



AISSLINN SARNACKI | BDN

Ice lingers recently in the salt pond that is the namesake of Salt Pond Preserve. The body of water is separated from the ocean by a cobble beach and serves as an important habitat for a wide variety of wildlife.

Hike

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Marshes,” a joint publication by Ducks Unlimited, Maine Sea Grant and Restore Maine’s Coast. The handbook, which is available online, contains a wealth of information about Maine salt marshes, including species lists, common study areas and information about marsh restoration in the state.

Among many other things, salt marshes are great places to watch a wide variety of birds, including large wading birds such as great and snowy egrets and great blue herons. A wide variety of ducks and other coastal birds also frequent salt marshes.

Most visitors to Salt Pond Preserve park in a gravel parking area near the Hancock Point boathouse and walk north to the end of Carter’s Beach Road — about a 0.5-mile walk along a residential street. The road starts out paved and turns to gravel, and a sign posted at the start of Carter’s Beach Road states that the road is closed 9 p.m. to 6 p.m. per order of the town’s Board of Selectman. Along the road are a few private dwellings and some small turnouts near the rocky shore where people often access the water to look for seashells and simply enjoy the views.

The road ends at the salt pond and cobblestone beach, and just before that, the preserve trail — marked with blue blazes and Frenchman Bay Conservancy signs — leads into the woods on a narrow wooden bridge.

The trail weaves through the forest for about 0.3 mile, then splits into a small loop. At the far end of the loop, a very short section of trail leads to Hancock Point Road. Some preserve visitors walk along that road,



AISSLINN SARNACKI | BDN

A common loon, still wearing its grey winter feathers, swims in the cold water near Hancock Point on Sunday near Salt Pond Preserve.

then down Haskins Road to the boathouse, making for a 1.75-mile loop. Other preserve visitors simply backtrack on the trail and along Carter’s Beach Road to enjoy the ocean views for just a bit longer.

The trail is for foot traffic only. Dogs are permitted if kept on leash.

For more information, visit frenchmanbay.org or call 422-2328.

Personal note: A loon, still wearing its gray winter feathers, was fishing in the frigid waters of Sullivan Harbor when we arrived at the Hancock Point boathouse on Easter Sunday. I jumped out of the car and crept down the long wharf, camera in hand, while my husband, Derek, got together our hiking supplies. Our dog, Oreo, was whining with impatience when I returned, satisfied that I’d snapped some good photos of the beautiful bird.

A cold breeze blew off the water, hurrying us on our way down Carter’s Beach Road toward Salt Pond Preserve.

With a smack, an object fell from the sky and hit the paved road, followed by a crow, which picked the item up and flew into the sky, only to drop it again. It must have been a mussel or some other hard-shelled critter, I told Derek. The crow was breaking it open to eat. Seagulls do the same thing, reminding us just how clever these birds are.

Just a few hundred feet farther and we stopped again, that time to observe a group of noisy cedar waxwings, which were flitting about in the trees lining the road. The large songbird is covered in silky peach feathers that transitions to yellow on its belly and gray on its lower back and tail. Tucked in its wings is a band of bright red feathers, and its tail is tipped with bright yellow. The bird’s head is topped with a crest, and its eyes are accentuated by a mask of black.

And just before reaching the preserve, I stopped to photograph two groups of ducks swimming offshore. Zooming in with my digital

camera, I could see the ducks features clearly, but I couldn’t identify them until later, with the help of the Internet. One group was of female and male black scoters and the other group was male and female surf scoters. Both species of diving ducks have dark bodies and interesting bills that include some bright orange, but they have slightly different patterning and shape.

We found the preserve trail just where I thought we would, just before the salt pond, which was still partially frozen. The forest, filled with cedars and balsam fir trees, we escaped the cold wind. Treading softly over a thin layer of snow, we explored the short trail, found a geocache, signed its log, then backtracked to the salt pond and beach, where we lingered to inspect slipper shells, periwinkles and sea glass.

For more of Aislinn Sarnacki’s adventures, visit her blog at actoutwithaislinn.bangordailynews.com. Follow her on Twitter: @1minihikegirl.



ALEXANDER VIOLO | LINCOLN COUNTY NEWS

Taylah Reed of Friendship stands at the wheel of her lobster boat, Half Pint, at Lash Brothers Boatyard. Reed was given the boat by Bill Ambrose, a longtime summer resident of Friendship who wanted to pass his vessel on to a member of the community’s next generation.

Man gifts boat to teen girl before dying

BY ALEXANDER VIOLO
LINCOLN COUNTY NEWS

A lobster boat with a long history of plying the waters around the Friendship peninsula will stay in the fishing community, changing hands from one generation to another, thanks to a generous donation.

Bill Ambrose, of North Yarmouth, the boat’s previous owner and a frequent visitor to his family’s cottage in Friendship, wanted to pass his historic fishing vessel, Caroline, on to a young lobsterman.

Ambrose passed away in September 2015 at the age of 77, from pancreatic cancer.

Prior to his passing, he met Taylah Reed, a freshman at Medomak Valley High School, through Reed’s grandfather, Henry Thompson Sr.

Ambrose and Reed talked, and two days after the meeting, he contacted the freshman and told her the Caroline was hers.

“He said it was mine under two conditions, that I brought him lobsters and drove the boat by his house so he could see me driving it,” Reed said.

Unfortunately, Ambrose passed away before he could see Reed at the wheel, but she was able to deliver the promised lobsters.

Reed expressed appreciation for Bill Ambrose’s gift.

“He was a really nice guy — wicked nice. He told me he wanted me to have the boat,” Reed said.

The lobster boat is a 27-foot-long wooden vessel dating back to 1948.

The Caroline was completely rebuilt at Lash Brothers Boat Yard in Friendship in 1986 and has spent its career as a fishing and leisure vessel in the Midcoast.

“Most of its history has been here in town,” said Peni Sevon, Reed’s mother.

Though the exact origin of the boat is unknown, it is believed to have been built on North Haven or Vinalhaven.

Ambrose’s daughter, Edith Ambrose, of New Orleans, said his family is “thrilled the boat is still going to be in the harbor.”

The boat required a lot of maintenance and it was hard for her father to keep up with the work, especially after his diagnosis, she said.

“He wanted to keep the boat in the harbor and came up with the idea to give it to a local fisherman,” she said.

Bill Ambrose’s daughter fondly remembers the family’s time on the Caroline during summers in Friendship.

“It’s my favorite boat,” she said.

She said the family has been visiting Friendship for several generations, with the Caroline being a slightly more recent addition to their summers in Maine, purchased by her father from a lobsterman around 1990.

The Ambroses would use the vessel to picnic on the islands of Muscongus Bay.

“He said it was mine under two conditions, that I brought him lobsters and drove the boat by his house so he could see me driving it.”

TAYLAH REED

The young fisherman

Reed renamed the vessel Half Pint. Before receiving the vessel, Reed and her sternman and stepsister, Olivia Sevon, also a freshman at Medomak Valley High School, fished from skiffs and rowboats, hauling traps by hand.

Reed has gained experience on Thompson’s lobster boat, but the Half Pint gives the pair of high school fishermen a full-size vessel, which hauling gear will be added to, to learn the trade on.

As she works toward her lobster license with the help of her grandfather, Reed has to complete a U.S. Coast Guard safety course and log 2,000 hours in her captain’s log book.

“I go out as [Thompson’s] sternman. However long we go out, I put that down in the book,” Reed said.

According to Thompson, as long as Reed is a student, she can continue working toward her goal of becoming a lobster boat captain.

Thompson spoke highly of Reed’s new vessel and said the boat’s 318 Chrysler marine motor has 400-500 hours on it.

Reed said she became interested in fishing at a young age, which was aided by the strong commercial fishing culture in Friendship.

“I have grown up on the water and a couple years ago I started to get my own tags,” she said.

The Half Pint is currently at Lash Brothers undergoing minor repairs. Reed said she hopes to launch it at some point in the spring.

She said she is looking forward to getting out on the water once the boat is in the harbor.

“Being out on the ocean is my favorite part,” Reed said.

Olivia Sevon also has substantial experience working on the water from going tuna-fishing with her father. Most of their family members are fishermen, she said.

Family members expressed gratitude to Ambrose for the donation of the boat and to community members for their help, including Wesley Lash, who assisted with work on the vessel at Lash Brothers, and Kevin Benner, who helped transport the vessel to and from Lash Brothers.

Edith Ambrose said her family is looking forward to seeing their old boat back out on Muscongus Bay.

“We love Friendship. When my mother goes back to the cottage this year, I know she is looking forward to hearing and seeing the boat go in and out of the harbor again,” she said.

Holyoke

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Latti said that although the virtual license won’t be actually signed by the licensee, applicants will have to check a box that affirms that they are not prohibited from applying for a license because of past convictions or violations.

According to the DIF&W, the MOSES system was introduced in 2003, and about 40 percent of the hunting and fishing licenses purchased each year come via the Internet.

Greg McNeal, Maine’s chief technology officer, said that the surge in phone- and tablet-accessible online apps has created a different expectation among customers.

“Mobile availability is no longer an afterthought when creating an online service or website,” McNeal said in the release. “Individuals now expect the ability to access information or a service from wherever they are and this enhancement greatly increases that accessibility.”

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Kayak

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Marchio said Cassidy donned a wetsuit for product testing last year.

Over a two-month period that involved 20 or 30 test flips, the pair made design modifications resulting in a RightSider that will fit kayakers of all heights.

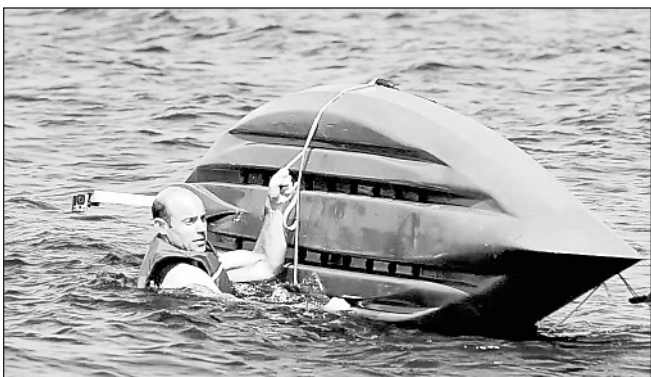
Marchio and Cassidy took their idea to Bangor Canvas, which built the prototypes they used in testing. Marchio said he’s hoping to have a larger company take over the marketing end of the product.

For now, the RightSider is available for \$15 through katieskanoes.com.

While he’s hopeful the product takes off — his unintentional swim convinced him there’s room in the market for the safety product — Marchio isn’t done inventing.

In fact, he recently finished work on a new battery he will work perfectly for fishing kayak owners who like to use electric trolling motors.

“One of the things that’s really popular right now for fishing kayaks is to put a trolling motor on it,” he explained. “There’s



COURTESY OF DOUGLAS MARCHIO

Douglas Marchio and David Cassidy, both of Bangor, have developed the RightSider, a device that makes it easy to right an overturned kayak.

like 50,000 fishing kayaks sold a year, and maybe 1 percent choose a trolling motor, but that’s still a lot of people.”

The problem with trolling motors, he said, can be that the batteries used to power them can be too heavy.

“The problem with this battery,” he said, pointing at a 50-pounder, “is that it’s really heavy, if you want to get any capacity of it.”

Marchio said he has invented a lithium alternative that not only is lighter at 23 pounds but also more powerful. Most batteries are 12 volt models, he said. His is 14.8 volts.

“That means that my [propeller] will turn 36 percent faster, in air, with no load. When it’s got

load, it’ll do 25 percent, probably,” Marchio said. In addition, Marchio said he has made improvements that make that power last longer than it does on traditional batteries that may run out of juice after a couple of hours of heavy use.

He said a factory in China is interested in working with him, and he has checked with various manufacturers in the U.S. to make sure hooking his battery to existing products won’t cause problems.

“I called every trolling motor company, their service departments, and said, ‘I’ve got a 14.8-volt battery. Am I gonna hurt your motor?’ And they all said, ‘No. It’s designed for way higher than that.’”

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