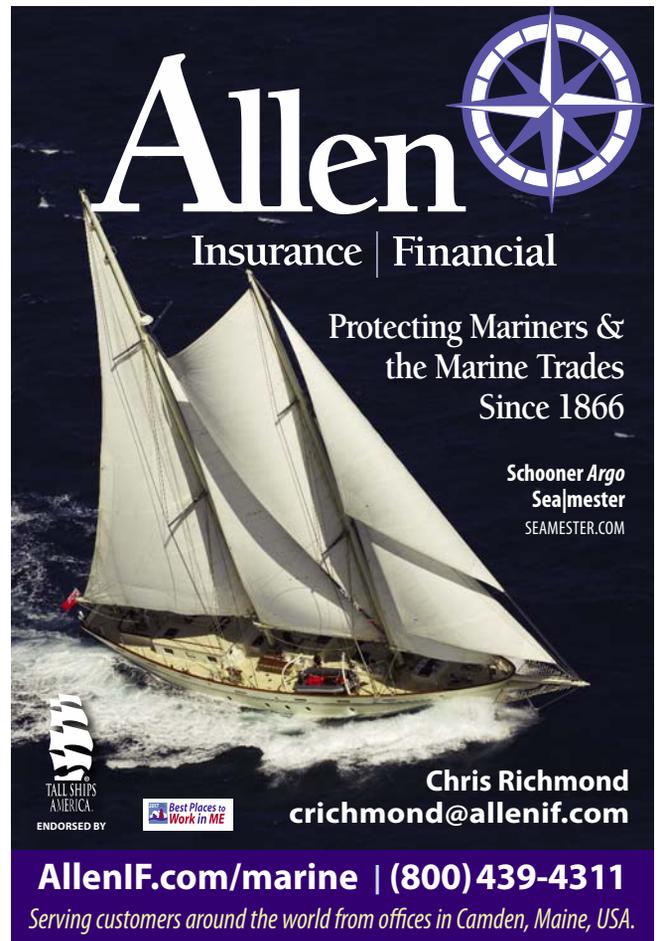


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A sculpture suggesting a Liberty Ship's bow recalls South Portland's prodigious World War II shipbuilding operations.

South Portland: Looking back, looking forward

SMALL ADVENTURES | BY MIMI BIGELOW STEADMAN

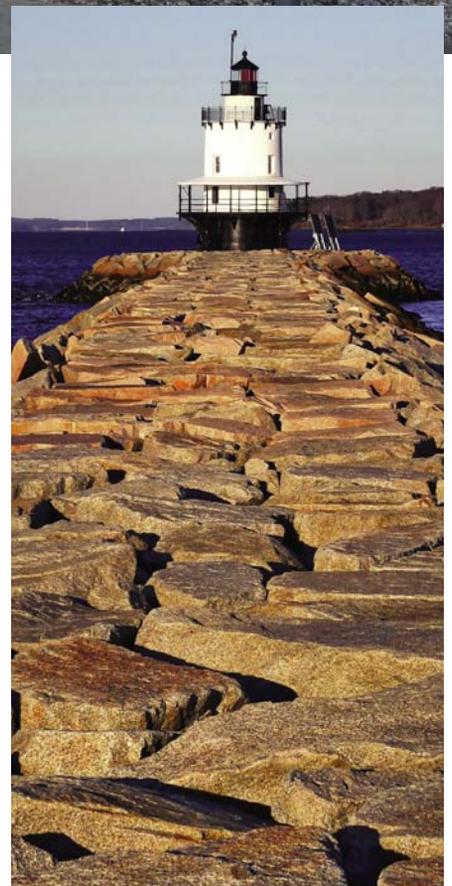
ON A SUNNY DECEMBER day in South Portland's Knightville neighborhood, Cia Café on Ocean Street was bustling. A couple of Carhartt-clad men eating sandwiches at a high top were discussing thru-hulls and a boat to be hauled. At nearby tables, diners conferred over open laptops. Two patrons were settled into lounge chairs with their ear-buds and tablets, while others browsed shelves of handmade gifts. As new customers arrived, the woman behind the counter greeted most of them by name.

"The café is the heartbeat of Knightville," said Julie Bernier, who creates and sells colorful prints and designs at Earth Angel Arts, her shop and studio across the street. "Everyone gathers there. I love going in and seeing

my friends and neighbors."

The same energetic camaraderie can be felt throughout Knightville, which is set on its own small peninsula just east of the Casco Bay Bridge, across the harbor from Portland's Old Port. At its center, Ocean Street—South Portland's original downtown—has grown in recent years into an appealing shopping destination as new boutiques, studios, restaurants, and even a craft brewery have hung out their shingles. Now numbering over two dozen, many of the enterprises are owned by artists and makers who have proclaimed Knightville the SoHo of SoPo.

It's always been a hardworking, unpretentious neighborhood. In the 1800s and early 1900s, residents walked the short distance from their modest



At the tip of a 900-foot-long breakwater, Spring Point Ledge Light marks the way into Portland harbor.

Photos by Mimi Bigelow Steadman (2)

houses to numerous yards along the shore to build wooden sailing ships. During World War II, locals joined a crew of some 30,000 men and women at South Portland Shipbuilding Corp.

(later New England Shipbuilding Corp.) on Cushing's Point in Ferry Village, the next peninsula east of Knightville. Between 1941 and 1945, 236 Liberty Ships and another 30 British ocean-class

cargo ships slid down the ways here—sometimes several in one day. Measuring 441 feet long, Liberties could carry about 3,000 Jeeps or 440 tanks.

I tried to picture that beehive of

► If You Go:

Arriving by boat

Visiting boaters have a variety of options. Floats at **Thomas Knight Park**, tucked beneath the Casco Bay Bridge at the bottom of Ocean Street, accommodate four or five boats in the 20-foot-long range (first-come, first-served; free daytime tie-up; donation for overnight stays). Slips are available across the street at **South Port Marine**, which also has a chandlery and service department. Nearby, **Sunset Marina** offers slips, dockage, and service. For those looking to launch a boat, there's a **public ramp at Bug Light Park**. **Spring Point Marina** (owned by Port Harbor Marine) provides

full amenities to transient yachts plus haul-outs and repairs. It also manages the adjacent **Breakwater Marina**.

Dining

Cia Café and Verbena, both on Ocean Street, serve thoughtfully made food and a welcoming atmosphere. In a converted garage at the bottom of Ocean Street, the brewpub at **Foulmouthed Brewery** (one of three craft breweries in town) draws an enthusiastic clientele. Across the street, next to South Port Marine, **Snow Squall** has long been a destination for water-view dining. **Saltwater Grille** (at Sunset Marina) and **North 43** (at Spring Point Marina) also feature exceptional dining on the water. All three offer dockage while dining.

Shopping

The businesses of **Ocean Street** host special events several times a year. Next up is a Ladies' Night in early May. Must-visit shops include Earth Angel Arts, Mainly Labs Studio, Ocean + D, SoPo Art Studios (two jewelers and a painter), Beachdashery Jewelry, and Bear Isle Boards (cutting boards and other kitchen accents).

The South Portland Historical Society

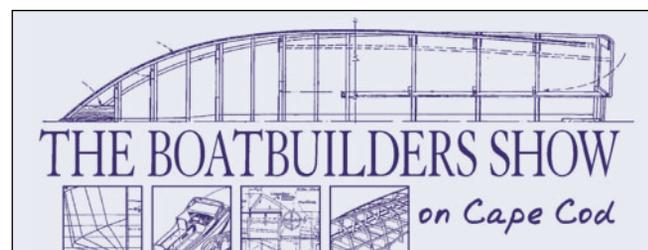
Open daily, late April through late October, the historical society's museum in the **Cushing's Point House** includes exhibits on shipbuilding, lighthouses, the sardine-canning industry, and the Civil War. This summer's special exhibition explores the history of local trains and trolleys.



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activity when I visited the Liberty Ship Memorial at Bug Light Park, located a few minutes' drive from Ocean Street on the former site of New England Shipbuilding. The 60 or so structures are gone, but the memorial, tucked into a shady copse, provides an evocative reminder. A slightly scaled-down, 35-foot-tall, 65-foot-long skeletal sculpture of a Liberty ship's bow, it's positioned facing the water, since the vessels were launched bow-first.

Between 1941 and 1945, 236 Liberty Ships and another 30 British ocean-class cargo ships slid down the ways here—sometimes several in one day.

At the opposite end of a parking area that is shaped like the profile of a Liberty ship, the elegant, 26-foot-tall Portland Breakwater Light overlooks the harbor. Built in 1875 in the style of a classical Greek monument, it's dubbed Bug Light because of its petite size. The park's green sward and gardens are home to a variety of annual events including a kite festival that attracts some 15,000 people every May.

My lighthouse tour continued about a mile farther east, where Spring Point Ledge Light (accessed through the campus of Southern Maine Community College) stands sentinel at the tip of a 900-foot-long breakwater. Called a sparkplug lighthouse because of its shape, it's adjacent to the ruins of Fort Preble, built just before the War of 1812 and manned during the Civil War and World Wars I and II.

The day's explorations had piqued my desire to delve deeper into South Portland's back story. "We have a very rich history here," declared Kathy DiPhilippo, Executive Director of the South Portland Historical Society, which operates a small museum across from Bug Light Park. "And there's so much going on here now, too," she added, "with the arts, restaurants, breweries...." Indeed, I thought, the current chapter in this story may be the best of all. ☆

Contributing Editor Mimi Bigelow Steadman lives on the Damariscotta River in Edgecomb.



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Alison Rector, *The Freshet*

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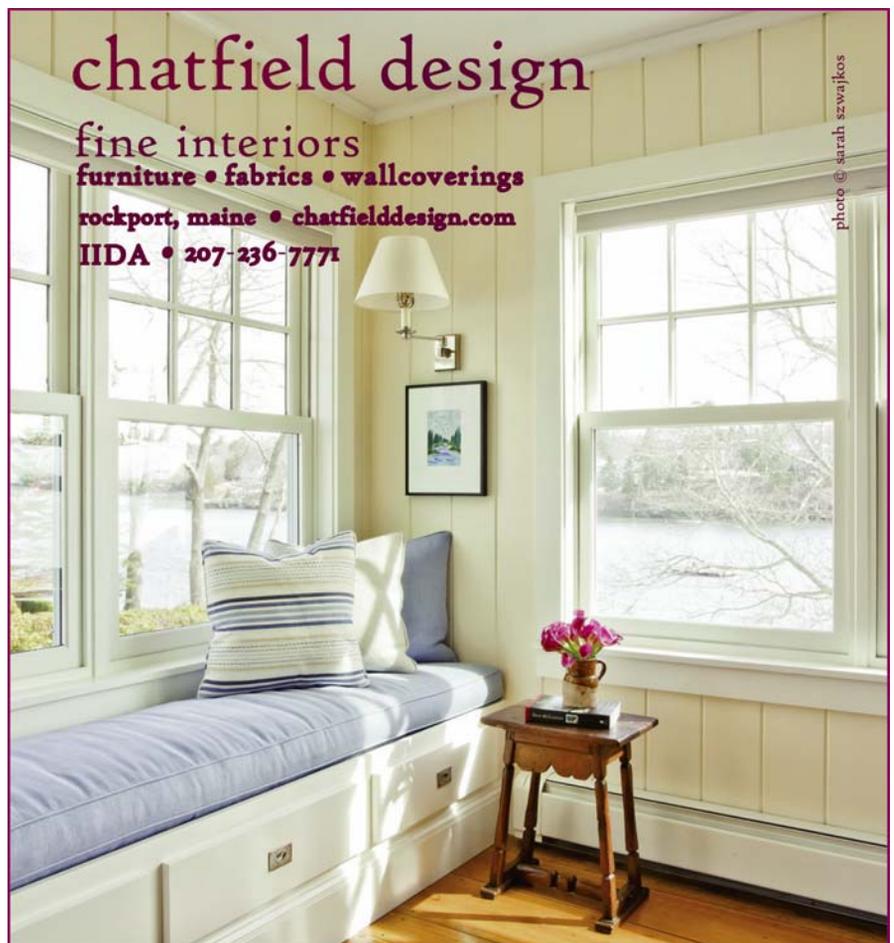


photo © sarah szwanjko

BY ROB McCALL

Welcome Downeast

The Town, the Bays, the Mountains

"It was one of those March days when the sun shines hot and the wind blows cold: when it's summer in the light and winter in the shade."

—Charles Dickens

Dear Friends:

We rose this week to the thrilling trill of a bright red male cardinal staking out his turf and alerting the ladies that he was ready. A couple of days before that we heard several mourning doves hooting to each other in the woods along the road. Next it was the spring song of the chickadee, and the hammering and calling of the pileated woodpeckers, joined by the loud shouts of the blue jays rocketing from tree to tree. We all know that winter does not last forever, and that spring does not skip its turn, and yet the shouts and songs of the birds set to music what is in our hearts just as well as what is in theirs. The chorus of spring has begun.

Field and forest report, March

It used to be that maple syrup season began around the first of March just like clockwork. The days got warmer and the nights stayed cold and that brought the sap up to be drawn off into buckets, and then to be taken to the sugar house where clouds of steam from the evaporators billowed out of the roof vents. Times have changed, though.

In recent years, the sap has started to flow in January and the season lasts so long that tap holes have to be drilled again because they have closed up. Metal buckets and wood fires are more for small operations; the big producers use plastic hoses and buckets to gather the sap, and propane to boil it down. But there is still nothing to match the delights of pure, unadulterated Maine maple syrup. You have to pity those who will settle for anything less.



Saltwater report

The ice is moving out of the bays and coves and the high tides of the full moon will likely finish the job over the next few days.

Mountain report

The woods of Awanadjo are still decorated with slowly melting snow and ice, but the open fields are clear. Coming down over the high fields I could feel the soft body of the earth with each step: unpaved, unplowed, unsprayed, unmowed, no flat surfaces, no straight lines, no sharp corners, no human designs, simply the wild earth left to its wild self. The buff stubble underfoot, the white and red twigs of birch and cherry, the dried stalks of goldenrod rattling in the wind, the smell of wet, living earth, and the sun flashing on the cold bay all worked together to untie some monumental knots in my heart and send the singing sparks of life coursing freely through my winter-weary frame again.

Rank opinion

We criticize the young for spending so much time in cyberspace and yet we spend a great deal of time in human-engineered spaces ourselves. Rarely do we venture out to original wild places, still abiding as they were when the world was young. We spend days and nights surrounded by human-made gewgaws, gimcracks, and gadgets, amid colors and shapes and textures not found in nature, seeing nothing but human signs and symbols, and hearing nothing but human sounds. In every direction as far as the eye can see, 40,000 millennia of innate wisdom and successful survival walk, crawl, swim, fly, or just stand still and proud outside, while we sit inside our man-made boxes babbling about thinking outside the box.

Field and forest report, late March

The Old Farmer's Almanac calls this the Sap Moon. This brings to mind the many ways sap was used by our ancestors, and still is used by shaggy, die-hard traditionalists hiding out in the woods and along the craggy coast of Maine and beyond. Everyone knows about maple syrup, sugar, and candy. But what about birch beer, made with the distilled oil of birch sap? The sap of certain pine trees is distilled into turpentine which can be used medicinally or as a solvent of other oils. Pine tar has been used for centuries by seafaring folk to preserve wood and rope. Also from pine sap we get naphtha, a powerful solvent, and rosin to keep the fiddler happy.

The First People used heated spruce sap to seal up their birch bark canoes. They also chewed it—a habit picked up by loggers in the early 1800s and then passed on to nearly everyone else. Spruce gum was quite popular in the mid-19th century from Boston and New York to San Francisco and Seattle with brand names like Kennebec, Yankee, 200Lump, and American Flag.



I tried chewing spruce gum once about 20 years ago. I could get along fine another 20 years without it.

Natural events, April

As the earth breaks the bonds of winter and the songbirds return, we can see the first signs of spring with our eyes, but it may be a while longer before our bodies shake off the lethargy of the long cold months. This is when we start talking about spring tonics and other ways to jump-start our systems. I remember one old-timer who grew up on Long Island in Blue Hill Bay, far from any pharmacy

Drinking spring rain and soaking up sun, buds everywhere are swelling and stretching awake and alive after their long sleep.

or patent medicine, telling me that on the first day of spring her father would drop a handful of nails into a bucket of water. When the water turned orange, everyone in the family would drink a dipper a day. How's that for a tonic?

Field and forest report

We have yet to see the showiest of spring's first flowers—snow drops, daffodils, and the like. But there is one flower coming into bloom along the chilly coast. Okay, all you amateur naturalists: What native flower is in bloom right now? Time's up! It is the pussy willow (*Salix discolor*). The familiar and endearing silky gray tufts lined up along dark glossy twigs are the blossoms of this water-loving shrub, as will become more clear soon when these soft catkins turn yellow with pollen. Numerous other trees such as aspen, alder, birch, and hazel put forth catkins, too. When it is still too cold for bees and butterflies to pollinate, they bloom bravely anyway and cast their fate to the winds. Pussy willow twigs in a bottle of water on the

dining room table will drop their bud scales, like dark beetle backs, and their soft catkins, like tiny cats that land on their feet. This makes sense because "catkin" means "little cat." Glimpses of green are appearing on their shiny brown stalks.

This is just one tiny part of the vast, wrenching transformation going on all over the Northern Hemisphere this season. Called forth by the growing warmth and light, the Kingdom of Green is emerging to overtake the Kingdom of Gray and Brown. Drinking spring rain and soaking up sun, everywhere buds are swelling and stretching awake and alive after their long sleep, like us getting out of bed in the morning. Are they, too, a little stiff and sore?

The wonder of these bulging buds is that they contain within them—in embryonic form—all that will emerge over the coming season. All the possibilities, all the plan and design of leaf, twig, flower, fruit, nut, and seed are tucked into these buds to come forth in the fullness of time. All the potential of beauty and food for other creatures is contained within. All the nectar and pollen for bees, all the nuts for squirrels, all the apples for deer and humans, all the grasses for grazers like deer and moose, horse, sheep, and cow. All the foods that animals cannot make for themselves are being made now as the plants return to their task of feeding all of us two-, four-, and six-leggeds. If ever spring failed to come, we would be helpless and hungry without our green plant providers.

Swamp-dweller report

The wood frogs (*Lithobates sylvaticus*) are quacking and the spring peepers (*Pseudacris crucifer*) are whistling in swampy areas for all to hear. The salamanders will soon be laying their eggs

if they have not already. There is a vernal pool on Awanadjo in the Wisdom Woods where salamander eggs can be seen about now. I will never forget watching a huge spotted salamander (*Ambystoma maculatum*) slowly dancing underwater in a ray of sunlight that shone through the tall spruces in this pool many years ago. Despite their name, spotted salamanders are hard to spot, being numerous in our area but very shy. They may live over 30 years and always return to the same spring-time pool. Their eggs are protected by a cloud of jelly, either white or clear, attached to a twig or stem under the water, giving some protection from predators. When they hatch, they will live in the pool until it dries out and then they disappear into the soft, damp duff of the forest floor until the following spring when they return to their natal pool.

Seedpods to carry around with you

From Barbara Kingsolver: "*Spring is made of solid, 14-karat gratitude, the reward for the long wait. Every religious tradition from the Northern Hemisphere honors some form of April Hallelujah, for this is the season of exquisite redemption, a slam-bang return to joy after a season of cold second thoughts.*"

That's the Almanack for this time. But don't take it from us—we're no experts. Go out and see for yourself.

Yr. mst. humble & obd'nt servant,
Rob McCall. ★

Rob McCall splits his time between way downeast on Moose Island and Brooklin, Maine. This almanack is excerpted from his weekly radio show, which can be heard on WERU FM (89.9 in Blue Hill, 99.9 in Bangor) and streamed live via www.weru.org. Email Rob at awanadjoalmanack@gmail.com.



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> *Town Dock continued from page 17*

in calcium and chitin, a naturally occurring compound that stimulates biological activity, enhances plant growth, and suppresses soil-borne pests.

The crabs are harvested in Quahog Bay, where the conservancy has 100 traps, killed and crushed, and then mixed with chicken manure, and spread over 275 acres of hayfields, which feed the farm's dairy cows.

Wolfe's Neck plans to analyze the effects on fruit and vegetable production plots, and eventually to promote the fertilizer among local garden and farm markets.

Another link to Iceland

Six years after Eimskip moved its U.S. headquarters to Portland, another company doing business between Iceland and North America has set up business in the city, according to *Mainebiz*.

The newcomer is Isafold, a newly established subsidiary of North Atlantic Cargo Line, a family-owned international shipping and forwarding company run by founder Olafur Matthiasson out of Virginia Beach, Virginia.

Portland already accounts for 80 percent of Isafold's North American exports. The company shares a warehouse in Wells with Eimskip, which brought international container shipping to Portland in 2013.

"We're mainly supporting young startup Icelandic companies which are seeking to get into the Maine market," Matthiasson told *Mainebiz*. Asked what kind of Icelandic goods they're already importing, he pointed to chocolate, table salt, and beauty products. He added that several others who already ship to North America are eager to sign up with Isafold as a distribution partner.

Invasion of the seals

A small coastal town in Newfoundland, Canada, has been overrun by seals. Roddickton-Bide Arm has called itself the moose capital of the world. But town leaders might have to reconsider, or maybe add to the town "seal." The town of just 1,000 made national headlines in January when several dozen harp seals crawled ashore and were spotted all over

town—on roads (where two were hit and killed by cars), gathered in parking lots, driveways and backyards, according to numerous press reports.

Residents were unable to help, as national regulations make it illegal to touch marine mammals. Scientists with the country's Department of Fisheries and Oceans explained that harp seals migrate south from the Arctic each winter. Early in the season, when there is less ice inshore, the animals hug the coastline. But when the water then freezes, they can have trouble getting back out to the open ocean. Disoriented, some find their way to land.

A small coastal town in Newfoundland, Canada, has been overrun by seals. Roddickton-Bide Arm has called itself the moose capital of the world. But town leaders might have to reconsider.

The problem could be compounded by thinning ocean ice, as a result of climate change. Harp seals depend on ice cover to mate and breed, and disruptions could also affect their migration schedule.

The Department of Fisheries and Oceans and the Royal Canadian Mounted Police eventually helped remove the seals and release them back in the ocean.

Bowdoin on the hard for TLC

Maine Maritime Academy's schooner *Bowdoin*, the official vessel of the State of Maine and a National Historic Landmark, is undergoing hull restoration at Bristol Marine, The Shipyard in Boothbay Harbor. The project requires refurbishment below the waterline of 18 planks identified for replacement in a marine survey conducted by GF Full and Associates.

"Our goal is to maintain the boat to the highest standard, to go above and beyond, in order to preserve this living piece of history," said MMA Marine Operations Manager Dana Willis. "At this early stage of restoration, we are

pleased to see that the vessel is in good condition, which attests to the excellent workmanship and care *Bowdoin* has received over her lifetime."

Work is expected to be completed in time for the summer sailing season. When the project is complete, the ship will again be home to groups of students in sail training courses within the Vessel Operations and Technology major at Maine Maritime Academy. Students sail coastwise and offshore in summer, learning to navigate and maintain the vessel to fulfill degree requirements and competencies toward a U.S. Coast Guard limited license.

Bowdoin joined the *Ernestina-Morrissey*, also known for its role in Arctic exploration and research, at The Shipyard last winter. The historic schooner, sometimes referred to as *Bowdoin's* "Arctic sister" was undergoing a restoration of her hull and deck for the State of Massachusetts.

Commissioned by explorer Donald B. MacMillan to facilitate his work in the high northern latitudes, *Bowdoin* has made 28 trips to the Arctic.

Kudos for Maine businesses

A number of our coastal colleagues have been honored recently for their work.

Freedom Boat Club of Maine was recognized as "Rookie of the Year" at the Freedom Boat Club National Franchise Conference in Sarasota, Florida. This award is given to the most promising new franchise that opens each year. Maine beat out 25 other new FBC franchise locations to earn this designation based on its fast growth and solid accomplishments.

The Maine club was also recognized for their charity work. In 2018, Freedom Boat Club of Maine donated over \$10,000 to local Maine charities.

Meanwhile, Marina Holdings LLC, holding company for Yarmouth Boat Yard and Moose Landing Marina, has been named one of the Top 100 dealers in North America by Boating Industry, a leading trade publication for the marine industry.

Also recognized, Sea Bags, the designer and manufacturer of hand-

> *Town Dock continued on page 76*

> *Town Dock continued from page 75*

made items from recycled sails located on Custom House Wharf in Portland, Maine, was one of the companies selected for the Governor's Award for Business Excellence. The award is presented to a for-profit business that demonstrates business excellence, a balanced combination of manufacturing and service excellence, and a steadfast commitment to employees, customers, and the community. This year the company will have surpassed several milestones including growing to more than 140 employees and opening five retail stores, bringing the total to 18 stores.

Maine youth sailors make a mark

MDI High School sailors won the Northeast Keel Boat Championship last fall and competed in the ISSA National Keel Boat Invitational Regatta in St. Petersburg Florida where they came in eighth, racing against teams from the Texas Gulf Coast, the U.S. Virgin Islands, Minnesota and Washington State. The

Portland, Maine, high school team was not far behind, coming in 10th.

Celebrating Herreshoff with races

The 20th annual Castine Classic Yacht Celebration, sponsored by the Castine Yacht Club, will honor the iconic designs of Nathanael G. Herreshoff. Mark your calendar now! On July 31, noted examples of Herreshoff craft will be on display at the Castine, Maine, town dock, followed by a symposium at the Maine Maritime Academy with a panel of distinguished Herreshoff experts and sailors, chaired by Bill Lynn, Executive Director of the Herreshoff Marine Museum/America's Cup Hall of Fame. The Castine Yacht Club will host a reception following the symposium.

Then on August 1, a fleet of more than 40 classic yachts will race from Castine to Camden, followed by the Camden to Brooklin Race and the Eggemoggin Reach Regatta.

For more information about the Castine events or to enter the Castine to Camden race: www.castineclassic.com

Allen loses its place at the top

The long reign of Allen's Coffee Flavored Brandy as Maine's top-selling liquor has come to an end, replaced by Fireball Cinnamon Whisky, which outsold Allen's by half a million dollars in 2018, according to data released by the state last January.

More than \$10.1 million worth of Fireball was sold in Maine last year, including \$4 million worth of the small, 50-milliliter bottles known as "nips," according to a report in the *Bangor Daily News*

Allen's had been the oft-cited leader in liquor sales—in both value and volume—in the state for at least the past 15 years.

Fireball's appeal seems to be its availability in nip bottles, which constituted almost two-thirds of the bottles of the liquor sold in the state last year. (Which explains the uptick of those little Fireball devil sightings on sidewalks and roadsides of late.) Allen's does not come in the smaller bottles, according to one state official. ☆



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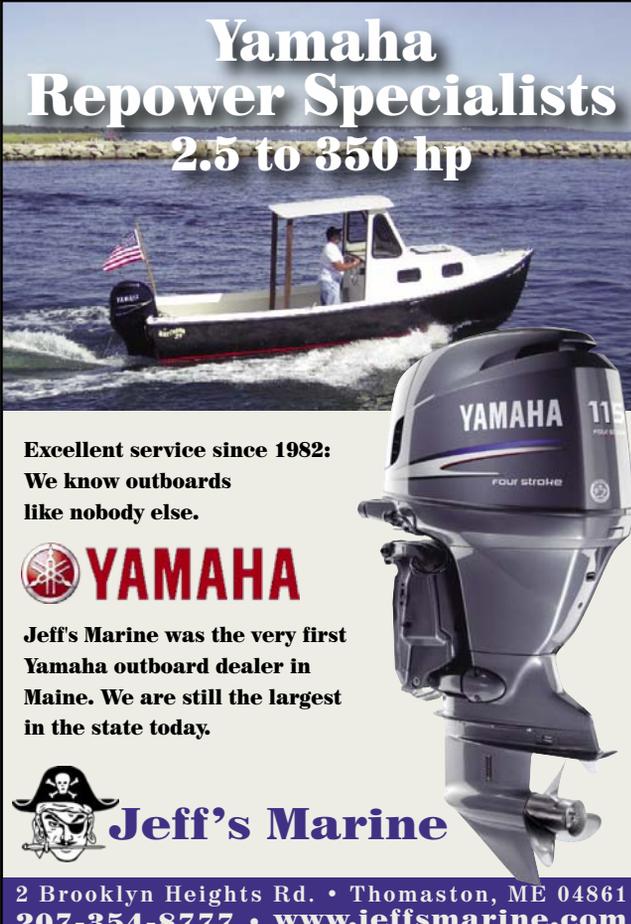
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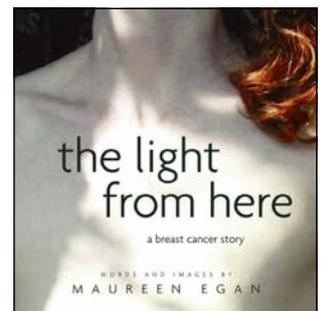
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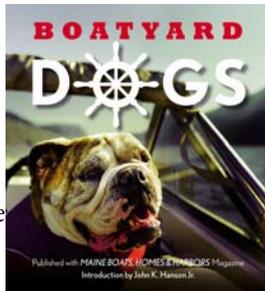
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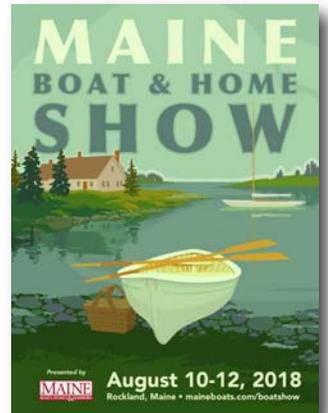
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WITH GUESTS packed on board and onlookers gathered ashore, the handsome four-masted schooner *Pendleton Brothers* was launched from the Pendleton shipyard in Belfast, Maine, on October 22, 1903. Below her black waist she was painted a “bronze green” with a coppered bottom.

The three-masted schooner beyond is on the port’s 1,000-ton marine railway. Installed in 1885, it was horse-powered until converted to steam in 1900. In order to move the carriage 160 feet, the one or two horses on the sweep had to walk 26 miles.

The Pendleton brothers were New York shipbrokers, managing owners,

chandlers, and insurance agents who hailed from (and summered on) Islesboro, and who owned outright, or shares in, about 100 vessels. The *Pendleton Brothers* was built and owned by their father, Capt. Fields C. Pendleton.

Wooden ships back then were “modeled,” or designed by carving a model. This schooner shared a strong resemblance with four Belfast-built four-masted, barkentine-rigged “coffee clippers” modeled by William Brown, who died in 1899. Stockton native John Wardwell, a former master builder in a Belfast yard and likely influenced by Brown, modeled vessels of similar grace. One of his finest creations, the four-master *Robert H. McCurdy*, was

launched at Rockland the same day as the *Pendleton Brothers*.

In the 1870s and 1880s, Belfast was home to a fleet of handsome, home-built centerboard three-masted schooners of shoal draft (to squeeze over the St. Johns River bar), carrying Waldo County ice and hay to Jacksonville, Florida. They returned with hard pine shipbuilding timber. Belfastians formed businesses, built a marine railway, and wintered in Jacksonville.

An earlier *Pendleton Brothers* built in 1899, also a four-master, foundered in 1902. The second *Pendleton Brothers* went ashore in the Florida Straits in 1913.



Photograph courtesy Penobscot Marine Museum

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