

# Maine Coastal News

Volume 32 Issue 11

November 2019

FREE



The 38-foot Wheeler under construction at Brooklin Boat Yard in Brooklin. The boat to the right is a new Hinckley Sou'Wester 53.

**Brooklin Boat Yard  
Brooklin**

One of the most interesting new build projects underway on the coast of Maine is the 38-foot Wheeler, which was started early this summer. Mid-summer they began setting up the stations, bottom up. She is progressing so well that they expect to roll her right side up the middle of October. Steve White, owner of Brooklin Boat Yard (BBY) added, "We are doing a lot of painting on the outside now. We will get a prime coat of the finish color, black, and we will paint the inside of the hull from the chine up to the sheer before we turn it right side up."

Like most builds at BBY, they have other pieces for the Wheeler under construction at other locations in the building. On the third floor they have trunk cabin underway.

This boat is being built for Wes Wheeler, who is the grandson of the Wheeler boat building family of New York. "They were originally in Brooklyn, New York," added Steve, "and then they moved Long Island, the Bronx and finally Toms River, New Jersey. The boat we are building is a modern interpretation of PILAR that they built for Hemmingway. The boat is planning to go to all the boat shows next fall, up and down the east coast.

She will be powered with a pair of Yanmar diesels and as for interior it will be pretty fancy. Steve explained, "Pretty ornate interior with leather cushions and lots of

varnished mahogany interior. It will be quite nice."

The hope is to re-introduce the Wheeler Playmate as an elegant cruiser. "More of these or more of other designs that were similar to this," said Steve. "Wheeler obviously had a whole range of boats and that is his hope as well. They were very nice boats. There were some great ones that they designed in the '50s, a very retro look with a lot of sort of rounded windshield corners and things like that. So hopefully other people are interested in a classic cruiser."

They are hoping to have her done the end of winter or early spring.

They also have two other boats underway on the main floor, although they have yet to be set up. One is a Taylor 49, which has been slightly modified: a couple more inches of shear and cabin height because the owner is tall. Electric wenchers, he wants to be able to do some more cruising and racing. He's already got a planned trip to Nova Scotia. It will be the third one of this design. They have got the stem and transom already laminated up. The floors are out, they are waiting for lumber.

She probably will not be set up until early November and she is scheduled to be launched late spring or early summer.

The third boat they just received the contract for, which is a 44-foot racer/cruiser sailboat designed by Jim Taylor of Marblehead. She is being built for a customer

from California, which is where she will be homeported when completed. With a 49 and a 38-footer already under construction, Steve said, "We will probably build that one in parts and pieces all this winter and then actually not set the hull up until the Wheeler moves out in April and then set the hull up. It is very simple inside. It's really a racer/cruiser, so probably have the deck and the cabin house already built. She will probably launch next fall."

In one of the storage sheds they were working on Chris Craft Flybridge sportfisherman. What is interesting about this model is that Muammar Qaddafi of Libya bought twelve of these boats for his Navy years ago. The owner and BBY has done a lot of work on this boat getting her totally restored. There were not many of this model built, and especially with the flybridge as that was an option. The owner was able to find a flybridge and it was brought to BBY where it was restored and installed. Presently she is in to have work down on her bottom, which included stripping, splining and probably glassing.

In another shop they have a 17 foot Chris Craft that is having some minor repairs made and a re-built engine installed. There is also a Luders 24 in for a new deck. That is done and they are now putting down the hardware. Once this is completed they will launch her for some fall sailing. A 45-foot schooner is also getting some repair and

paint work done. She will stay here this winter and do some coastal cruising next summer before heading south. A Sparkman & Stephens 45-foot yawl was shipped to BBY from Michigan to find a leak around the centerboard. The design is from the 1940s and the hull, which is cold moulded, was built in New Zealand. They located the leak and repaired it and now they are painting the topsides, stripping and refinishing all the varnish and some systems work. Once done she will be heading back to Michigan before snow flies.

The 55-foot OUTLIER designed by Botin Partners of Spain, is back for some work. She went to Nantucket and caused a stir in the Traditional Class race at the Opera House Cup. She did well racing and won her class. So now she is getting ready for the Bermuda Race next year and this means upgrading safety concerns. Then in the spring they will do a stability test.

**Front Street Shipyard  
Belfast**

When they said 'build it, they will come,' certainly is true when you look at the success of Front Street Shipyard (FSS). The summer was extremely busy and it has not slowed up as we head into the fall. They have several major projects under way, one being the total refurbishing of SUNBEAM,

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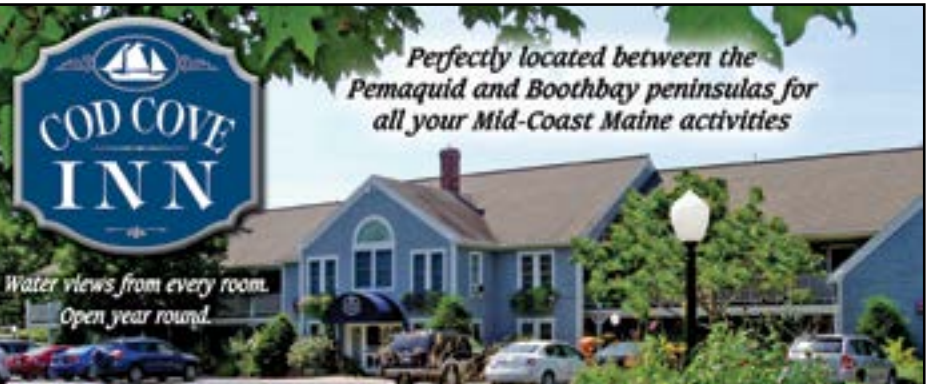
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**Editor-in-Chief**

**Jon B. Johansen**  
**Rachel Elward**

**Advertising Deadlines:** The deadline for the December issue is November 8.  
The deadline for the January issue is December 6.

# Publisher's Note

After spending six days on the road doing the Newport International Boat Show in Newport, Rhode Island, then coming back to put together the October issue, it was then time to climb back in the GMC and spend another weekend at a boat show. This was the Classic Small Craft Celebration held at Portland Yacht Services in Portland, which is a show aimed at getting more people involved in boating. One wonders if the younger generation is interested and this should be a great way to introduce them to boating. It only runs Saturday and Sunday, which is nice and that allowed me to leave early Saturday morning to set up. The weather was great and there were some interesting exhibitors and events. Unfortunately, the turn-out was a little light, and some thought because it competes with the Common Ground Fair. With a little more marketing, additional boats and events this could be a fun couple of days for anyone. Sunday morning saw a number of people come down to watch a high school sailing match right off the waterfront. People brought chairs and when they got hungry turned to one of the vendors for a snack. One thing that I want to see more of is 'how to' discussions. There was someone there that was teaching people about knots and fancy rope work. There are all sorts of things some may want to learn that could be part of the show. How about some basic classes in boat construction, especially related to kit boats? How about trying out different boats, maybe for boat handling instruction or to see if that is the boat for you. There is already talk about next year's show and ways to make it better. Make sure you put this one on your calendar.

While at this show I was doing well until I spied a wooden peapod, which looked interesting. When I walked by her on Saturday I did not notice that she was for sale, but did Sunday morning when I got to really look her over. Ever since I picked up CINDY JEN (a wooden 34-foot Beals Island lobster boat from 1964) I have been looking for a classic tender and since I have always loved the peapod this looked like the perfect one. What is more interesting is she was built by George "Pat" Patten back in 1977. He built her from John Gardner's book, but modified the ends by tipping them off a little. Unfortunately time has yet to allow me to put her in the water to try her out, but since she is holding water in, one question has been answered and her former owner says she is great to row. Hopefully I can get her in soon to see that for myself.

How about three boat shows in four weeks? Back in the spring Maine Marine Trades Association announced that they were going to host a boat show at Thompson's Point in Portland the first weekend in October. Rachel and I, mostly Rachel, put the show program together so we knew who was coming and it was a number of the major players. However, going into the show I did not know what to expect. I had never been to Thompson's Point, but was impressed when I stepped through the door and saw how the displays were set up. Stacey Keefer, the head of MMTA, did an incredible job getting people signed up as exhibitors and marketing the event. Many said the place reminded them of the old site of the Maine Boatbuilder's Show, an old brick building. Over the three days there was a constant flow of people and some of them were serious buyers. I know one purchased a Padebco model, another a Proline and when we were closing down on Sunday afternoon someone purchased the center console boat at the exhibitor's entrance. What was more interesting was that she was then heading to New Mexico. Every exhibitor I talked to was more than pleased with the weekend and was

sure they would return next year.

Portland is getting more and more ridiculous as when I looked for a hotel room they wanted \$200 or more per night. Since after the show I was going to do my runs on the North Shore of Massachusetts and then lose myself in the Sawyer Library in Gloucester for two days I opted to stay in Portsmouth. How can Portland get more than a hotel in Manhattan? For the most part, real Mainers no longer stay in Portland. Hopefully when the economy crashes those people from away keep coming.

I need to get the website live with the Vessel Database and that should happen in a month or two. I am already adding more vessels to this list, which comes from American Lloyds for 1862. This will add some vessels that were not in existence when the "List of Merchant Vessels" began being published in 1867. They also had a lot of different information, but in some cases they used abbreviations, which I am spelling out. One problem is that their list of abbreviations does not include all the abbreviations they used.

Still working with newspapers copying out marine related articles and as it has happened before recently proved that this is of great value to some. Someone contacted me about the loss of the ISABELLA, which went down in November 1837. I had fortunately transcribed that year in the Bangor Whig and Courier and was able to call it up. Here is that article:

"The following account of the melancholy shipwreck of one of the vessels belonging in our bay, and the loss of lives on board, we take from the New York Courier & Enquirer. If the barque described by Mr. Henderson should be discovered in one of our ports, it would be difficult for the authorities on board to escape the operations of Lynch law.

Our news boat ECLIPSE came up last night, having boarded at 2 PM 25 miles east southeast of the Hook, the schooner FOR-EST DAVIS, of Friendship (Maine), 25 days from Eastport for New York, from which the following report was obtained. On the 21<sup>st</sup> of October, Nantucket South Shoals West by north 15 miles distant, in a very heavy sea, rolled away 20 feet of the foremast, also broke it off by the deck. Has since had strong northwest gales, and was driven off to the Gulf Stream. The 4<sup>th</sup> instant, Lat. 35 40, Long. 74 20, fell in with the wreck of the schooner ISABELLA, full of water, both masts and bowsprit gone. Took from her Mr. James Henderson of the Isle au Haut. Mr. Henderson informs us that he sailed from New York about 25<sup>th</sup> of October, for Wilmington, NC in the schooner ISABELLA, Captain Samuel Turner, of the Isle au Haut, Maine, having on board Mr. Snow, of Bucksport, and Charles Lewis of Nealer, of Camden, cook a lad 15 years old. On the 4<sup>th</sup> day out, hove to under a close reefed foresail, blowing a gale from northwest, with snow, hail and rain; on the third night after they hove to, the sixth day out, then in the Gulf Stream, shipped two tremendous seas, which capsized the schooner; at the time all on board were in the cabin. About an hour after, both masts broke off by the deck, when she righted, and Captain Turner, Mr. Snow and himself succeeded in gaining and lashing themselves to the quarter deck. The cook was drowned in the cabin, Mr. Snow was washed off fifteen minute after and was drowned; half an hour after, the captain was washed off and also drowned. The gale continued twenty-four hours after they were capsized, and Mr. Henderson expected every minute to be washed off; the sea ran

Continued on Page 8

# MCN's Calendar

## On-going Exhibits

Capt. Paul Cuffe: His Work, Vision and Living Legacy

New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

A Spectacle in Motion: The Grand Panorama of a Whaling Voyage 'Round the World

New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

After Ryder - Photographs by Nicholas Whitman

New Bedford Whaling Museum  
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Info: (508) 997-0046

Enlightened Encounters: The Two Nations of Manjiro Nakahama

New Bedford Whaling Museum  
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Info: (508) 997-0046

Thou' Shall Knot: Clifford W. Ashley

New Bedford Whaling Museum  
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"The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum

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When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley

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Voyaging in the Wake of the Whalers

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Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

Death in the Ice: The Mystery of the Franklin Expedition

Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

Homer at the Beach: A Marine Painter's Journey, 1869-1880

Cape Ann Museum  
Gloucester, MA

## OCTOBER

27-31 ASMFC Annual Meeting  
Wentworth by the Sea  
Newcastle, NH  
Info: <http://www.asmfc.org/home/2019-annual-meeting>

## NOVEMBER

21 An Energetic History of Maritime Marine, The Role of Energy in Shaping Maritime History  
Lincoln Paine  
Maine Maritime Museum  
Bath  
Info: (207) 443-1316

# WILLIS SPEAR TALKS FISHING IN CASCO BAY

## Final Part

Over the last three issues we have published articles derived from an interview with Casco Bay fisherman Willis Spear. Willis has had a very interesting time on the water and he wanted to preserve the memories of those that helped give him his start. In this article Willis tells about his other career as an engineer.

Willis went to South Maine Vocational School taking their Marine Science program where he earned a degree as an engineer. "They had a little ship," added Willis. "That was 180 feet long and had two engine rooms. That was the school ship. They called it the ELI. It was a patrol craft escort, and a great training ship. My instructor was Bob Soucy, he was class of like '56, and there was Charlie Hall. Charlie came from the Isle of Shoals. He and his brothers were born on the Isle of Shoals and later moved to Kittery Point. Charlie taught navigation and he could teach. Louie LaMorelo was the mate on the ship and he graduated with Soucy. Louie went back to sea, sailed for APL and Sea Land and retired eventually. There was a guy from the Coast Guard, Richard Arlander that taught and there was George Hupper, who he taught navigation. Arlander taught engine and then the other engineer on the ship was Aston Doughty, who sailed with my father-in-law, was a fisherman. Nat Turner who was with Bushy Brothers and Boston Fuel. You got a good education from those guys. I got out of school and I got a job with an environmental company running a research boat on the Hudson River in New York. We just collected the data and maintained the boats. I had been there a year and my future wife came down. She was a biologist who went to SMVTI. I used to see her, I never know who she was but I worked on the Casco Bay Lines and I would see her on the boat. I thought she was an interesting person, quite pretty and I remember trying to impress her one time when we pulled into Long Island. She would always stand alone, never stood with anybody, and she was standing by a piling so I made this beautiful shot, April you know, nice day, dropped that line right over that piling right in front of her and wrong pylon. Okay. So, we get up a little closer and I went to flip it off and I leaned over the side of that ferry boat and I keep going and I was perfectly vertical with my fingers dug into the chicken wire they have all the way around the main deck to keep kids from falling overboard. Thank God there was a guy behind me as he grabbed me by the rear end of the pants. I made an impression on her, wasn't exactly a good one. She had showed up in New York and then I found out her brother was Skip Werner, who lobstered

and her father who had been a fisherman, so we had something in common and we started dating in New York in December '73. I was with her for part of '74 and they shipped me out to the Great Lakes to work collecting data for Detroit Edison on the St. Clair River between Lake Huron and Lake Erie. Then they shipped me over to Gary, Indiana and we did work for northern Indiana, power companies, but I missed the ocean. This company we worked for was Texas Instruments Environmental Services, there parent company was Geo-Physical Services out of Houston, Texas a seismic company. They needed a company to make their electronics for seismic, which became Texas Instruments and then Texas Instruments invented the Silicon transistor. They outgrew the parent company so this seismic company was an interesting venture. In the fall, September '74, I had two week's vacation so I worked on a lobster smack, which worked for Donald Barnes at Union Wharf.

"I went to sea on the J. E. JOHNSON out of Halifax, Nova Scotia," continued Willis, We worked off Sable Island and then we went up to the Grand Bank and worked what they call Whale Deep and Green Bank and then the tail of the Banks. It must have been 21 day trips. The ship was 180 feet long, an ex-tuna seiner. We would look for oil, mostly in the Flemish Gap and as the season progressed it got rougher and rougher. They gave it up on December 8th, and the boat went down and did a job off the Northumberland Straits between Prince Edward Island and Cape Breton, Nova Scotia. They flew me to a garden spot called Farenkea, Columbia and that was quite an experience. Columbia, was a tough place. Ferinkea was in the Rio Magdalena River and that was one of the strongest running rivers in the world. I mean whole islands of mangroves would be coming down the river. They had to anchor in the river, you couldn't tie up at the dock because we would get everything stolen. Even anchored in the river it got stolen. We worked off of a place called Carpola Vela, which was between Columbia and Venezuela and it was rough. Went to Trinidad, then Brazil and I got off in June, and came home."

With Willis it is all about the people. He explained, "These guys were some of the first oil explorers in Saudi Arabia. First ones into Venezuela, first ones in the Arctic. I worked with some really good, very dedicated people that had been around forever and they told me stories. They used to use dynamite and gas on land. Crews would dig holes put sticks of dynamite in them and light them off.

The ships would tow a tube array of air guns and there was a computer on the boat that

told this thing it was time to fire. We had 32 of these things behind the ship. Then we had a reel with a cable and a Styrofoam buoy at the end, three miles astern. That cable picked up the echoes from the explosions and be recorded. My job was I took care of those air guns and the compressors. The seismologists could then tell you what you were looking at. You would walk into the instrument room and there would be a big paper chart, like you see on the old sound machines, showing the bottom. The echoes would be between 30 and 60,000 feet into the earth. Today, this stuff is all ancient history. I can't imagine what it is like now. We got into 3-dimensional work. It was the first time they were not just looking down, they were looking sideways. They would look for salt domes below the earth's crust where pressures from inside the earth would start to push up on the surface of the earth. In the ocean there are layers of salt deposits. These domes looked just like a bell. I did see one off the Mississippi River."

In 1975, Willis went down to Uruguay and worked out of Rio De La Plata, but he had had enough he wanted to come home and go fishing. He was supposed to go back and work on a hard water crew up in the Arctic in the fall of 1976, but he was not interested in returning. He added, "They called me up and I told them I wasn't going, so they said okay, you are all done. I spent almost five years with them and then I went fishing till 2007. That is when the price of shrimp tanked and I got a job in New York working on tugs for a while in the winter. I got them lobsters, told them jokes and they kept me around. It was a good job. I worked for McAllister and they were good to me. They let me come home in the spring and go back in the fall. Two years I was an AB on a barge, the last single skin black oil barge on the East Coast, and you would be on there for 30 days. Then I got the engineer's license and they put me on a little harbor tug. Loved



it. We just worked the harbor, but once in a while we would go up river where they had some boatyards."

Willis enjoyed Fleet Day in New York, where they moved naval vessels around. "The New York PD would come over," said Willis, "with their divers and they would go down and make sure that nobody had put anything on the bottom of your boat. Those divers were great. I would take them into the engine room. I said to one of them, 'you guys must have a terrible job down there. There must be bodies all over the place,' and they go, 'no, no, we will find buckets of cements with people's footprints, but no bodies.'"

Willis worked with them four years and then his wife told him to stay home and go fishing and he has. He made his living from the water, which he absolutely enjoyed. However it was not just being on the water that was enjoyable, but the people he met along the way. He added, "They were the best. They helped me all the way through this odd career. I have been very lucky and the people I have met along the way, the information is there if you want to listen. Now I am just going to keep going as long as I can."



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# Port Safety Forum Meeting Minutes

September 24, 2019

NH Department of Environmental Services; *NHDES Portsmouth Regional Office; Pease International Tradeport; Portsmouth, NH 03801*

## Introductions and Administration

*Introductions* – The meeting was called to order at 10:00 by the Port Safety Forum Co-Chair Jon Nass representing the Maine Port Authority with Captain Brian LeFebvre as the Co-Chair representing the Coast Guard. A quorum was comprised of 21 individuals.

Mr. Nass thanked Mr. Matt Burns for his interim support of the Port Safety Forum while the Maine Port Authority sought a new CEO following the departure of John Henshaw.

*Review and Approval of the April 17, 2019 Port Safety Forum Meeting Minutes* – Hearing no objections to the content of the April 17, 2019 minutes, Mr. Nass accepted the minutes as approved.

## Port Activities Update

*NH Department of Environmental Services Update* – Mr. Jason Domke, NH, DES; Mr. Domke provided an overview of NH DES activities. Fiscal Year 2019 has seen 284 DES responses. In particular, the following spill responses were recorded:

- 114 – OPUF Heating Oil Releases
- 154 – Petroleum Releases (*Tractor Trailer Accidents, Hydraulic Oil, Transformer Oil, Facility Releases*)
- 10 – Hazardous Material Releases
- 6 – Submerged Vehicles (*Sunken Vessels & Motor Vehicles*)
- 53 – Complaints Investigated (*Petroleum, Hazardous Waste, Solid Waste*)

NH DES also upgraded several marine response resources including upgrades to two boom/response skiffs which provide more stable and durable waterborne response capability.

There were several significant leadership changes within DES in the past year including: Bob Bishop- ORCB Bureau Administrator; Gardner Warr- SRCIS Administrator; Jason Domke- Planning and Preparedness Manager; Amanda Bridge- Environmentalist II; Dave Leathers- Retired; One new responder starting shortly; and Two more positions to be posted.

Other New Hampshire DES highlights include: A-15-3 (Great Bay Strategy) June 21; Nashua Fire Dept. Boom Training August 27; and PRES 2019 Oil Spill Exercise September 18.

*Northeast Regional Ocean Council (NROC)* – Nick Napoli, NROC. Mr. Napoli updated the Forum on the latest enhancements of the Northeast Ocean Data Portal which is a digital database of the Northeast Regional Ocean Council (NROC).

NROC is a state and federal partnership that was established in 2005 by the Governors of Connecticut, Rhode Island, Massachusetts, New Hampshire, Maine, and Vermont to coordinate and collaborate on cross-jurisdictional ocean issues. Federal agencies have been involved as equal partners with the states since the inception of NROC. In addition to its core membership, NROC is structured to include voluntary participation from additional federal and state agencies, federally recognized tribes, the New England Fishery Management Council, and other regional partners and ocean stakeholder groups. Ocean planning

has been a priority for NROC since its formation.

In recent years in New England, there has been increased interest and proposals for offshore wind and marine hydrokinetic energy generation facilities, liquified natural gas terminals, aquaculture operations, telecommunications cables, energy transmission cables, and offshore sand mining. These potential activities present new economic opportunities that need to be coordinated with important existing economic sectors, including fishing, shipping, tourism, and recreation.

The Portal is a centralized, peer-reviewed source of data and interactive maps of the ocean ecosystem and ocean-related human activities in the northeastern United States. The maps on the Portal show the richness and diversity of the ecosystem and illustrate the many ways that humans and environmental resources interact. By providing user-friendly, centralized, and free access to data, information, and tools, the Portal facilitates decision making by a broad range of government agencies, industries, non-government organizations, academic entities, and individuals.

The data and maps in the Portal ([www.northeastoceanocouncil.org](http://www.northeastoceanocouncil.org)) are organized into ten themes: marine life and habitat; aquaculture; commercial fishing; cultural resources; energy and infrastructure; marine transportation; national security; recreation; restoration; and water quality.

The coverage includes the federal waters off Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, and New York. While geographic coverage differs among datasets, the Portal's maps generally cover from Long Island Sound to the Gulf of Maine, and offshore to the 200-mile exclusive economic zone (EEZ) boundary. Some datasets cover the land areas of the New England states.

To use or review the Portal please visit: <https://www.northeastoceandata.org/>

*NERACOOS Update* – Tom Shyka, NERACOOS. Tom Shyka provided an update on the Northeastern Regional Association of Coastal Ocean Observing Systems (NERACOOS). The NERACOOS system spans coastal waters from the Canadian Maritime Provinces to the New York Bight. NERACOOS provides weather and ocean data to fishers and commercial shippers determining if conditions are safe for passage and to emergency managers issuing storm warnings. NERACOOS is also advancing efforts to improve water quality monitoring, harmful algal bloom predictions and warnings, and coastal flooding and erosion forecasting systems. The University of Maine works with NERACOOS to maintain the network of observation buoys including refreshing and redeploying buoys every 6-9 months.

Buoy N (Northeast Channel off Southern Nova Scotia) broke from its mooring in December and was located off of the Azores in September. NERACOOS worked with Portuguese authorities to recover the buoy which contained important scientific data and sensing equipment. The buoy will be returned to the NERACOOS inventory as soon as possible.

Mr. Shyka also briefed the group regarding a semi-submersible autonomous "Glider" which uses articulated fins to submerge to depths of up to 600 meters and return to the surface to collect scientific data from the water column. The autonomous glider can be programmed to collect data in-between buoys or perform data collection in a specific location or to study a specific

event.

The Gulf of Maine 2050 International Symposium will be held November 4-8, 2019, at the Westin Harborview, Portland, Maine. The Symposium seeks to: Explore how warming waters, sea level rise, ocean acidification, and socioeconomic trends will impact the Gulf of Maine over the next 30 years; Ignite multi-sector discourse and strategic efforts to determine how a changing Gulf of Maine will impact economic, environmental and community sectors; Build a shared vision for regional resilience; Identify steps needed achieve that vision; and Activate new collaborations for action.

NERACOOS invites the Port Safety Forum to join leaders from across New England and the Maritime Provinces for this unprecedented event that brings together environmental, economic, social and institutional perspectives on climate resilience in the Gulf of Maine. Visit <https://www.gulfofmaine2050.org/home-2/registration/> to register.

Please visit <http://www2.neracoos.org> to learn more about the extremely valuable on-line tools available through NERACOOS.

*Wave Energy Conversion* – Richard Akers. Mr. Akers provided a briefing on the Healy Wave Energy Converter. Healy Wave Energy, LLC is developing a wave energy conversion buoy that is designed for power production for island and coastal communities.

The 48 ton, 70' prototype device (buoy), was constructed in Clearwater, Florida, will be eventually deployed at the University of New Hampshire Center for Ocean Renewable Energy Open-Ocean Test site South of Isles of Shoals. The test site was selected based on a record of no apparent conflicts during 10 years of UNH demonstration of an aquaculture farm in the same location. Further, it was understood by the project team that it was a low volume fishing area which was unpopular for lobsters fishing.

In the interim, the buoy is located on the NH State Pier. A dockside deployment is planned for Mid-late October to run initial testing.

Once deployed, the buoy will be anchored using a unique mooring system comprised of 3 anchors connected to 3 surface buoys, creating a 127' radius around the wave converter. The wave converting buoy will be tethered to the three floating buoys with 3" nylon line which may be submerged about 10' under the water's surface. The buoy will be coated in yellow paint for high visibility, with the entire apparatus well lit with lights on each of the floating buoys (including the wave converter). Additionally, the wave converter will be equipped with an Automatic Identification System (AIS) transponder to further enhance visibility.

*Unmanned Aircraft* - Brandon Lugo, Goserco, Inc./Aerial Armor. Mr. Brandon Lugo provided a remote briefing regarding Drone Detection technology. Aerial Armor provides both hardware and software equipment to locate and identify drones. Current "Aeroscope" technology provided by Aerial Armor can detect drones with a 2-5 mile range at 90% accuracy. The systems can deliver critical data including, drone registration information, serial numbers and the drone pilot's coordinates. The system does not require live monitoring as the system will send alert messages via text or e-mail to provide early detection of an unwanted drone. For more information please contact

**Continued on Page 9**

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# U. S. COAST GUARD NEWS

## U.S. Coast Guard observes 75th anniversary of Ulithi Liberation alongside partners in FSM

ULITHI ATOLL, Federated States of Micronesia — At the invitation of the U.S. Embassy in Kolonia, USCGC Kiska (WPB 1336) attended a remembrance ceremony Sept. 23, for the 75th anniversary of the liberation of Ulithi from Japanese Forces during WWII.

Along with the USNS Vadm K. R. Wheeler (T-AG 5001), Kiska's crew anchored in Ulithi Atoll, part of Yap State in the Federated States of Micronesia and conducted community outreach, transported supplies from the Ayudah foundation out of Guam, and participated in the remembrance.

The U.S. group comprised of U.S. Ambassador Robert Riley, his team, Kiska and U.S. Vadm K. R. Wheeler crews toured Ulithi high school, re-constructed with funding from the U.S. Federal Emergency Management Agency after Typhoon Matsak ravaged the island in 2015, and ceremonies proceeded at the USAID-constructed outdoor pavilion, with speeches and local dances, songs, and chants performed by residents.

"The ceremony highlighted the importance of Ulithi Atoll during WWII, which at one point served as a major ship refitting station during the island hopping operations of WWII. The locals have a strong appreciation for their history, as well as a great sense of humor," said Lt. Brenden Kelley, commanding officer, of Kiska. "They say jokes, being able to laugh at a witty turn of phrase is their poetry, and they live it! What an amazing island to visit."

Ambassador Riley addressed the historical importance of the Ulithi effort in WWII, and reminded everyone the liberation was the beginning of "our unique and special

relationship, forged decades ago."

Yap Governor Henry Falan lauded the occasion, noting the positive benefits of the U.S. presence in the region resonated then and remain relevant now. Chief Ramon Payel, chairman of the Council of Tamol, spoke movingly of residents' reminiscences of the kindness of U.S. Navy personnel, and further personalized his connection to the event by pointing out his father in one of the historic photos bequeathed to the island by the U.S. Embassy for the occasion.

U.S. Coast Guard and U.S. Navy personnel joined the festivities and hosted U.S. and Yap officials for lunch on the U.S. Vadm K. R. Wheeler, contributing to the intercultural exchanges throughout the day.

Part of the crew went ashore via small boat to the main island in the atoll, Faralop Island, the day before the ceremony to play basketball with the Ulithi High School team and see the island.

"The kids came running to the small boat when they saw it near the beach," Petty Officer 3rd Class Ivan Dorsey, a boatswain's mate on Kiska. "We brought some candy to share, and they [the children] started bringing us shells they found and asking questions about the boat. They stayed over an hour!"

The crew also played basketball with the local team. It began with Lee, an island local retired from the U.S. Navy, who rang their "basketball bell" an empty high-pressure gas canister, letting everyone know of the upcoming basketball game. The Ulithi team beat the Kiska team in overtime.

"They all play very well together," said Seaman Jacob Forgette. "And barefoot as well."

The Kiska is a 110-foot Island-class patrol boat homeported out of Apra Harbor, Guam. The Coast Guard conducts regular

operations to strengthen relations with allies and partner nations throughout the Blue Pacific. Kiska was in Yap July 3 alongside the U.S. Navy Coastal Riverine Squadron (CRS) 2 for a port call and to deliver supplies.

## Legacy's Shadow: Rising Hearts from a Sunken Ship

By: Petty Officer 2<sup>nd</sup> Class Jonathan Lally

The dark, cloudy, moonless night held an ominous vibe as multiple vessels in a convoy steamed toward Wales through the choppy, rolling waves in the Bristol Channel on Sept. 26, 1918.

The crew of one vessel in particular settled in for the evening listening to the soft purr of the vessel's engines reverberating throughout the ship, while the sounds of rolling waves from the sea lashed at the ship's hull steaming through the channel. The watchstanders on the bridge were on the lookout for any signs of the enemy hiding in the murky waters.

The 190-foot Coast Guard Cutter Tampa's crew and mission were to escort and protect the convoys they were assigned to

in the Gibraltar area during World War I. On this particular night in September, the cutter Tampa crew potentially detected some sign of an enemy submarine and darted out ahead of the convoy to investigate.

At 8:45 p.m., the crews aboard the other vessels in the convoy heard a loud explosion. Later that evening when the convoy arrived in port it was discovered the cutter Tampa was missing and a joint search between the United States and British services was conducted. Unfortunately, all the search and rescue teams discovered were a few pieces of wreckage and two unidentifiable bodies in naval uniforms.

More than 130 Coast Guardsmen, U.S. and Royal British Navy sailors, and civil employees had lost their lives in one of the greatest single casualties incurred by any Naval unit by known enemy actions. The lost was felt more closely by the surviving Coast Guardsmen, in proportion to the service's size, of any armed service in the war.

Letters written by Commodore Ellsworth P. Bertholf, commandant of the U.S.

Continued on Page 21

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# U. S. NAVY NEWS



**ARABIAN SEA (Sept. 22, 2019)** The aircraft carrier USS Abraham Lincoln (CVN 72) transits the Arabian Sea. The Abraham Lincoln Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. With Abraham Lincoln as the flagship, deployed strike group assets include staffs, ships and aircraft of Carrier Strike Group (CSG) 12, Destroyer Squadron (DESRON) 2, the guided-missile cruiser USS Leyte Gulf (CG 55) and Carrier Air Wing (CVW) 7.

(U.S. Navy photo by Mass Communication Specialist 3rd Class Shane Bryan/Released)

## Unmanned Refueling Aircraft Passes First Test Flight

From Naval Air Systems Command Public Affairs

PATUXENT RIVER, Maryland (NNS) -- The Navy and Boeing successfully completed the first test flight of the MQ-25, the first operational carrier-based unmanned refueling aircraft, Sept. 19 from MidAmerica Airport in Mascoutah, Illinois.

The Boeing-owned MQ-25 test asset, known as T1, completed an FAA-certified autonomous taxi and take-off and flew a pre-determined route for a two-hour flight to validate the aircraft's basic flight functions and operations.

"Today's flight is an exciting and significant milestone for our program and the

Navy," said Capt. Chad Reed, he Navy's Unmanned Carrier Aviation (PMA-268) program manager. "The flight of this test asset two years before our first MQ-25 arrives represents the first big step in a series of early learning opportunities that are helping us progress toward delivery of a game-changing capability for the carrier air wing and strike group commanders."

Testing will continue with T1 over the next several years to further the early learning and discovery that advances major systems and software development in support of the program's 2024 initial operational capability target. The company will deliver the Engineering Development Model aircraft beginning in fiscal 2021.

The MQ-25 Stingray will be the world's

first operational carrier-based unmanned aircraft, designed to provide an aerial refueling capability. Integration of the Stingray into the Carrier Air Wing (CVW) will increase the number of F/A-18E/Fs available for strike fighter missions and extend the range of the CVW, improving its performance, efficiency and safety.

MQ-25 is a Navy Maritime Accelerated Acquisition program, aiming to deliver mission-critical capabilities to the fleet as rapidly as possible to meet warfighter needs. The Navy awarded Boeing an \$805.3 million Engineering, Manufacturing and Development contract for the MQ-25 Aug. 30, 2018.

## Navy Lays Keel of Future USS Savannah (LCS 28)

From PEO Unmanned and Small Combatants Public Affairs

WASHINGTON (NNS) -- The U.S. Navy held a keel-laying and authentication ceremony for the future USS Savannah (LCS 28) at Austal USA's shipyard Mobile, Ala., on Sept. 20.

The ship's sponsor, Dianne Isakson, wife of U.S. Sen. Johnny Isakson, authenticated the keel for the 14th Independence-variant littoral combat ship (LCS) during the ceremony.

"We are honored to lay the keel of what will one day be a magnificent combat ship that will defend our great country as our Sailors operate her around the globe," said Capt. Mike Taylor, LCS program manager.

While the keel laying traditionally represents the formal start of a ship's construction, fabrication of the ship begins months in advance. Today, keel laying continues to symbolically recognize the joining of the ship's components and the ceremonial beginning of the ship.

LCS is a fast, agile, focused-mission platform designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats such as submarines, mines and swarming small craft. They are capable of supporting forward presence, maritime security, sea control and deterrence.

There are currently four other Independence variant LCSs undergoing construction at Austal USA, with five additional ships in pre-production planning.

## Carriers Critical, Notes Navy Aviation Admiral

From Commander, Naval Air Force Atlantic Public Affairs

WASHINGTON (NNS) -- Commander, Naval Air Force Atlantic (CNAL), Rear Adm. Roy Kelley, spoke at the Lexington Institute's Carrier Strike Group Working Forum at the Ritz-Carlton, Sept. 27.

In addition to Kelley, nearly 60 retired admirals, congressional staff members, defense and industry leaders attended the forum to discuss the role of aircraft carriers as guarantors of national security.

Kelley, a carrier aviator and a carrier Sailor, discussed his responsibilities as CNAL and inherent key role his type command (TYCOM) has in supporting national defense and maritime security.

"My job is to ensure that our aircraft carriers, aircraft, and the men and women who operate them have the tools, training, and supplies they need to sail in support of national defense and maritime security," said Kelley, who spoke with forum attendees on the important defense role aircraft carriers provide.

Prior to assuming command of CNAL, Kelley commanded the USS Theodore Roosevelt Carrier Strike Group, and is reminded daily in his current role of the commensurate range and depth of combat capabilities that carriers provide.

"America needs aircraft carriers," said Kelley. "Carriers deploy and redeploy with the responsiveness, endurance, multi-dimensional might, inherent battlespace awareness, and command and control capabilities that America needs to prevail in great power competition."

Commander, Naval Air Force Atlantic, headquartered at Naval Support Activity, Hampton Roads, is responsible for four nuclear-powered aircraft carriers, 54 aircraft squadrons, 1,200 aircraft and 50,000 officers, enlisted and civilian personnel based on the East Coast of the United States. It provides combat ready, sustainable naval air forces with the right personnel, properly trained and equipped, with a focus on readiness, operational excellence, interoperability, safety, and efficient resourcing.

## Future Carrier John F. Kennedy Establishes Crew

From Commander, Naval Air Forces Atlantic Public Affairs

NEWPORT NEWS, Va. (NNS) -- Forty-three Sailors assigned to the future aircraft carrier John F. Kennedy (CVN 79) attended a ribbon cutting in Newport News, Virginia, Oct. 1, establishing the ship's crew and opening the building where they'll work during the ship's construction.

"Today, we celebrate a truly historic event," said Capt. Todd Marzano, commanding officer of the pre-commissioning unit (PCU). "It marks the grand opening of building 608, where we will work out of until our spaces on the ship are ready [as well as] the official stand-up of our command. And I couldn't be more excited, more motivated and more honored to be standing with you here today as we make naval history."

On the count of three, the ribbon was cut by Marzano with the help of Cmdr. David

## Publisher's Note

### Continued from Page 4

mountains high, and he could only catch his breath between the waves as they rolled over him. There was only ten feet of the quarter deck out of water. He had nothing to eat or drink the seven days he was on the wreck but a handful of hay. On the first morning after he was capsized, he saw a brig pass about eight miles from the wreck. On the second day he saw a foretopsail schooner four miles off. On the third day, nothing. On the fourth, saw two fore and aft schooners four miles distant. On the fifth, about 2 PM, he saw a barque with painted ports, a small white streak below, black yards; the round house short and high, painted green; billet head painted white; foretopsail old, with several patches on it; her bowsprit steaved more than common. She ran down upon the wreck before the wind. The sea smooth, about a four knot's breeze; unlashd himself, and expected that she intended to run so near that he could get on board; but when she came within three or four hundred yards, she hauled upon the wind and left him. There were ten men aft looking at him. He had a handkerchief tied to a board, which he waved to them, he also hailed her, but to no purpose. She was so near that he could see the hoops on the buckets that a man was painting on the round house. He took her to be a British barque, with little or no cargo in. Saw nothing on the 6<sup>th</sup>; that day he found a little hay which he ate, it being the first food since he was on the wreck. On the 7<sup>th</sup> day, at 2 PM was taken off by Captain Davis, who treated him with the greatest kindness, and gave him his own bed to sleep on, for which he returns him his sincere thanks. Mr. Henderson has lost all his money and clothes, and has nothing but what he has on. He came up last night in our

news boat, and is in a very feeble state.

Then in one of my recent emails from the History Channel was a reference to "The Disappearance of Theodosia Burr." This sounded familiar as I remember an article in the New Hampshire Gazette for 1820 that told a similar story. Again I was fortunate as it had been transcribed and yes it was Theodosia, but the last name should have been Allston, which was her married name. Theodosia was the daughter of Aaron Burr, the person who killed Alexander Hamilton in a duel on 11 July 1804. Several years later he was accused of being a traitor and leaves the country. The disappearance of Theodosia occurred when she boarded the brig PATRIOT at Charleston, SC and departed for New Orleans in 1812. Unfortunately that is the last they heard of her or anyone else on board the brig and speculation as to what happened has continued to be theorized over the years. Some thought she may have been captured by the British, but that was proven to be untrue. Others have claimed they were victims of pirates. The article may answer the question, but some still feel that the actual truth will never be known.

**Fate of the Pilot Boat PATRIOT.** -- It will be recollected by many of our readers that during the late war with England, the above-named pilot boat was dispatched to Charleston for the purpose of bringing to this city Mrs. Allston, lady of the then governor of South Carolina, and daughter of Colonel Burr, formerly vice president of the U. S. Mrs. Allston was in a delicate state of health at the time, and unable to travel by land. Timothy Greene, Esq. of this city, an intimate friend of governor Allston's family, proceeded to Charleston in the pilot boat, for the purpose of accompanying Mrs. Allston on the voyage.

From the time they embarked and sailed from Charleston no tidings whatever had ever been heard of the vessel or anyone on board. It was at first supposed that the vessel must have been captured by a British cruiser, but after a lapse of time that hope was abandoned. Notwithstanding the weather was mild and favorable for several days after the vessel left Charleston, and such as to render her loss mysterious, up to the present time, no other idea of the melancholy circumstance had prevailed than that the vessel must have foundered at sea, or run under during a chase.

But the mystery is at length developed -- for the honor of human nature, were to be wished that the facts had never been revealed, and that the following horrible tale had been buried with the wretches who told it.

A gentleman recently from New Orleans, has communicated to a friend of the family of the late Mr. Green, that two of the pirates, lately sentenced to suffer death at New Orleans, confessed that they composed part of the crew of the above pilot boat PATRIOT! that after being at sea two or three days, and near the shore, they rose upon the captain and passengers, and confined them below -- when they stood close in shore and after plundering the passengers of a considerable sum of money and plate, belonging mostly to Mrs. Allston, they launched the boat and scuttled the vessel, which soon filled and went down with the unfortunate inmates confined below! The dreadful tragedy was performed in the dead of night. These wretches succeeded in reaching the shore with the boat, and had thus far escaped detection and punishment for this horrible crime. -- *Mercantile Adv.*



# U. S. NAVY NEWS

Skarosi, Kennedy's executive officer, and Master Chief Information Systems Technician Erica Barnett, Kennedy's acting command master chief, in front of building 608.

"Today is a huge milestone," Marzano said. "We are now one step closer to accomplishing our mission. We will deliver to the fleet a combat-ready aircraft carrier, manned with properly trained warriors, in support of our nation's needs. We'll have a lot of hard work ahead of us, a lot of challenges, and a lot of long days, but with our skills, talents, and dedication, we will be successful in building the best command in the United States Navy." Pride in the event and the command was shared by many in attendance, including Information Systems Technician 1st Class Chandler Ragland, the first Sailor to be assigned to the Kennedy.

"The legacy of this ship is going to be around for a very long time, and to be able to say that I was the first plank owner is incredibly rewarding," said Ragland. "I get to tell my daughter and family members down the road that I was the first one."

Despite the small size of the crew, productivity among Kennedy's Sailors is already high.

"Every member of the crew that's come in after me has put forth everything they've got," Ragland said. "I don't see people turning down tasks and saying 'no, that's out of my realm.' They're always willing and ready to lend a hand and get the mission done. Everyone has the same work ethic, and it's a long road, but we're going to keep charging down it."

A forward-leaning work ethic is rudimentary to the future success of the Kennedy. The prowess and determination demonstrated by the Kennedy's Sailors will lay the keel for future milestones.

"These Sailors have been screened and handpicked due to their outstanding professional records," said Marzano. "Big Navy realizes the tremendous challenge and hard work we have ahead of us in standing up an aircraft carrier. It's great for me as the CO, because I get a true A-team of folks. One of my messages to the crew is the importance of ensuring that we establish a positive command climate and healthy culture from the start. The culture we create will be baked into the steel of the ship and will last for many, many years to come."

The event concluded with the observance of colors and then a cake cutting.

PCU John F. Kennedy, the second

aircraft carrier in the Ford class, is under construction at Newport News Shipbuilding.

## \$49.8M Contract Award to Support Littoral Combat Ship Program

From Naval Facilities Engineering Command Southeast Public Affairs Jacksonville, Florida (NNS) -- Naval Facilities Engineering Command (NAVFAC) Southeast awarded last month a \$49.8 million contract to Walsh Federal LLC to build a Littoral Combat Ship (LCS) logistics facility at Naval Station (NS) Mayport, Florida.

As NS Mayport is going to receive 14 LCSs to the base, construction of an improved logistics facility is expected to support personnel and crew assigned to these ships. The facility will support the LCS program, which includes the LCS Operational Trainer Facility (LTF).

"The LTF is a vital tool for training our Sailors in simulated real-world situations they may encounter while underway," said NS Mayport Executive Officer Cmdr. Patricia Tyler. "The new facilities allow teams to effectively train in a safe and controlled environment, providing immediate feedback and lessons learned to our Warfighters."

The contract provides for construction of a new four-story building and renovations to an existing building. Together, the two buildings will house the ashore component of administrative functions for deployed and in-port LCSs, as well as a portion of the training component.

The project also includes adjacent road improvements that will connect the logistics facility directly to a new parking garage that is being designed and constructed under a separate contract.

The work started Oct. 1 and expected to be completed by August 2021.

Initiated in February 2002, the LCS program represents a reduction in time to acquire, design and build ships in comparison to any previous ship class. LCS is a fast, agile and mission-focused platform designed for operation in near-shore environments yet capable of open-ocean operation. The LCS class consists of two variants: the Freedom and the Independence.

Currently, 33 LCSs are planned. So far, 16 ships have been delivered (LCS 1-14, 16 and 18), and 10 additional LCSs are under various stages of construction, as three are in the pre-construction phase.

## Navy to Christen Submarine Oregon

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy will christen its newest attack submarine, the future USS Oregon (SSN 793), during a 10 a.m. EDT ceremony Saturday, Oct. 5 at General Dynamics Electric Boat in Groton, Connecticut.

Rep. Greg Walden of Oregon will deliver the ceremony's principal address. The submarine's sponsor is Dana Richardson. The ceremony will be highlighted by Richardson breaking a bottle of sparkling wine across the bow to formally christen the ship, a time-honored Navy tradition.

"The future USS Oregon will play an important role in the defense of our nation and maritime freedom," said Secretary of the Navy Richard V. Spencer. "She stands as proof of what teamwork — from civilian to contractor to military — can accomplish. I am confident USS Oregon and her crew will ensure our Navy remains safe and strong to proudly serve our nation's interest for decades to come."

Oregon, a Virginia-class submarine designated SSN 793, is the third U.S. Navy ship to honor the state. The first USS Oregon was a brigantine ship purchased in 1841 and used for exploration until 1845. The second Oregon (Battleship No. 3) was commissioned July 15, 1896. Known for one of the most dramatic voyages ever undertaken by a ship of the U.S. Navy, Oregon sailed over 14,000 miles in 66 days, leaving San Francisco in 1898 and travelling south through the Straits of Magellan until finally arriving at Jupiter Inlet, Florida, where she reported for battle in the Spanish-American War. While the ship demonstrated the capabilities of a heavy battle ship, it also eliminated any opposition to the construction of the Panama Canal, as the country could not afford two months to send warships from one coast to another in times of emergency. Decommissioned in 1906, she was later recommissioned in 1911, and remained in the reserve, until stricken from the Navy list in 1942.

Oregon (SSN 793) is the 20th Virginia-class attack submarine and the second Virginia-class Block IV submarine. The ship's construction began in the fall of 2014, and it is expected to be delivered in the fall of 2020. Oregon will provide the Navy with the capabilities required to maintain the nation's undersea superiority well into the 21st century.

Block IV Virginia-class submarines include design changes to reduce total ownership cost (RTOC) and increase operational availability by decreasing the planned number of depot availabilities from four to three.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operation forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility and firepower directly enable them to support five of the six maritime strategy core capabilities — sea control, power projection, forward presence, maritime security and deterrence.

## Navy F/A-18C Hornet Makes Final Active-Duty Flight

From Commander, Naval Air Forces Atlantic Public Affairs

NORFOLK, Va. (NNS) -- The last Navy F/A-18C Hornet, aircraft number 300, made its official final active-duty flight at Naval Air Station Oceana, Oct. 2.

Assigned to Strike Fighter Squadron (VFA) 106 at Cecil Field, Florida, aircraft number 300 completed its first Navy acceptance check flight Oct. 14, 1988. Lt. Andrew Jalali, who piloted the Hornet for its final active-duty flight at Naval Air Station Oceana,

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## Port Safety Forum Minutes

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Mr. Lugo at [Brandon@AerialArmor.com](mailto:Brandon@AerialArmor.com) or visit [www.AerialArmor.com](http://www.AerialArmor.com).

### Coast Guard Update

Captain LeFebvre, Captain of the Port, provided a general overview of Coast Guard operations followed by topic specific briefings as follows:

**Port Security Grants** Sector NNE had eight Investment Justifications (or grant requests) of which funding for two was approved. The two grants that were fully funded, both came from New Hampshire Port Authority (Portsmouth Harbors Division).

**Waterways Analysis and Management System (WAMS) study.** Sector Northern New England recently conducted a WAMS study in collaboration with various port partners in Portsmouth and Seacoast New Hampshire. WAMS is a tool the CG uses to plan and implement Aids to Navigation Program (ATON) and better manage the waterway. WAMS are conducted periodically on each Federally designated "Navigable

Waterway." The USCG seeks to identify what may be done to enhance the safe navigation upon a waterway and secondly, they use the data to anticipate and plan the navigation safety budgeting process, at both the regional and national levels. In conducting a WAMS, the Coast Guard's Waterways Management Division partners with local agencies and waterway users to complete the study. The report is currently under review and will be finalized in the coming months.

**Eagle Visit** – The Coast Guard Cutter Eagle, visited Portsmouth, New Hampshire, Aug. 1-5 and led a parade of sail for "Sail Portsmouth." The 295-foot Barque Eagle was docked at the Portsmouth Port Authority State Pier. Approximately 10,500 visitors toured the ship during its Portsmouth port call.

### Old Business/New Business

None.

### Next Meeting

December 18, 2019; 10:00 AM; International Marine Terminal, 454 Commercial Street, Portland, ME 04101

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# BOAT RACING AND FAMILY TRADITION

By Sheila Dassatt

With the boat racing season coming to an end for this year, I felt it only appropriate to do a story about it. Congratulations to all that brought home trophies, hat prizes, cash and of course, "bragging rights!" What a great time it can all be for fishing families, participants and our racing audience. I'd like to give special thanks to all that do the hard work of sponsoring the races and setting everything up, such as sign up and keeping track of each race, recording the times, winners and the radar gun operator, pace boat and so on. Thank you, Jon Johansen for your dedication to these races. We know how long you have been doing this and your dedication is well appreciated! I remember a "young" reporter and photographer, asking if he could hop aboard the Red Baron with us to cover the race at Winter Harbor in the early eighties.....guess who that was?!

A lot of folks have asked me along the way, how did this all get started? This is not a new sport by any means. It still goes on to this day.....when the day's haul is over, it was always fun to see who was the fastest boat coming into the harbor. My grandfather, James Holland used to do it back in the early years. He needed a fast boat, as he also used to move lobsters as well as his participation with the "prohibition days." The stories are probably way more than I can tell!

My earliest memories are with my family going to Jonesport on the 4<sup>th</sup> of July for a traditional picnic with my grandparents and folks. My brother, Glenn, had a passion for the Jonesport beauties (boats that is), and the annual boat race. We were very young at the time, and started our own Family Tradition.

As time went on, history took its own course, and in the eighties, the rest of the story continued on. Dad, Corliss needed a boat for lobstering, so the Red Baron was built at the family boat shop (red because of left over gel coat), and the story of Snoopy and the Red Baron was popular at the time (explaining her name). So the Young Brothers, Arvin and Arvid of Corea, built the Sopwith Camel to fit with the popular cartoon, by Charles Schultz. So the challenge made the spectators simply Love It! The song, Snoopy and the Red Baron by the Royal Guardsmen was being played by local radio stations at race time. It was great fun!

In the beginning, Dad and Glenn ran the 'Baron and the Young Brothers challenged with the Sopwith Camel. More boats were built and jumped in on the Heyday. If I do another article on this, I will mention them for sure. They are definitely popular boats, each with their own story. I will mention my Dad and Andrew Gove racing each other with Red Baron and Uncle's UFO. That was priceless for their ages at the time!

I asked my daughter, Christy for some inspiration, and she had great memories, right away. She remembers the "innocence of being one of the boat race kids, hopping from rock to rock, nearly slipping into the water-the independence as a child, yet they knew that we were all watching over them." Race morning, there was typically fog, with the anticipation of the sun breaking through the haze, making race day possible. The mornings were misty and cool, to break the hot humid days the proceeded. The anticipation was great, with the women in our family packing lunches and making sure



that everyone still made it a picnic. That's how I met my husband, Mike. He showed up at the dock with a cooler of sandwiches and liquid embellishment.....accompanying my Dad's invitation to come along. As time went on, he became part of the wrench turning team. I never knew what he looked like, his butt was always sticking out of the engine hold! That's also how friends were made and future families. Once they became part of the racing circle, everyone was family and always will be.

Sometimes we would win, sometimes we would lose, but it never broke our spirit. Of course, I'll never forget the day at Stonington, when the fog closed in during the race. We could hear the roar of the engines, but couldn't see any of them until we saw the bow of the red boat breaking through the fog

to win the race. That was the Red Baron, and what an exciting race that was! I believe that was the first Jimmy Stevens Cup Race.

We have seen a generation of our own kids become involved, Andrea, Ed and Christy and now the next generation of kids are becoming involved, usually starting with the skiff races. One reason that I am going there with this article is the simple fact that with our fishing industry, our way of life is not just fishing and regulations. Fishermen work very hard and have for generations, following strict conservation rules to help make it possible for years to come. When the day's work is done, there's time to start new family traditions. If our family had the privilege to help make this possible, by leaving our mark and tradition on this industry, we are proud to be part of it. Thank you and Godspeed.

## U. S. NAVY NEWS

Continued from Page 9

was also born in 1988.

"Today marked the final United States Navy F/A-18C Operational Hornet flight," said the Commodore, Command Strike Fighter Wing Atlantic, Capt. Brian Becker.

The aircraft has remained with the Gladiators for its entire 31-years of service. The aircraft took off from NAS Oceana accompanied by three F/A-18F Super Hornets for a one-and-a-half hour flight and return to Oceana where it will be officially stricken from the inventory, stripped of all its usable parts and be scrapped.

Becker said the F/A-18C aircraft has served admirably for over 30 years and highlighted its history in naval aviation.

"Its technological innovation was continued on the F/A-18 E/F/G aircraft and helped the U.S. Navy transition from 4th to 5th generation aircraft," said Becker.

During the last year, VFA-106 has transferred over 50 F/A-18 Hornets to various Navy Reserve and U.S. Marine aviation commands, as well as, being placed in preservation for future use if needed.

Both the F/A-18A and F/A-18C Hornet variants have been replaced by the updated F/A-18E/F Super Hornets.

VFA-106 is the Navy's East Coast Fleet Replacement Squadron, which trains naval aviators to fly the F/A-18 Super Hornets.

### Navy Commissions Newest Littoral Combat Ship - USS Cincinnati (LCS 20)

By Chief Mass Communication Specialist Rosalie Chang, Naval Surface Forces Public Affairs

GULFPORT, Miss. (NNS) -- The U.S. Navy commissioned the Independence-variant littoral combat ship USS Cincinnati (LCS 20) during a ceremony Saturday, Oct. 5, in Gulfport, Miss.

More than 1,400 guests attended the

ceremony for the fifth ship in naval service named for Cincinnati, the third-largest city in Ohio.

"From acquisition to construction, to testing and certification, she is a marvel of engineering that will extend our capabilities for any mission, from the middle of the ocean, to the shallowest of waters, enhancing our ability to project power at shore and at sea," said principle speaker U.S. Rep. Brad Wenstrup of Ohio. "The USS Cincinnati will extend the maneuverability and lethality of our fleet to confront the many challenges of our complex world."

Guest speakers for the event included U.S. Rep. Steven Palazzo of Mississippi, who discussed the dedication of the ship builders and the Sailors, and Commander, Allied Joint Force Command Naples/Commander, U.S. Naval Forces Europe/Commander, U.S. Naval Forces Africa, Adm. James G. Foggo III.

"Each and every day, our ships sail alongside those of our Allies and partners, defending freedom, deterring aggression, and ensuring adherence to the rules which underwrite the greatest signal to our allies and our partners and best warning to our

adversaries" said Foggo. "Naval presence is essential to our National Defense Strategy and to a peaceful, connected, and prosperous world."

Cincinnati Commanding Officer, Cmdr. Jedediah Kloppel, reported to Foggo that the ship was ready and in his command. In addition, Penny Pritzker, the 38th U.S. Secretary of Commerce and the ship's sponsor, gave the traditional order to "man our ship and bring her to life!"

"This is the first crew in naval history to commission two ships in less than two years. This is the best crew I've ever served with," said Kloppel. "From the start of this crew's journey, they have excelled. They achieved the highest scores and completed certifications early and inspections the first time, every time. It's the unit cohesion, that special bond, that strength and unity that makes this a great crew."

Kloppel took command of Cincinnati during a change of command ceremony, Oct. 3.

Continued on Page 22

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**Commercial Fishing News**

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

**From the Director -**

The month of September got away from us! Where did it go? It seems that the month flew right by, with a few issues that we were all dealing with. Our Annual meeting was postponed, which we apologize for, but most didn't find that date a good one for attendance. We have re-scheduled it for Thursday, October 24<sup>th</sup> at Helen's Restaurant in Ellsworth @ 6:00 p.m. All are welcome to attend! Come along and bring a friend. It is a good opportunity to get up to date with the issues and to have a chance to voice your opinion. Every voice counts in our association. We will still be having our Annual Hat Drawing, which is always a fun thing to do for the Annual Meeting. I'd like to thank our Associate members for their generous donations to this every year. This is a good way to reach out and help advertise and promote our Associate member's products. .

Do we want to talk whales? Probably not, we just want to fish, right? I know that it is an issue that needs to be dealt with, but for now, we're all trying to make a living on the water and plan for the upcoming winter. Let's hope that this winter is not as harsh as the last one. It seems that there was more ice than snow.

I shared a picture on the D.E.L.A.

Facebook site that showed two books and how thick they are, titled: Final Environmental Impact Statement for Amending the Atlantic Large Whale Take Reduction Plan: Broad-Based Gear Modifications Volume I & II. Prepared by: Industrial Economics, Incorporated, and NOAA's National Marine Fisheries Service Draft EIS: February 2005, Final EIS: August 2007. Now, these books are very thorough and have left absolutely nothing out. One is about three inches thick and the other is about an inch thick. I had the privilege to be involved in some of these meetings and work with the Take Reduction Teams of that time. I plan to have these volumes at our meeting so you are welcome to take a look at them and see if anything was left out. The big thing is the fact that it is titled "Final Environmental Impact Statement." So it seems to me that this is not going away and nothing has changed over the years. It will go on and on...kind've like when an election year is approaching and health insurance gets brought up once again, yay or nay.

This notice is showing up in my e-mail notices almost every day, lately: Ropeless Fishing Breakfast Series. Special Announcement: From November 12<sup>th</sup> - 18<sup>th</sup>, Desert Star Systems will be in Portland, Maine for the Ropeless Consortium. We

would like to do a gear demo for any interested fishers, enforcement officials, or the general public. You can either meet us in Portland or email us and have us come to your own town. Please remember that we are only offering one of several alternatives to the issue of the recent 50% reduction in vertical lines in Maine, so keep it civil and be willing to offer helpful advice, criticisms and questions. E-mail: j.wolf@desertstar.com, mailing address: Desert Star Systems, 3261Imjin Rd., Marina, CA 93933-5103.

If you are interested, here is the next alternative. The Ropeless Consortium is what is being offered to us. Perhaps we should see what they have to offer? What do you think?

Scallop license lotteries are now available. The DMR is announcing two lotteries, one for scallop drag licenses and one for scallop diving licenses. They are making available 6 drag licenses and 4 dive licenses for the 2019-2020 season. The lotteries will remain open until November 8<sup>th</sup> at 4:30 p.m. Applicants may enter online at www.maine.gov/scallop lottery.

NOAA's Hydrographic Survey Operations - Mistaken Ground on the Eastern Approach to Portland, Maine, October 15 through November 15, 2019. This will be done with NOAA's ship, Ferdinand R. Hassler. The survey is being done to update the nautical chart for the safety of navigation. DMR has been notified that lobster gear DOES NOT need to be moved. The ship will be surveying with approximate line spacing

of 400 to 500 meters, which can be modified on the fly to avoid gear and address sea state. VHF Channel 16, Northeast Manager: Colleen Roche at 401 545-0174, northeast.navmanager@noaa.gov., Ferdinand R. Hassler.png, Navigation Officer: 603 812-8748; nav.Ferdinand.hassler@noaa.gov., Project Manager: Starla Robinson, starla.robinson@noaa.gov. The navigation manager is the primary contact for public relations, gear claims, coordinating gear information and obtaining the hydrographic products from this survey. In case of emergency, the ship can be reach by cell at 603-812-8748. The Commanding Officer is LCDR Blankenship. The ship will be visible on AIS.

By the time that you read this, the Fall ME-NH Inshore Trawl Survey will be over. The DMR feel that failure to complete the proposed tows could jeopardize the use of our data for state and federal lobster and finfish management. If you'd like more contact information for details, here is the information: <http://www.maine.gov/dmr/science-research/projects/trawlsurvey/fl19schedule.html>. You may also call Rebecca Peters at the office 207 633-9530 or by cell 207 557-5276, or Rebecca.J.Peters@maine.gov .

This report has the majority of the information that brings us up to date. Please feel free to contact DELA at any time for more contact information. My e-mail is [dassatt711@yahoo.com](mailto:dassatt711@yahoo.com) and my cell phone is 207 322-1924.

Stay safe, Sheila

**Department Marine Resources News**

**Three Charged with Violating Laws Intended to Protect Rebuilding Atlantic Herring Stock**

Augusta - The Maine Marine Patrol has issued citations to three men for violating laws designed to protect the Atlantic herring fishery which has faced serious quota reductions in recent years.

Glenn Robbins, 72 of Eliot, owner and captain of the fishing vessel Western Sea has been charged with exceeding the weekly limit of 160,000 pounds of herring, and with failing to file accurate reports of his harvest.

Maine herring regulations require harvester vessels to send an email to the Maine Department of Marine Resource (DMR) three hours prior to landing with information regarding the harvester, vessel and total catch. Marine Patrol's investigation found that Robbins failed to properly notify DMR on two occasions.

The investigation, which took place during August and September, found that the fishing vessel Western Sea, operated by Robbins, exceeded the 160,000-pound weekly limit on two occasions. "At a time when regulators have drastically reduced harvest limits to address declining Atlantic herring recruitment, this is an especially egregious violation." said Marine Patrol Colonel Jay Carroll.

Ethan Chase, 42 of Portsmouth, New Hampshire, who also operated Robbins vessel, was cited for failing to properly notify DMR prior to landing and for exceeding the weekly harvest limit in September by over 110,000 pounds of herring, all of which was seized by Marine Patrol.

Dealer Dustin Reed, owner of wholesale seafood dealer New Moon Fisheries, has also been charged with failure to report herring he purchased and failure to hold a permit to buy and sell herring.

The charges against Robbins, Chase and Reed could result in fines of \$100 per violation. However, while the civil fines are limited under law, the Commissioner of the Department of Marine Resources has the authority to suspend harvester and dealer licenses for failure to comply with reporting requirements and for exceeding landings limits.

These violations are nothing short of a

blatant disregard of the rules that protect Atlantic herring. Said Commissioner Patrick Keliher. Mr. Robbins has attended many herring management meetings over the years to speak to the need to protect this industry from over fishing. His actions and those of his crew are directly counter to his publicly stated positions this is disappointing to say the least.

These charges are the result of a significant investigation by Maine Marine Patrol with support from the Maine State Police to uncover violations that cheat other harvesters and dealers who comply with quota and reporting requirements, said Colonel Carroll. By violating quota limits and reporting requirements, these violations also undermine efforts designed to re-build this critically important stock.

**DMR Employee and Manager of the Year Awards Presented**


WEST BOOTHBAY HARBOR - Maine DMR Commissioner Patrick Keliher presented awards Friday to two deserving DMR staffers. Erin Summers, Director of DMR's Biological Monitoring Division received the Manager of the Year Award for working on right whale protection efforts, while Charlotte Ekstrom, who works in the department's licensing division, received the Employee of the Year Award for providing exceptional customer service. The awards were presented during the department's annual meeting Friday, September 20th in West Boothbay Harbor.

**Aquaculture Operation to Support Novel Approach to Wild Atlantic Salmon Restoration**

AUGUSTA - The Maine Department of Marine Resources (DMR) will employ a novel approach to rearing Atlantic salmon for restoring native populations on the East Branch of the Penobscot.

The project, funded through a NOAA Section 6 Species Recovery Grant totaling \$1,075,000, will involve a partnership between DMR, Cooke Aquaculture USA, US Fish and Wildlife Service, NOAA Fisheries, and the Penobscot Indian Nation to grow

**Continued on Page 21**



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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### Maine Center for Coastal Fisheries Receives Three-year NOAA Grant

Grant to study groundfish in eastern Maine STONINGTON - Maine Center for Coastal Fisheries (MCCF) in Stonington has been awarded a \$207,355 grant over three years by NOAA's Office of Habitat Conservation for research testing the effects of restoring fish passage in the Penobscot River on groundfish diet. This grant will support the analysis of fish samples that have been collected during the annual Sentinel Survey that MCCF leads in partnership with fishermen, the University of Maine, and The Nature Conservancy.

MCCF started the Sentinel Survey in 2010 with partial funding from NOAA's Northeast Fisheries Science Center, using longline and jigs to survey groundfish abundance from Penobscot Bay to Canada. Groundfish caught in the Survey have been sampled in each of the ten seasons to test hypotheses related to groundfish recovery resulting from restoring a river herring (alewife) prey base. The timeframe of this survey transcends the recent improvements of fish passage in the Penobscot River system, and it provides baseline data from which to study predator-prey dynamics as anadromous prey stocks rebuild. By improving knowledge of predator-prey responses to river restoration, this study addresses timely evaluation of how investment in restoring fish passage in the Penobscot and other eastern Maine rivers yields benefits to fish stocks.

NOAA's Office of Habitat Conservation has invested more than \$21 million in fish passage restoration in the Penobscot River system, which in conjunction with the removal of these dams, has opened approximately 1,000 miles of spawning habitat, representing one of the largest river restoration projects in US history. Restoration efforts, along with concurrent stocking have facilitated a rapid increase of river herring in the system. In 2018, 2.17 million returning fish were counted at the Milford Dam on the Penobscot River, and this year 1.9 million have returned so far. We expect this trend to continue as historical runs are estimated to have been between 14 and 20 million fish.

This grant will fund some of the analysis of the fish samples, specifically compound-specific stable isotope analysis (CSIA) to be conducted at the Woods Hole Oceanographic Institute. These data will help to understand the diets of fish caught in the Sentinel Survey. Linking of this information with other analyses of growth rates, genetics, and reproductive status will help us to better understand the relationship that the

restoration of river-run species might have on the groundfish complex.

This funding from NOAA will also help support the Sentinel Survey over the next three seasons. One of the most important aspects of this project is our collaboration with fishermen. Not only do we execute the Survey with commercial fishing vessels, but fishermen are also directly engaged in the study design, data collection and analysis. Deeper engagement has been a focus in 2019 and will continue into the future.

Maine Center for Coastal Fisheries connects fishermen, scientists, regulators and others through collaborative research and co-management to help secure the future of commercial fishing and the communities that depend on it. To learn more about MCCF or this project, please contact Paul Anderson, Executive Director at 207.367.2708 or panderson@coastalfisheries.org

### ASMFC & MAFMC Set Specifications for Jointly Managed Species and Initiate a Joint Action on Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocations; and ASMFC Initiates Addendum on Black Sea Bass State-by-State Commercial Allocations

The Atlantic States Marine Fisheries Commission's Summer Flounder, Scup, and Black Sea Bass Board (Board) and Bluefish Board met jointly with the Mid-Atlantic Fishery Management Council (Council) to adopt 2020-2021 specifications for scup, black sea bass, and bluefish and review previously-implemented 2020 specifications for summer flounder. During the meeting, the Boards and Council reviewed the results of operational stock assessments for black sea bass, scup, and bluefish, which were peer-reviewed and accepted for management use in August 2019. The assessments incorporated fishery catch and fishery-independent survey data through 2018, including revised recreational catch data from the Marine Recreational Information Program (MRIP). The revised MRIP data are based on a new estimation methodology accounting for changes to the angler intercept survey and the recent transition to a mail-based effort survey. For these four species, the revised estimates of catch and landings are several times higher than the previous estimates for shore and private boat modes, substantially raising the overall catch and harvest estimates.

Summer Flounder, Scup, Black Sea Bass, and Bluefish Specifications

The following table summarizes commercial quotas and recreational harvest limits (RHL) for summer flounder, scup,

black sea bass, and bluefish. In setting catch and harvest limits for scup, black sea bass, and bluefish, the Boards and Council also took into account recommendations from the Council's Statistical and Science Committee (SSC), Monitoring Committee, and Advisory Panels (APs) for each species. The summer flounder limits, which were previously approved by the Board and Council in March 2019, were maintained. No changes were made to the commercial management measures for the four species. For scup, black sea bass, and bluefish, the Commission's actions are final and apply to state waters (0-3 miles from shore); the Council will forward its recommendations for federal waters (3-200 miles from shore) to the NOAA Fisheries Greater Atlantic Regional Fisheries Administrator for final approval.

#### Scup

The 2019 scup operational assessment concluded the stock was not overfished and overfishing was not occurring in 2018. Spawning stock biomass was estimated to be about two times the target. The assessment indicated the stock experienced very high recruitment in 2015 and below-average recruitment during 2016-2018. The Board and Council approved an acceptable biological catch (ABC) of 35.77 million pounds for 2020 and 30.67 million pounds for 2021. After accounting for expected discards, this results in a commercial quota of 22.23 million pounds and an RHL of 6.51 million pounds in 2020, and a commercial quota of 18.06 million pounds and an RHL of 5.34 million pounds in 2021. Compared to 2019 landings limits, this represents a 7% decrease in the commercial quota and a 12% decrease in the RHL in 2020, and a 25% decrease in the commercial quota and a 28% decrease in the RHL in 2021.

The Board and Council also reviewed an evaluation of scup discards by mesh size, quarter, and statistical area in the commercial fishery. While discards have been well above average in recent years, the Board and Council agreed with the Monitoring Committee recommendation that no immediate management action was needed but discards should continue to be monitored.

#### Black Sea Bass

The 2019 black sea bass operational stock assessment concluded the stock was not overfished and overfishing was not occurring in 2018. Spawning stock biomass was estimated to be about 2.4 times the biomass target in 2018. Recruitment was above average in 2015 and below-average during 2016-2018. The Board and Council adopted an ABC of 15.07 million pounds for 2020 and 2021, which results in a commercial quota of 5.58 million pounds and an RHL of 5.81 million pounds for both years after accounting for expected discards. This represents a 59% increase for both the commercial quota and the RHL compared

to the 2019 measures. This could allow for a notable increase in commercial landings. However, because the recently revised recreational harvest estimates are higher than the 2020 and 2021 RHLs, managers will not be able to liberalize recreational measures in 2020, despite the increase in the RHL. Changes to recreational measures (bag, size, and season limits) to constrain harvest to the RHL will be considered at the Council and Board's December 2019 joint meeting.

#### Summer Flounder

For summer flounder, the Board and Council received a data update, including updated catch, landings, and fishery-independent survey indices through 2018. State and federal survey indices indicate the stock increased from 2017 to 2018 and recruitment in 2018 was above average. Considering the positive status of the summer flounder stock and recommendations from the SSC, Monitoring Committee, and AP, the Board and Council maintained the previously-implemented specifications for summer flounder. For 2020, the commercial quota is 11.53 million pounds and the RHL is 7.69 million pounds.

#### Bluefish

For bluefish, the 2019 operational assessment designated the stock as overfished though overfishing was not occurring in 2018. Based on the SSC's recommendation, the Bluefish Board and Council adopted an ABC of 16.28 million pounds for both 2020 and 2021. After accounting for discards, the ABC translates to a commercial quota of 2.77 million pounds and an RHL of 9.48 million pounds. Compared to 2019, this represents a 64% decrease in the commercial quota and an 18% decrease in the RHL. Because the recreational fishery is anticipated to fully harvest the RHL, the Board and Council did not authorize a quota transfer from the recreational sector to the commercial sector for 2020-2021.

### Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocations Amendment

The Summer Flounder, Scup, and Black Sea Bass Board and the Council initiated the development of a joint amendment to reevaluate the FMP's commercial and recreational sector allocations. This action aims to address the allocation-related impacts of the revised recreational catch and landings data provided by MRIP. The initiation of the amendment directs Commission and Council staff to begin preparing analyses to guide development of a Public Information Document and scoping process. The Board and Council will discuss this issue during their next joint meeting in December 2019.

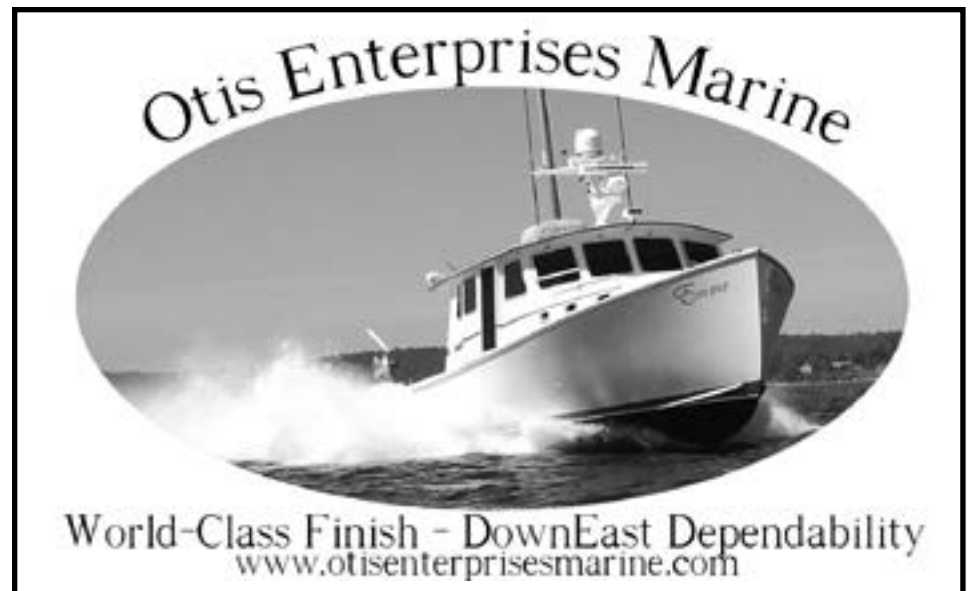
#### Black Sea Bass Commercial Addendum

After reviewing potential management strategies and engaging in a joint discussion on Council involvement, the Board initiated an addendum to consider changes to black sea bass commercial state-by-state alloca-

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**MISCELLANEOUS COMMERCIAL FISHING NEWS**

tions. Consistent with the Board's August 2019 discussion, this action will consider the current distribution and abundance of black sea bass as one of several adjustment factors to achieve more balanced access to the resource. Proposed strategies for adjusting the commercial state allocations include: 1) a dynamic approach, referred to as "TMGC," which gradually shifts allocations over time based on a combination of historical landings information and current stock distribution information; 2) several trigger-based allocation approaches; 3) a method to raise the Connecticut quota to 5% in addition to any other reallocation method; and 4) hybrid approaches. Although this is a Board-specific action, both the Board and Council agreed future discussions of the addendum should occur at joint meetings to allow for Council input. The Council deliberated the need for a joint action, but decided to postpone further consideration of a joint action until the December 2019 meeting.

For more information on the Commission's actions pertaining to black sea bass, please contact Caitlin Starks, Fishery Management Plan Coordinator at [cstark@asmfc.org](mailto:cstark@asmfc.org) and contact Dustin Colson Leaning at [dleaning@asmfc.org](mailto:dleaning@asmfc.org) for more information pertaining to the Commission's actions on bluefish and summer flounder.

The Atlantic States Marine Fisheries Commission's Atlantic Herring Management Board members from Maine, New Hampshire, and Massachusetts set effort control measures for the 2019 Area 1A (inshore Gulf of Maine) fishery for the remainder of period 3 (October) and period 4 (November and December).

Period 3

The Area 1A fishery will move from zero to two consecutive landing days starting at 6:00 p.m. on October 27 for the remainder of period 3, ending on October 31 contingent on the performance of the Canadian weir fishery through October 1. As outlined in the Atlantic herring specifications, if the New Brunswick weir fishery catch through October 1 is less than 4,000 mt, then 1,000 mt will be subtracted from the management uncertainty buffer and added to the Area 1A sub-ACL by NOAA Fisheries.

If NOAA Fisheries has not taken action to increase the Area 1A sub-ACL by October 22, Board members from Maine, New Hampshire, and Massachusetts will meet via

conference call on Wednesday, October 23 at 1 p.m. The call and webinar information is included below.

Webinar URL: <https://global.gotomeeting.com/join/841122917>

To join the call, please dial 1-888-585-9008 and enter conference room number 853-657-937

Once the fishery re-opens, landings will be closely monitored and the fishery will be adjusted to zero landing days when 1,000 mt is projected to be reached. Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip on days out of the fishery.

Period 4

For period 4, the Area 1A fishery will have two consecutive landing days per week starting at 6:00 p.m. on November 3 for Maine and 12:01 a.m. on November 4 for Massachusetts and New Hampshire. Please note the Western Maine and Massachusetts/New Hampshire spawning areas remain closed through 11:59 p.m. on November 3 (vessels cannot take, land, or possess Atlantic herring during spawning closures). Period 4 landings will be closely monitored and the directed fishery in Area 1A will close when 92% of the sub-ACL is projected to be reached unless 95% of the total ACL is projected to be reached for the stock-wide fishery, in which case the Area 1A fishery will close earlier. Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip on days out of the fishery and after the fishery is closed.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

**ASMFC American Shad Stock Assessment Workshop  
Scheduled for November 18-22, in Charleston, SC**

The Atlantic States Marine Fisheries Commission will hold the American Shad Benchmark Stock Assessment Workshop at the Francis Marion Hotel, 387 King Street, Charleston, SC. The stock assessment, which is scheduled for completion in the summer of 2020, will evaluate the health of stocks along the Atlantic coast and inform management of this species. The Commission's stock assessment process and meetings are open to the public, with the exception of discussions of confidential

data\*, when the public will be asked to leave the room.

The Commission welcomes the submission of alternate analyses or assessment models. For alternate models to be considered, the model description, model input, final model estimates, and complete source code must be provided to Jeff Kipp, Senior Stock Assessment Scientist, at [jkipp@asmfc.org](mailto:jkipp@asmfc.org) by October 18, 2019. Any models submitted without complete, editable source code and input files will not be considered.

For more information about the assessment or attending the upcoming workshop (space is limited), please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

\* Each state and federal agency is responsible for maintaining the confidentiality of its data and deciding who has access to its confidential data. In the case of our stock assessments and peer reviews, all analysts and, if necessary, reviewers, have been granted permission by the appropriate agency to use and view confidential data. When the assessment team needs to show and discuss these data, observers to our stock assessment process are asked to leave the room to preserve confidentiality.

**New Tool Can Help Nova Scotia Lobster Fishery Address Impacts of Climate**

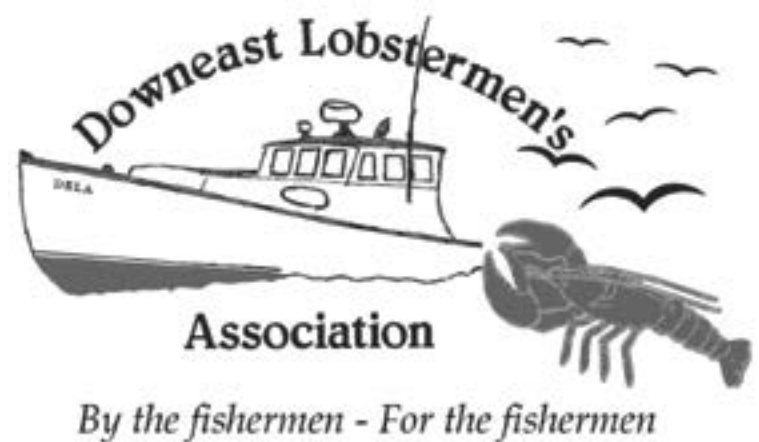
**Change  
October 10, 2019**

Researchers use long-term survey data sets and climate models to help fishing communities plan for a warmer ocean. American lobster is Canada's most valuable fishery. Photo: NOAA Fisheries

U.S. and Canadian researchers have developed a new tool that incorporates projected changes in ocean climate onto specific fishery management areas. Now fishermen, resource managers, and policy-makers can use it to plan for the future sustainability of the lobster fishery in Nova Scotia and Canadian waters of the Gulf of Maine as waters warm.

"Climate change has socio-economic impacts on coastal communities and the seafood market, but integrating that information into planning and decision-making has been a challenge," said Vincent Saba, a fishery biologist at the Northeast Fisheries Science Center and a co-author of the study. "Ocean warming is leading to an accelerated redistribution of marine species. Knowing how animals will shift distribution, and what to do about shifts across management borders both regional and international, will be critical to planning on how to adapt to those changes."

**Continued on Page 20**



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# Boat And Ship Yard News



The dragger SEA RAMBLER hauled out at Portland Shipyard for her annual maintenance.

owned by Maine Seacoast Mission of Mount Desert Island. The first issue that arose was when they removed the insulation under the deck and found that it was more corroded than they thought. J. B. Turner, President of FSS, said, "We gutted the whole boat, pilot house and all. The lowest deck is fully sandblasted and re-primed and we've started to put it back together again. We just finished sandblasting and priming the pilot house so now we have got the mid-deck level to do, sandblast and prime and start the rebuilding process. There is also a small amount of plating going on. Trying to get the new black water tank built and then get that installed this week. So, it is moving along."

Due to the additional corrosion that was found the 1 December deadline it is going to take a little longer before she is ready for the water.

In another building is a Nordhaven 58 that they are doing more and more work on all the time. They started with hull paint, but that turned into as new air conditioning system, new shore power system, new at sea system and other electrical items. This due to finding a number of problems.

On one side they have ZEEL, which is a Sundeer 62. They have got the deck painted and now they are replacing most of the electrical system and air conditioning systems and now she is going back together so the owner can go south.

LITTLE VIGILANT was just put into the building. She is being donated to Mystic Seaport Museum of Mystic, CT.

Outside they have THISTLE back, which is an Oyster 100. They are putting all new cabin soles throughout the pilothouse and main salon area, including all the steps and this is being done by Teak Decking Systems. They also have a host of small mechanical projects to do as well. One of the projects is a new stainless steel bimini.

They have a 106 foot aluminum hull Holland yacht style build constructed in 2003, which they are doing a bunch of varnish work, lightly sanding the decks, systems, bow thruster and bearings. They will also make a repair to the foil on the head stay. She is being readied to go south and they hope to have her back for a bigger refit next summer.

ZENATA, a Gunboat 62, is in for bottom work, replacing rudder bearings, some electrical checks and replacing her standing rigging.

The motorsailer BARBARA is in for solar panels and a new solar charging system, generator work and bottom work as usual.

A 65 foot cat is having her bottom sand blasted and redone, some rigging work; an electric furler installed; raise the waterline and some small system items.

They are going to be hauling the 130-footer MIA CARA later in October for her annual maintenance. Then they are going to haul a 120 foot tug, which has been converted to a yacht. They have got to replace two big seakeepers, which means they have to cut the deck open, remove the present seakeepers and put the new ones in.



One of the hulls at Wesmac in Surry under construction.

Then re-weld the deck, repaint everything in November and get her back in the water.

Not enough to do, add on about 130 boats that have to be hauled, decommissioned and ready for next season.

Even with all this work underway they are still looking for more so they can transition into the winter. They have a number of their regular customers coming back and a number of new ones.

A great project, which left a couple of months ago was DEFIANT, a Hinckley 70, but unfortunately she was hit by lightning when at Newport, RI. She had been in for system work and now this all needs to be replaced again. They have to replace the hydraulic, engine and charging systems. To do this they have been working with New England Boatworks and running down to Newport as needed.

### Navatek awarded ONR Contract for Advanced Planing Hull Research to improve the safety and performance of high-speed boats for Navy missions.

Navatek LLC has been awarded an \$8 million contract from the U.S. Navy Office of Naval Research (ONR). The contract entitled "Advanced Planing Hull Research" focuses on pursuing new science and technology for safer hulls and hybrid-electric propulsion systems for fast boats

Navatek will work directly with Front Street Shipyard, who will combine their "Built in Maine" composites experience with Navatek's research strength. Front Street Shipyard will build the Navatek pro-

totypes and collaborate on testing at-sea. The science and technology advancements from this research will benefit all the Navy's small craft programs.

"Maine is home to the best shipbuilders in the world, and our state has long had an integral role in our national security. Navatek's engineering and research strength combined with Front Street Shipyard's composites experience will benefit all of the Navy's small-craft programs," said Senator Collins. "As a senior member of the Defense Appropriations Subcommittee, I strongly advocated for the funding that made this research possible and am so proud of the work Navatek and other Maine companies do to support our Navy and our nation's defense."

This new contract will continue to build on the success of Maine's historic leadership in the maritime field and revolutionize it for our digital and renewable energy age. Opportunities to collaborate with Maine maritime companies such as Front Street Shipyard were vital in supporting Navatek's Portland office, opened in 2018.

Martin Kao, CEO of Navatek LLC, said, "Our company is committed the State of Maine, and thanks to Senator Collins' support, we have been able to partner with the University of Maine and the State's boat building ecosystem to address the Navy's new challenges and needs."

Building on Mr. Kao's comments, JB Turner, president of Front Street Shipyard, said, "We believe our experience with advanced composite construction for boats will provide a key advantage to our Navy, and we are happy to team with Navatek to use our combined capabilities in this area through this new research program."

Navatek is based in Honolulu, Hawaii with offices in Portland and Orono, Maine; South Kingston, Rhode Island; and Washington DC. They were founded in 1979, focusing on research in hydrodynamics and the advanced ship design. Through the research and experimentation, Navatek has established significant capabilities and developed advanced solutions in the sciences and disciplines related to its fields of research for the U.S. Navy.

What about the ferries? Well, the first might just be built to run here on Penobscot Bay. The residents of Islesboro have been talking about a small high speed ferry and they are offering to build the boat with hopes that the state will run it. Presently talks are underway with the state. J. B. added that they have also been talking with people about an electric ferry in San Francisco. He added, "There are 25 potential boats out there right now that want to be done by 2025."

Continued on Page 18



Photo Anne Blanchard

Photo Anne Blanchard



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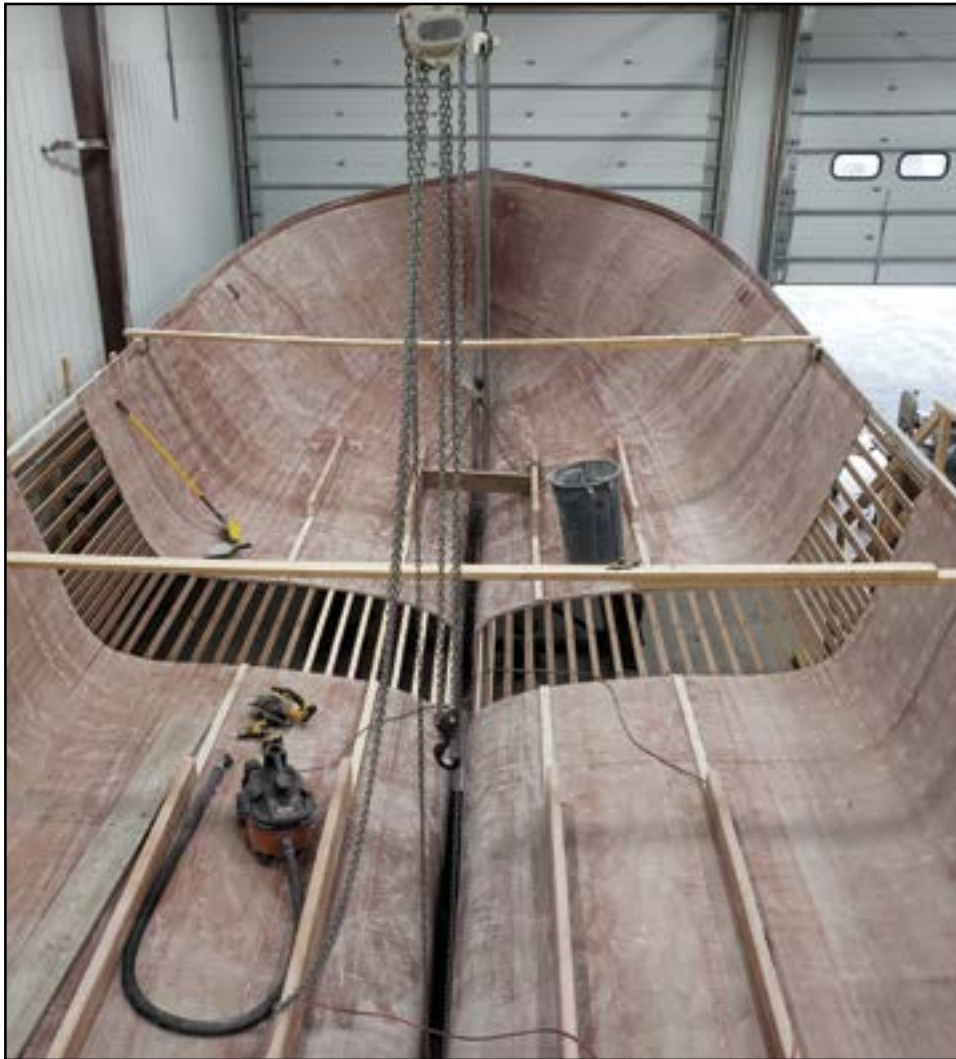
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# Boat And Ship Yard News



This is Calvin Beal 44 being stretched four feet at S. W. Boatworks in Lamoine, who will also finish out as an offshore lobster boat.

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# Boat And Ship Yard News



The Chris Craft having her bottom redone at Brooklin Boat Yard in Brooklin.

Continued from Page 14

## S. W Boatworks Lamoine

Getting ready to go overboard is a Calvin Beal 44, finished out as a split wheelhouse lobster boat for a fisherman from the mid-coast. For accommodations she has a V-berth, some cupboards and the shelter is finished out in cherry. She is powered with a 750-hp John Deere and they are expecting about 24 knots with a cruise of 18 knots. Stewart Workman, owner of S. W. Boatworks, added, "Actually this is one of our first ones that we have done with the electronic valve switching system for the fish holds. This prevents the captain or the crew members from having to go down into the engine room or go figure out a fuel manifold system. It is all electronically set up so all you have to is flip a few switches. No one has to go down in the engine room with all their oil gear on, which can be dangerous around the pulleys and stuff. We are anxious to see how it is going to work."

Another Calvin Beal 44 is in Bay #1 and she is being finished off as a lobster boat for a fisherman from Cranberry Isles. She is almost 75 percent completed. She is also getting the electronic valve switching system for the fish holds.

A Calvin Beal 38 is under construction for a fisherman from Southern Maine. She is being finished off as a lobster boat powered with a 800-hp Scania.

On the other side of the road they are taking a perfectly good Calvin Beal 44 hull and cutting it in two and adding four feet to her length. She is being finished out as a lobster boat for a fisherman from Vinalhaven, and will be powered with a C18 1,000-hp Caterpillar.

How was the Newport International Boat Show for S. W. Boatworks? Well, on Thursday morning amidst the downpours a person walked in and ordered a 44 or 45 foot sportfisherman. The type of hull is either going to be a Calvin Beal 44 or a Young Brothers 45. As many realize many of the sales at boat shows are not cold sales,



Looking for a nice cruiser? This is a Bar Harbor 39, which is partially finished and offered for sale at West Bay Boats in Steuben. She is offered at more than a reasonable cost.

meaning that they have not talked before. This was a cold sale and Stewart added, "He was aware of us and he has been talking to a previous contact that I was talking with."

S. W. has a number of boats on order which include: a law enforcement boat for the Scituate Harbor Master; a Calvin Beal 36 research boat for Rhode Island; a Calvin Beal 36 foot sportfish boat; and a Calvin Beal 36 walkaround, which will be finished as a sportfisherman.

## Wesmac Surry

Right outside the office at Wesmac is Wesmac 46, which will be going in the water the end of October. She is a new boat, but has been a long-term project. They are now doing the final tweaking and fitting out before she goes over for sea trials. There will be some minor work to finish up in the spring. Seamless Marine of New Bedford did the tower and hard-top. For accommodations she has a full master stateroom with an island queen bed, double bunks on the

port side, open guest quarters, and head with separate shower on the starboard side. Up in the shelter there are no controls, they are all up on the flybridge or back in the cockpit. In the shelter there is a very large galley with stainless steel countertops on the port side, starboard side has an L-shaped settee with a pedestal table. She also has an unbelievable sound system. This boat will be a liveaboard and do some sportfishing charters in St. Croix.

In Bay #1 there is a kit boat going down to Danvers, MA where her owner, who already has a Wesmac, will finish her off as a personal cruiser. They will installed a small Cummins diesel engine, drive train, rudder, fuel tanks, mount the house and send her down the road about the end of November.

In Bay #2 is the twin engine Wesmac 50, which is being finished off as a pleasure cruiser and scheduled to be over late spring or early summer. The engines, shafts, struts are set, fuel tanks in and the accommodations are roughed out. They are hoping for a dry period so they can bring the hull out and set the deck and house on. She will be a 95 percent completed boat as the owner will be doing the interior cabinetry. This owner is a repeat customer, who owned a Wesmac 46 before.

Bay #3 is a 54-foot Coast Guard certified sub-chapter T vessel going to the city of Bridgeport, Connecticut. It is going to supplement the first boat we built for them back in 1993 for their aquaculture school. This will be a floating classroom with a knuckle crane back aft. They have classroom seating inside, ten work stations, raised pilothouse and will allow them to do mid-water trawling. She will be powered with a C-18 1,000-hp Caterpillar. Right now they have built the structure in the engine room with the engine ready to go onboard. The drive train, rudder, holding tank is done, as well as the floor.

Bay #4 is the "work" bay, and this is where they store engines and other items going into the boats under construction.

Bay #5 is the STATE OF GEORGIA, which is a 54-foot patrol boat/fisheries sampling boat; another sub-chapter T vessel. She is basically an opened stern lobster boat, powered with a C-18 1,000-hp Caterpillar, and a winch in the middle of the platform. Down forward she has berths for four, full head with shower and galley.

Bay #6 we are finishing up on a sportfisherman going out to San Diego. They are now working on the wiring and the systems. All the metal work was done by Esposito Welding from across the street. The cushions were showing up the day I was there, which was done by Vinyl Destinations Upholstery located at Atlantic Boat in Brooklin.

Out in the layup shop, Bays #8 and 9 they are finishing up a 50 foot top. Next they will do another top for the cruiser in Bay #1. This will be followed by a Superwide 46 kit.



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# IMOCA News

## Test match at the Azimut Challenge

After a year of fine tuning and her first win this summer in the Rolex Fastnet Race, Jérémie Beyou's IMOCA, Charal with the sailor from Marseilles Christopher Pratt aboard, shone at the 2019 Azimut Challenge this weekend in Lorient. With just over a month to go to the start of the Transat Jacques Vabre, the event was a test for many of the boats, whether they were old or new, foilers or not. There was a lot to see at every level and the weather conditions were ideal. Out of the twenty boats ranked at the finish, there were 12 foilers and 8 non-foilers, three of which made it to the top ten. We take a look at what happened, the lessons that were learnt and hear from some of the 42 IMOCA skippers who took part in this contest.

## Charal stood out above the crowd

Everyone was eagerly looking forward to the battle between the boats from the latest generation of IMOCAs with foils and the foilers (and indeed non foilers) from 2016 and the older boats, some of which have now been fitted with foils. In what was a real test of performance and flying, everyone was watching to see how the VPLP designed Charal would do against the two new boats, Thomas Ruyant's Verdier designed Advens for Cybersecurity and Sébastien Simon's Kouyoumdjian designed Arkea Paprec. Neither of the two latter boats would however end up in the top 10 in the 48-hour race, as the two monohulls so recently launched this summer have not yet had time to try out all the set ups to be able to compete with the leader. The Top 10 was therefore dominated by Charal, which was clearly in control, winning all three races in the event: the speed runs, the 48-hour race and the race around Groix. Clearly pleased with the performance of his boat, Jérémie Beyou believed it was down to her all-round ability: "These are very good results, which required a wide range of qualities varying between the speed runs, the 48-hour race and the race around Groix, so it was good to show that we perform well in a wide range of conditions." As for Christopher Pratt, he stressed the very positive results since the win in the Fastnet: "This rewards all the hard work we have done with the team since last winter in trying to get to grips with the IMOCA, Charal."

## 3 non-foilers in the Top 10

Further back, among the other nine IMOCAs in the top 10, we should stress the fantastic second place obtained by Kevin Escoffier/Nicolas Lunven aboard their 10-year old PRB (designed by Verdier-VPLP in 2009) which has also been fitted with foils. Kevin Escoffier was pleased with the result and being going through a wide range of points of sail, but kept a critical eye on performance: "When reaching, we were not as fast, so we still have work to do, in particular on the sails and the adjustments to the appendages. Upwind, we saw we could perform well and downwind we also managed to catch up. That proves that PRB is a good all-round boat."

Behind Kevin Escoffier's PRB, his former team mate with Dongfeng in the Volvo Ocean Race, Pascal Bidégorry, took third place with the American, Charlie Enright on 11th Hour, Alex Thomson's former Hugo Boss, which once again showed how fast she could be...

There was a good fourth place for Maître Coq IV skippered by Yannick Bestaven and Roland Jourdain who finished less than an hour ahead of Groupe Apicil sailed by Seguin/Richomme, who pulled off something of a surprise finishing in fifth place in the rankings for the 48-Hour Race. They were also the first monohull with straight daggerboards to finish just ahead of another

non-foiler, Banque Populaire skippered by Clarisse Crémer and Armel Le Cléac'h. The duo Sorel/Le Brec on V&B Mayenne, was the third non-foiler to make it to the top 10, just ahead of Bureau Vallée 2 sailed by the duo, Burton/Beudart (10th).

## Women on the attack

It was after a closely fought final stretch against Clarisse Crémer and Armel le Cleach on Banque Populaire X and Damien Seguin and Yoann Richomme on Apicil that Sam Davies and Paul Meilhat took a very good seventh place in the 48-hour race. "A high-speed race with lots of positive lessons for the Transat Jacques Vabre," declared Sam Davies.

We should note too the fine eighth place obtained by Isabelle Joschke for whom this was the first race since the relaunch of her MACSF. Ranked fifth in the runs, then eighth in the 48-hour race, Isabelle and her co-skipper Morgan Lagravière showed the full potential of the monohull, which is now fitted with foils. Isabelle Joschke: "I really enjoyed myself during these two days of racing. This first competition also enabled me to find my feet aboard with Morgan. We quickly found a way to organise things and a way of communicating. It all fell naturally into place."

## When the Azimut Challenge steps up a notch

Antoine Mermod, President of the IMOCA was pleased with this ninth edition of the Azimut Challenge and the extent to which the event has grown over the years: "This edition which took place in ideal conditions was a real success and we are proud of that. The change in the format in particular with the big 48-hour race was a good idea, as it was a very interesting race to follow. With each edition, the event is growing in importance and the class is pleased with the extension to our partnership, which continues until 2022, concerning the organisation and the development of our digital tools."

## Rankings for the 48-hour race

- 1-Charal (Béyou-Pratt); 1d 18h 43 mins 46s (foils)
- 2-PRB (Escoffier-Lunven); 1d 20h 08 mins 52s (foils)
- 3-11th Hour (Enright-Bidégorry); 1d 20h 45 mins 47s (foils)
- 4-Maître Coq IV (Bestaven-Jourdain) 1d 21h 19 mins 08s (foils)
- 5-Groupe Apicil (Seguin-Richomme) 1d 22h 11 mins 26s (daggerboards)
- 6-Banque Populaire X (Crémer-Le Cléac'h)

Continued on Page 24



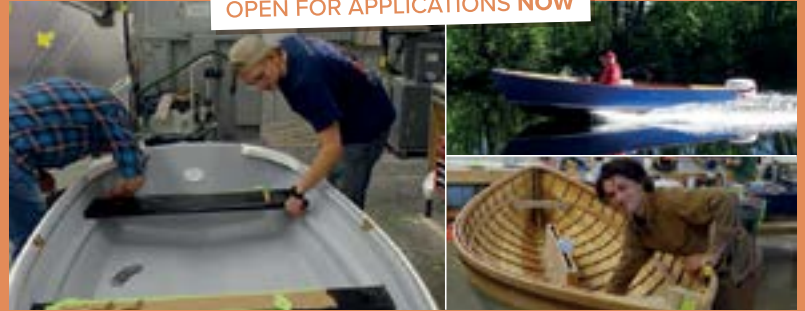
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# Department of Resources News

## Continued from Page 11

juvenile Atlantic salmon to adult size in aquaculture pens located near Cutler Maine. The adult salmon will then be released into the East Branch of the Penobscot to spawn, a river with large amounts of high-quality salmon habitat.

Smolts raised from native broodstock by the US Fish and Wildlife Service at the Green Lake National Fish Hatchery in Ellsworth, Maine, and smolts captured in the wild by rotary screw traps will be used to stock the marine net pens in 2020, 2021, and 2022. Smolts will include only those from Penobscot River origin to ensure the genetic integrity of salmon released into the river.

Plans call for increasing the number of smolts captured in the wild from the East Branch to be used to supply juveniles that will be grown out in the net pens. While hatchery spawned fish help ensure an adequate supply of fish for recovery goals, those spawned in the natural environment are more robust due to the impact of natural selection which results in fish that are better suited to survival in the wild.

The smolts will be placed in net pens under a limited-purpose aquaculture lease in Cutler, Maine where they will be fed and managed in cooperation with Cooke Aquaculture USA for 16 to 30 months, during which time they will grow to mature adults. The DMR will hold the lease on the pens while Cooke will supply the pens and feed for the salmon as they grow.

"We are committed to be part of this wild Atlantic salmon enhancement project

in Maine. Cooke Aquaculture has the experience working with Atlantic salmon in their natural environment based on proven aquaculture and fish-health science. Working with the Penobscot Nation and government partners, together we will make this restoration program a success by seeing the fish return to their native waters," said Glenn Cooke, CEO, Cooke Aquaculture USA.

Approximately 5,000 adult fish will be transported from the net pens to target tributaries and the mainstem of the East Branch of the Penobscot River in the fall of 2021 or 2022 where they will find suitable habitat to naturally spawn. This will result in more spawning adults than have been present in the Penobscot River for decades.

While net pens are not new in Maine for cultivating Atlantic salmon, using them to cultivate salmon for conservation purposes at this scale is new in Maine and showing promise in a Bay of Fundy partnership between Cooke and Canadian provincial and federal governments, First Nations and academia.

The Penobscot Indian Nation has inhabited the Penobscot River drainage since time immemorial. The deep cultural, spiritual and historical connections between the Tribe and the Atlantic salmon of the Penobscot River go back thousands of years, said Dan McCaw, Fisheries Program Manager for the Penobscot Nation. The Penobscot Nation is hopeful that this new program can help to restore this iconic species to its ancestral homeland and applauds the collaborative nature of this multi-stakeholder endeavor.

"As populations expand, the goal is to

build healthy wild populations of Atlantic Salmon on the East Branch, including the potential for downlisting. The estimated 5,000 adults produced by this effort could result in 20 times more eggs in the gravel in the Penobscot River basin compared to existing stocking and natural reproduction," said Sean Ledwin, Director of DMR's Searun Fisheries and Habitat Division.

The program will involve surveys of redds in spawning areas to assess spawning success of released fish. Released fish will also be tracked using Passive integrated transponders (PIT tags) and radio telemetry. Electrofishing surveys and use of rotary screw traps, along with genetic analysis, will be used to assess the abundance of offspring from this effort.

The program will also include a public outreach effort undertaken by the department and other program partners that will provide information on salmon and other sea-run species, and the impact of protecting ecosystems on which they rely.

## Matt Sinclair Promoted to Sergeant in Maine Marine Patrol's Section One

AUGUSTA - Matt Sinclair, a nine-year veteran with the Maine Marine Patrol, has been promoted to Sergeant of Section One, which runs from Kittery to Yarmouth.

Sinclair has served in acting capacity as Sergeant in the Section since earlier this summer. Prior to his promotion he served as the Boat Specialist in Section Two which extends from Freeport to Bremen.

As Sergeant, Sinclair will supervise a Boat Specialist and four officers in the southern Maine section.

Sinclair is a member and instructor of the Maine State Police/Marine Patrol's Underwater Recovery Team. He is certified as a Public Safety Dive Trainer and an Emergency Response Dive Instructor.

Sinclair holds a US Coast Guard 100-Ton Master License and is a Registered Maine Tidewater Guide.

As a certified Field Instructor for Marine Patrol, Sinclair provides training to new officers. He is also certified by the National Association of State Boating Law Administrators (NASBLA) Boating Under the Influence enforcement and GPS Forensics, which involves recovering evidence from GPS devices and preparing it for courtroom presentation.

Sinclair is also a New England State Police Administrators certified dive supervisor and a certified Cadre leadership trainer for the Maine Criminal Justice Academy (MCJA), where he graduated in 2010.

"Were extremely fortunate to have someone with Sergeant Sinclairs advanced skills as a vessel operator, a dive professional, and as proven leader to serve as Sergeant in Section One," said Marine Patrol Colonel Jay Carroll.

## Commercial Fishing News

### Continued from Page 13

American lobster is Canada's most valuable fishery, contributing 44 percent of the total commercial value of all fisheries in Atlantic Canada in 2016. Lobster landings have been trending upward in recent decades, and many small rural communities in Atlantic Canada rely heavily on lobster for their economic well-being. Changing climate could have a significant impact on the fishery and on those communities.

Researchers from Fisheries and Oceans Canada at the Bedford Institute of Oceanography in Halifax, Nova Scotia and at NOAA's Northeast Fisheries Science Center collaborated on the study.

### Impact of Projected Temperature Changes

Their findings, published in *Frontiers in Marine Science*, indicate that overall projected changes in offshore lobster habitat for the region as a whole are positive, but that changes in resource management need to be considered to promote the long-term sustainability of the fishery in Nova Scotia.

Ocean temperatures have been warming in the Gulf of Maine and along the Northeast Continental Shelf during the past few decades, causing many species to shift their distribution to the northeast. When ocean temperatures are above the preferred range for lobsters, it can reduce their survival, growth, and reproduction. The potential effects of marine heat waves, like that observed in the Gulf of Maine lobster population in 2012, can also be significant on the Scotian Shelf, a region with a relatively high proportion of species at the edge of their thermal range.

### Coastal Infrastructure and Lobster Vulnerability

Map showing the value of total landings in Nova Scotia, Canada by lobster fishing area (LFA). Black dots represent Fisheries and Oceans Canada small craft harbor locations. Photo: Greenan et al, 2019  
Researchers generated two climate

change vulnerability indices, one for coastal communities and one for lobster in Nova Scotia. Two ocean models, a regional ocean model with high resolution in the Scotian Shelf and Gulf of Maine region and a global climate model, provided projections of ocean bottom temperatures over multiple decades.

The coastal infrastructure vulnerability index puts a numerical value on each lobster management area to indicate relative vulnerability to the effects of climate change. Factors included economic dependence on the fishery, community population size, diversity of the fishery revenue, status of harbor infrastructure, total replacement cost of each harbor, increased relative sea level and flooding, impacts of wind and wave climate, and sea ice.

The vulnerability index also puts a numerical value on the vulnerability of offshore lobster habitat to ocean warming and changes in zooplankton, a primary prey, as well as anticipated changes in fishery productivity across management borders.

### New Tool Could Help Prepare for Changes

Study authors suggest the new assessment tool could prepare a region for changes in potential catch through adjustments in licensing and quotas, or adapting to a decrease in productivity by encouraging and assisting fishermen to diversify their targeted species, where they fish, or to seek non-fisheries-related income. It could also support planning for projected increases in catch through investing in upgrades to coastal community infrastructure.

"Our analysis is a first step in considering this information in local fishery management decisions and longer-term economic development strategies," said Saba, who is located at NOAA's Geophysical Fluid Dynamics Laboratory at Princeton University. "This tool anticipates change and could be incorporated into assessment models and help fishermen and resource managers with long-term planning."

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# U. S. COAST GUARD NEWS

## Continued from Page 7

Coast Guard during World War I were sent out to the families of the servicemembers who had lost their lives in this devastating loss of Coast Guardsmen. One of those families who received a letter from Bertholf were the Saldarini family, who also received Petty Officer 2<sup>nd</sup> Class Alexander Louis Saldarini's, acting quartermaster aboard the cutter Tampa, dog tags.

Fast-forward 100-years into the future, and the sinking of the cutter Tampa is still remembered by Coast Guardsmen and women in the present.

"One hundred one years ago today [Sept. 26, 2019] 130 Sailors and Coast Guardsmen onboard cutter Tampa paid the ultimate price to safeguard liberty during World War I. Then, as today, the Coast Guard was a vital component of the national defense. Our service has a long legacy of men and women who have served above and beyond the call of duty to their nation," said Capt. JoAnn Burdian, commander **Coast Guard Sector Miami**. "From cutters to lighthouses to life-saving stations our members have selflessly laid their lives aside to ensure others may live, that is the legacy of our service. Today we honor our fallen shipmates."

A somber looking gentleman sat in the place of honor in front of an audience of Coast Guard service members, who were there to honor his granduncle, their fallen shipmate Alexander Louis Saldarini, acting quartermaster of the cutter Tampa during World War I.

John Kendall, grandnephew of Saldarini, sat looking at the audience in awe and shock. He couldn't believe how much these service members were going out of their way to honor his granduncle.

"This is more than a celebration of life and service, but a recognition of a family's legacy of service to this nation," said Kendall. "Since the 1600s my ancestors have been in America and there has always been a male member of my family who has served in this country's military branches."

Kendall was the guest of honor during a ceremony where Burdian, presented the Purple Heart Medal posthumously awarded to Saldarini, which Kendall received on his granduncle's behalf during a ceremony held at Coast Guard Station Lake Worth Inlet.

Commanding officers from Miami-based Coast Guard cutters attended the ceremony and also presented Kendall with their unit coins as a means to help honor their fellow cutterman.

The shock and awe on Kendall's face at the honor rendered to him on behalf of his granduncle was mixed with humility.

Few in the audience knew that Kendall himself is a retired serviceman who served during the Vietnam War.

"I was drafted into the military near the end of the war and after my initial military training I was able to get a couple days of leave to go home," said Kendall, recalling his experience. "I was traveling in my uniform and when I was at the airport I was spit on, cursed at and called 'baby killer.' Now as a 19-year-old kid I didn't understand how serving my country was a bad thing."

Kendall said it was something that affected him and later when he finished his time in service he never mentioned his time in service until more recently.

"The honor I'm receiving on behalf of my granduncle just blows my mind as I recall the dishonor I received when I served," said Kendall, still in awe of how the Coast Guard members rendered honor to him and his family.

The Purple Heart Medal is awarded to

members of the armed forces of the U.S. who are wounded by an instrument of war in the hands of the enemy and posthumously to the next of kin in the name of those who are killed in action or die of wounds received in action. It is specifically a combat decoration.

The Purple Heart is described as the military's oldest medal.

Gen. George Washington created it in 1782 to recognize meritorious service—bravery in combat—but it soon fell into disuse. In 1932, to mark the bicentennial of Washington's birth, Gen. Douglas MacArthur spearheaded an effort to revive the medal. It was designed to commemorate bravery, but also recognized soldiers with wounds.

For more information on the story of the Coast Guard Cutter Tampa's tragic sinking and learn about the *USS Tampa Purple Heart Project* visit [here](#).

## Coast Guard commissions newest fast response cutter William Hart in Honolulu

27 September

HONOLULU — The U.S. Coast Guard commissioned the newest Hawaii-based 154-foot Fast Response Cutter in Honolulu, Thursday.

"There is no greater reflection of the commandant's strategic vision and commitment than the fact that as we commission the William Hart today, it will be the fifth Coast Guard cutter commissioned in the last two years here at Base Honolulu that will operate in the heart of Oceania," said Rear Adm. Kevin Lunday, commander Coast Guard 14th District. "There is no question that by our actions and not our words alone, the Coast Guard is here and committed along with the rest of the United States in the Pacific."

The Coast Guard Cutter William Hart (WPC 1134) is the third Sentinel-Class FRC to be homeported at Coast Guard Base Honolulu. While these ships' crews call Honolulu home, they will operate throughout the 14th Coast Guard District, which covers more than 14 million square miles of land and sea, with units in Hawaii, American Samoa, Saipan, Guam, Singapore, and Japan.

The FRCs are some of the newest Coast Guard vessels to come on-line, replacing the aging Island-Class patrol boat fleet. The FRCs represent the Coast Guard's commitment to modernizing service assets to address the increasingly complex global Maritime Transportation System.

"This is a remarkable ship with increased seakeeping, endurance, range, combat capability, telecommunications, everything about this is a game-changer for the Coast Guard," said Lunday.

FRCs feature advanced systems as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can accommodate a team of 24, reach speeds of 28 knots with a range of 2,500 nautical miles, and patrol up to five days. Recently, the FRCs already stationed in Honolulu participated in longer over-the-horizon voyages to the Republic of the Marshall Islands and Samoa displaying the potential of these cutters and their importance to the Coast Guard's overall Pacific strategy and regional partnerships.

The crew took delivery of the William Hart, which was built by Bollinger Shipyards in Lockport, Louisiana, in Key West, Florida, and arrived in Honolulu on Aug. 17. Three more FRCs are scheduled to be homeported in Guam, increasing the 14th Coast Guard District's total number of FRCs to six. Service-wide, the Coast Guard is currently acquiring 56 FRCs to replace the 110-foot Island-class patrol boats.

William C. Hart, the cutter's namesake, was a Gold Lifesaving Medal recipient who rescued a crewmember of the tug Thomas Tracy. In November 1926, Hart dove into the water in a 70-mph gale off Absecon, New Jersey, to save the mariner who went overboard in the storm. Throughout the '30s, Hart served in the U.S. Army Corps of Engineers before returning to the Coast Guard in 1939, advancing to the rank of chief petty officer and serving as a boatswain's mate. When the United States entered World War II, Hart was commissioned as a lieutenant junior grade and saw action in both the Atlantic and Pacific theaters. He served as commanding officer and executive officer for several ships before retiring from the Coast Guard as a lieutenant commander in 1950.

## Response crews recover more than 450,000 gallons of oil from Coimbra shipwreck

NEW HAVEN, Conn. - Oil recovery operations on the World War II-era shipwreck Coimbra are nearing completion after commencing on May 11, 2019 off the coast of Long Island, New York. A unified command consisting of the U.S. Coast Guard and New York State Department of Environmental Conservation oversaw the response supported by more than 100 government, industry and environmental specialists. "Each agency involved during the planning, assessment and recovery stages of the response played a critical role," said Capt. Kevin Reed, the Coast Guard incident commander. "Our federal, state, local and commercial partners and response crews ensured a safe, efficient and productive

operation. We applaud their diligence and tremendous work."

DEC Commissioner Basil Seggos said, "DEC thanks the Coast Guard for collaborating with New York State throughout this large-scale oil recovery operation. The 450,000 gallons removed from the Coimbra over the last three months were a hidden threat to the health of Long Island's marine fishery and the South Shore's environment and now the potential impact has been abated. The Coimbra now complements New York's growing network of artificial reefs, which serve as an economic driver for the region's diving and fishing industries."

The wreck will remain in place 30 miles offshore of Shinnecock, New York. As much as 99 percent of the recoverable oil was removed and secured for disposal by Resolve Marine. "The amount remaining in the vessel is very small and any sheening poses minimal risk to the local environment and no risk to the shoreline," said Steve Lehmann, senior scientific coordinator at the National Oceanic and Atmospheric Administration. Any further potential environmental impact will be monitored by NOAA and the Coast Guard.

Mariners are encouraged to call the National Response Center at (800) 424-8802 with any reports of pollution in the area.

The Coimbra was a supply ship owned by Great Britain that was sunk off the coast of Long Island during World War II by a German U-boat. Initial dive operations in May 2019 confirmed the tanker was leaking small amounts of oil.



## Luke's Boatyard

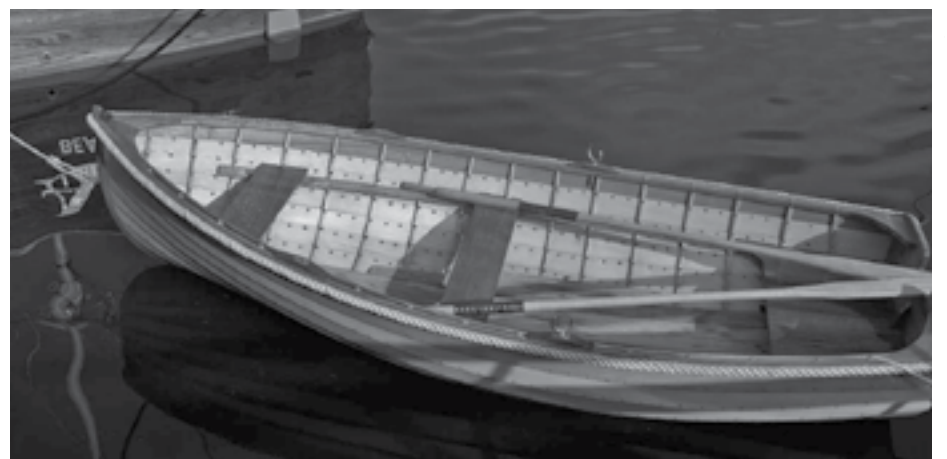
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# U. S. NAVY NEWS

## Continued from Page 10

“Our ship motto ‘strength and unity’ is also the motto of our namesake city,” said Kloppel. “It’s the strength and unity that makes Cincinnati great. It’s the strength and unity that makes this crew great, and if USS Cincinnati is called into harms way, through strength and unity, Cincinnati would win.”

LCS is a fast, agile, and networked surface combatant. Its primary mission includes countering diesel submarine threats, littoral mine threats, and surface threats to assure maritime access for joint forces. The underlying strength of the LCS lies in its innovative design approach, applying modularity for operational flexibility.

Fundamental to this approach is the capability to rapidly install interchangeable mission packages (MPs) onto the seaframe to fulfill a specific mission and then be uninstalled, maintained and upgraded at the Mission Package Support Facility (MPSF) for future use aboard any LCS sea frame.

Seventy officers and enlisted personnel make up the crew of Cincinnati, which will be home ported in San Diego.

## SECNAV Names Future Amphibious Transport Dock Ship in Honor of the city of Harrisburg, Pennsylvania

From From Secretary of the Navy Public Affairs

Harrisburg, PA (NNS) -- Secretary of the Navy Richard V. Spencer named the next San Antonio-class amphibious transport dock ship, LPD 30, in honor of Harrisburg, Pennsylvania.

“The people of central Pennsylvania have always played a critical role in forging the strength of our Navy and fighting to defend our nation,” said Spencer. “The future USS Harrisburg will carry on this legacy to every part of the world.”

LPD 30 will be the second U.S. Navy vessel named after the city of Harrisburg. The first was a troopship acquired by the Navy during World War I that served in commission

from May 29, 1918 to September 25, 1919. That ship also served with the Navy in the Spanish-American War under another name.

In addition to being the capital of Pennsylvania, the Harrisburg-Carlisle metropolitan statistical area is home to a number of Department of Defense facilities including the Naval Support Activity, Mechanicsburg. During the Civil War, Camp Curtin, located in what is now the Uptown area of the city, served as the largest camp during the conflict with over 300,000 enlistments passing through its gates.

San Antonio-class amphibious transport dock ships support amphibious assault, special operations or expeditionary warfare missions and can serve as secondary aviation platforms for amphibious ready groups. LPD 30 will be the first Flight II San Antonio class ship, serving as the functional replacement for the aging LSD 41/49 Whidbey Island class ships.

The ship provides the Department of the Navy with modern, sea-based platforms that are networked, survivable and built to operate with modern-day transformational platforms, such as the MV-22 Osprey and amphibious assault vehicles.

USS Harrisburg will be constructed at Huntington Ingalls Industries, Pascagoula, Mississippi. The ship will be 684 feet long, have a beam length of 105 feet and be capable of operating at speeds in excess of 22 knots.

## Memories as Deep as the Submarine Escape Trainer

By Alexander L. Gago, Naval Submarine Learning Center Public Affairs

GROTON, Conn. (NNS) -- Standing alone at the bottom of the 37-foot-deep, Pressurized Submarine Escape Trainer (PSET) tank, a Navy instructor patiently waits for his mother to start her ascent to the top.

For Navy Diver 3rd Class Philip Rogers, an instructor at Naval Submarine School (SUBSCOL), the thought of possibly training any member of his own family, yet alone his mother never crossed his mind. However, that

is what occurred at the bottom of the PSET tank, Aug. 28.

Past submariners who have trained on the high-risk PSET have memories of it being one of the defining moments in their submarine careers. The same holds true for Chief Yeoman Christina Wetz, a Navy recruiter from San Antonio, Texas, who graduated Yeoman “C” School, Aug. 5, 2019 and is a converted Navy career counselor recruiter who volunteered for the Enlisted Women in Submarines program. Women like Wetz, both officers and enlisted, are contributing to growing and diversifying the Submarine Force.

“I spoke with my son about obtaining a new rating, and he recommended that I look at becoming a yeoman and serve with the Submarine Force, so I decided it was time to retrain for a new adventure,” said Wetz, who served for nine years as a Navy recruiter. Her first Navy rating was as a religious program specialist from 2007 to 2009 and she served as a personnel specialist from 2010 to 2019 at Navy Recruiting District Seattle.

His mother’s service is part of what inspired Rogers to join the Navy.

“My true motivation for joining the Navy was to receive my Navy warfare pin before my mom,” said Rogers, who is in his first tour at SUBSCOL.

“My son pinned my Navy anchors in 2012 and was raised watching (the true-story inspired film) Men of Honor, which I feel created a mix of inspiration for him to join the Navy,” said Wetz.

Wetz has certainly been given fond memories to cherish as her son provided the hands-on training to reaffirm the basic concept of completing the PSET during her time as a student at Basic Enlisted Submarine School (BESS). The seven-week course teaches the basic theory of construction and operation of submarines, including ships systems, organization and damage control. The operationally focused PSET training is one part of the course and introduces basic diving physiology.

“My son and I have always been close. It was amazing to see my son in a work environment and see how professional he and his team were. It takes a certain level of trust to shoot a 37-foot deep tank up to the top of the PSET,” said Wetz. “I felt like the memory I took at the deep part of the PSET tank was that as a mother, you raise your kid to trust you and now I felt I had to put my life in my son’s hands and trust him to keep me safe.”

For Rogers, he realized he had to treat his mom like every other student.

“I had to set aside our relationship and approach her with fresh wide eyes,” he said. “And when it came down to it, she was like every other Sailor. She had the same questions and the same concerns, and she looked the same.”

Wetz was wearing a submarine escape immersion equipment suit as she stepped into the escape trunk located at the deep part of the PSET tank to practice hands-on emergency procedures for a safe and orderly escape from a disabled submarine beneath the ocean waves.

Once a student enters the escape trunk located at the bottom of the PSET, they must respond to the instructor’s commands by reciting their name and signaling that they are okay, before they can be released to the top of the 84,000-gallon PSET.

“After her name, the only thing my mom said to me at the deep part of the escape trainer was, ‘I love you – Hooyah!’ I released her safety device so she could start her journey to the top of the escape trainer,” said Rogers.

Wetz graduated Sept. 27 from BESS and will report to Ohio-class cruise missile submarine USS Florida (SSGN 728) Blue Crew, Kings Bay, Georgia. Rogers, who has served more than two years, plans to reenlist



**GROTON, Conn. (Aug. 28, 2019) Navy Diver 3rd Class Philip Rogers, a Naval Submarine School instructor from San Antonio, Texas, poses with his mother, Chief yeoman Christina Wetz, after she completed the high-risk pressurized submarine escape trainer (PSET) course, Aug. 28. Rogers was her instructor for the PSET. Wetz graduated from the seven-week Basic Enlisted Submarine School Sept. 27. The training at the Naval Submarine School prepared her to serve aboard submarines as part of the Enlisted Women in Submarines program. Women like Wetz, both officers and enlisted, are contributing to growing and diversifying the Submarine Force. (U.S. Navy photo by Alexander L. Gago/Released)**

after his tour at SUBSCOL and move on to a diving salvage assignment while following in his mother’s footsteps.

SUBSCOL instructors, like Rogers, are ensuring that Sailors are equipped with the specific skills needed for their job, with the right training at the right time.

“What I learned is that you must treat every student you teach like your family: treat them kindly and without hurriedness, set realistic goals and expectations and be clear about communication – and don’t take past relationships into the deep part of the escape trainer with you. Safety is your first concern; fun is your second. With that attitude, you can coach anyone to complete the escape trainer course,” said Rogers.

Headquartered in Groton, Connecticut, SUBSCOL builds a foundation upon which officers and enlisted personnel are prepared to develop the competence and proficiency in skills necessary to operate and maintain their submarines. In an era of great power competition, a key advantage for the nation and the U.S. Navy is strength undersea.

For many people, the idea of training your mother in emergency shipboard procedures – in this case, escaping from a disabled submarine – may not be their idea of fun. But for Rogers and Wetz, their memories go as deep as the submarine escape trainer itself.

## Bringing a Ship to Life: Build and Sustain, Pt. 3: Life at Sea

By Mass Communication Specialist 1st Class Peter Burghart, PCU Tripoli (LHA 7) Public Affairs

SAN DIEGO (NNS) -- As the Pre-Commissioning Unit (PCU) *Tripoli* (LHA 7) moves closer to joining the fleet, its Sailors continue along the path towards bringing the ship to life. For the Sailors assigned to the Navy’s newest amphibious assault ship, it starts small with basic in-port watches, and then progresses to on the job training or OJT. The next step in training our Sailors attached to a Pre-Commissioning Unit is having them go underway. For some, these short periods at sea are a refresher, but for many, it’s their first taste of the Navy’s primary mission.



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# U. S. NAVY NEWS

"It can be intimidating at first and you think you know what's going to happen, but just go with the flow" said Boatswain's Mate Seaman Apprentice Hope Horn. Horn added that it was nice because, "You have leadership above you that helps you and guides you along the way."

Like any temporary assigned duty (TAD), Sailors are sent to ships based on the needs of *Tripoli*, the needs of the Sailors and the needs of the ship they are going to. The schedule of the TAD ships also plays a factor in determining when the Sailors are sent underway and for how long.

To capitalize on opportunities for underway periods on the same platform, a majority of *Tripoli* Sailors have spent time onboard *Tripoli's* sister ship, USS *America* (LHA 6) before its homeport shift to Japan.

"It felt good to be back on the flight deck and launching aircraft," said Aviation Boatswain's Mate (Handling) 2nd Class Christopher Innocent from New York. "It gives them an idea what their job is. Showing is better than telling."

Getting underway gives Sailors a chance to experience the rhythm of life at sea first hand, and how it differs from when the ship is pier-side.

"It's very helpful because I get to actually see how things are done," said Horn. "I did line handling, some maintenance, I've driven the ship a few times."

For Sailors who aren't on their first tour, getting back out to sea is equally important. Many are heading back to sea after shore duty, while others are changing to a completely new platform or both.

"The most surprising thing was how different they do things compared to other ships I've been on and been TAD to," said Innocent.

Another advantage of getting underway for Sailors is finding out how they will work with each other to execute their primary mission in a shipboard environment.

The Sailors also get a chance to see what the challenges of life at sea really are when they become part of a crew that exceeds 1,200 service members.

"Being TAD, you're kind of the new guy on different ships over and over again which is kind of difficult," said Fire Controlman 3rd Class Justin Coffey. "I liked the bonding you

have and you get to see a lot of cool things."

## Navy Collaborates With Industry to Double-Dock Destroyers

From Naval Sea Systems Command Office of Corporate Communication Public Affairs WASHINGTON (NNS) -- Southwest Regional Maintenance Center (SWRMC) supported the double-docking of USS *Stethem* (DDG 63) and USS *Decatur* (DDG 73) in BAE Systems - Ship Repair's dry dock, the *Pride of California*, Oct. 8.

"The double-docking effort by Industry and the Navy team is a great example of increasing agility with resources available," said James Geurts, assistant secretary of the Navy for research, development and acquisition. "The concept of double docking *Stethem* and *Decatur* can pay long-term dividends to our maintenance planning, strategies and execution to get the increased output needed. This docking adds depth to our maintenance capabilities and builds the muscle memory needed to do it again in the future. It's increasing flexibility within our existing industrial base."

The double-docking represents the first time since 2012, when USS *Mason* (DDG 87) and USS *Bulkeley* (DDG 84) were docked in Norfolk, that the Navy has collaborated with Industry to simultaneously dry-dock two surface ships. The last time a west-coast shipyard executed a double-docking was in 2011 with the docking of USS *Curts* (FFG 38) and USS *Vandegrift* (FFG 48).

"This is an example of how the Navy and our private shipyards are working with a sense of urgency to get ships in and out of maintenance availabilities on time," said Commander, Naval Sea Systems Command Vice Adm. Tom Moore. "By doubling up in *Pride of California*, we're maximizing our available resources."

Leading up to the tandem docking, SWRMC worked to prepare both ships for the event, readying them to meet stability requirements for successful coordination of the two-ship dry dock process.

"SWRMC maintenance teams had to work under a very tight timeline after the ships arrived in San Diego to meet the docking event's requirements," said Mike Sylva, SWRMC Waterfront Operation DDG program manager. According to Sylva, the ships



SAN DIEGO (Oct. 8, 2019) Southwest Regional Maintenance Center supported the double docking of USS *Decatur* (DDG 73) and USS *Stethem* (DDG 63) in BAE Systems - Ship Repair's dry dock (U.S. Navy photo by Laura Lakeway/Released)

made some preparations prior to returning to San Diego knowing they would have limited time to prepare the ships for the start of their availability.

The docking event was supported by Lt. Thomas Belna from SWRMC, who served as the docking observer, and two ship building specialists, Severo Elecanal and Jessie Padilla, onboard the ships.

"The effort to align maintenance and modernization on both *Stethem* and *Decatur* in a single dry dock is a cost effective and innovative solution by Industry and the Navy," said Capt. David Hart, SWRMC's commanding officer. "The simultaneous completion of availabilities allows us to support the on-time delivery of ships to the Fleet."

SWRMC is meeting its mission to provide superior ship maintenance, modernization, technical support, and training for the Pacific Fleet.

## Huan Nguyen First Vietnamese American Navy Rear Admiral

From Naval Sea Systems Command Public Affairs

WASHINGTON (NNS) -- Huan Nguyen became the first Vietnamese American promoted to the rank of rear admiral during a ceremony at the Navy Memorial in Washington, D.C., Oct. 10.

Nguyen, 60, will serve as the Deputy Commander for Cyber Engineering at the Naval Sea Systems Command (NAVSEA) on the Washington Navy Yard. NAVSEA Commander Vice Adm. Tom Moore served as the presiding officer.

"Today we will welcome the first Vietnamese-born U.S. Navy officer to achieve flag rank, and that is a significant event," Moore said.

Nguyen addressed the audience after being promoted. "It is a great honor to attain the rank of admiral," Nguyen said. "I am tremendously humbled to become the first Vietnamese American to wear the flag's rank in the U.S. Navy."

"The honor actually belongs to the Vietnamese American community, which

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instilled in us a sense of patriotism, duty, honor, courage and commitment to our adopted country, the United States of America," he added.

"This is our America. A country built on service, kindness and generosity, opportunity--the freedom to hope and dream. These values are what inspired me to serve. And what a great honor and privilege it is to serve our Navy, to serve our country, to support and defend our Constitution," Nguyen said.

Nguyen was born in Hue, Vietnam, the son of an armor officer in the Army of the Republic of Vietnam. During the 1968 Tet Offensive, Nguyen's mother and father, along with his five brothers and sister, were killed by Viet Cong communist guerillas in their family home outside Saigon. Nine-year-old Nguyen was shot in the arm and thigh, with another bullet piercing his skull. He stayed with his mother for two hours, until she bled out and died. Amazingly, Nguyen survived and escaped after dark.

Nguyen was taken in by his uncle, a colonel in the Republic of Vietnam Air Force.

In 1975, at age 16, they fled Vietnam, seeking refuge in the United States following the fall of Saigon.

Transported through Guam, U.S. Navy and Marine Corps personnel took care of Nguyen and his family. The U.S. 7th Fleet helped to evacuate thousands of Vietnamese refugees and transport them to safety in Guam. Seeing the U.S. Navy take care of his family would later inspire Nguyen to serve in the Navy.

"I was one of those refugees, apprehensive about an uncertain future, yet feeling extremely grateful that I was here at all," he recalled. "The images that I remember vividly when I arrived at Camp Asan, Guam, now Asan Beach Park, were of American sailors and Marines toiling in the hot sun, setting up tents and chow hall, distributing water and hot food, helping and caring for the people with dignity and respect.

"I thought to myself how lucky I am to be in a place like America. Those sailors inspired me to later serve in the United States Navy," Nguyen said.

Later that year, U.S. Air Force Colonel Ed Veiluva and his wife Dorothy sponsored

his uncle's family, allowing them to officially come to the United States as political refugees. Nguyen moved with his uncle's family to Midwest City, Oklahoma, just outside of Tinker Air Force Base.

Nguyen graduated with a bachelor of science degree in Electrical Engineering from Oklahoma State University in 1981. He holds master's degrees in Electrical Engineering from Southern Methodist University, in Engineering (Manufacturing Concentration) from Purdue University, and in Information Technology with Highest Distinction from Carnegie Mellon University. He received a Navy direct commission through the Reserve Engineering Duty Officer program in 1993.

"America is the beacon of hope for all of us. There is no other place in the world where a person can go for such opportunity," Nguyen said.

Nguyen's operational tours include a number of waterfront maintenance assignments: Ship Repair Facility Yokosuka as testing officer on USS Kitty Hawk availability; Officer in Charge, Ship Repair Facility, Detachment 113. Later, he served as Executive Officer/Chief Engineer at the Joint Counter

Radio-Controlled Improvised Explosive Device (CREW) Field Office in Baghdad supporting Task Force Troy/18th Airborne Corps and V Corps, CREW Engineer at Task Force Paladin and Combined Explosive/Exploitation Cell (CEXC) in Afghanistan.

Staff assignments included duties as Deputy Chief Information Officer, Naval Sea Systems Command (NAVSEA) from 2017-2019, Director Military Programs, Naval Sea Systems Command (NAVSEA) and Executive Officer, NAVSEA Enlisted Personnel from 2013 - 2017. He also served as Community Manager, Engineering Duty Officer (Reserve Component). Reserve assignments include multiple command tours with various units at NAVSEA, Pacific Fleet (PACFLT), and Office of Naval Research.

Nguyen's personal awards include the Legion of Merit, Bronze Star Medal, Meritorious Service Medal, Navy and Marine Corps Commendation Medal (two awards) and Navy and Marine Corps Achievement Medal (two awards).

# IMOCA News

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- 1d 22h 16 mins 51s (daggerboards)
- 7-Initiatives Cœur (Davies-Meilhat) 1d 22h 18 mins 31s (foils)
- 8-MACSF (Joschke-Lagravière) 1d 23h 42 mins 27s (foils)
- 9-V&B Mayenne (Sorel-Le Brec) 2d 00h 14 mins 48s (daggerboards)
- 10-Bureau Vallée 2 (Burton-Beudart) 2d 00h 20 mins 54s (foils)
- 11-Arkéa-Paprec (Simon-Riou) 2d 01h 28 mins 22s (foils)
- 12-Corum (Troussel-Le Cam) 2d 2h 02 mins 25 (daggerboards)
- 13-Prysmian Group (Pedote-Marchand) 2d 2h 16 mins 57s (foils)
- 14-Newrest-Art et Fenêtres (Amadeo-Péron) 2d 2h 20 mins 31s (foils)
- 15-La Fabrique (Roura-Audigane) 2d 2h 40 mins 33s (foils)
- 16-aDvensforCybersecurity(Ruyant-Koch) 2d 2h 41 mins 11s (foils)
- 17-La Mie Cécile (Boissières-Macaire) 2d 2h 57 mins 34s (daggerboards)
- 18-Groupe Setin (Cousin-Morvan) 2d 4h 28 mins 39s (daggerboards)
- 19-Pure (Attanasio-Marsset) 2d 4h 43 mins 02d (daggerboards)
- 20-Time for Oceans (Le Diraison-Guiffant) 2d 05h 33 mins 00s (daggerboards).

### 60 sailors to compete in the Transat Jacques Vabre in the IMOCA category

On Sunday 27th October, thirty IMOCA will line up for the start of the Transat Jacques Vabre – a record. That means sixty sailors (including seven women and sixteen non-French sailors) will be doing battle over the 4350 miles separating Le Havre from Salvador da Bahia. However, it is not just the number of sailors that is interesting. The line-up brings together people from various backgrounds and with various ambitions.

There were thirteen in 2017 and this year, there will be thirty boats. From one edition to another, the number of double-handed crews competing in the Transat Jacques Vabre has more than doubled. There has never been such an impressive line-up both in terms of the quantity and the quality.

### The big names from the class

Among the sixty sailors competing, 15 took part in the 2016-2016 Vendée Globe, including the three who made it to the podium: Armel Le Cléac'h, Alex Thomson and

Jérémie Beyou. We will also be seeing the legendary Jean Le Cam and Vincent Riou, along with Yann Eliès, Louis Burton, Alan Roura, Romain Attanasio, Paul Meilhat (winner of the 2018 Route du Rhum), Thomas Ruyant, Arnaud Boissières, Morgan Lagravière, Fabrice Amedeo and Stéphane Le Diraison.

Then, there are the sailors who did not take part in the 2016-2017 Vendée Globe, but who have already taken part in most of the races in the IMOCA Globe Series, including the 2018 Route du Rhum. That is the case concerning Boris Herrmann, Damien Seguin, Yannick Bestaven, Sam Davies, Isabelle Joschke, Ari Huusela, Manuel Cousin, Erik Nigon and Alexia Barrier.

### Top class newcomers

Among the sailors who will be taking part in their first IMOCA transatlantic race on an IMOCA, a few names stand out. There is for example the highly experienced sailor, Kevin Escoffier, who won the Jules Verne Trophy (in 2012) and the 2017-2018 Volvo Ocean Race. Kevin has paired up with Nicolas Lunven, who has already taken part in the Transat Jacques Vabre on an IMOCA (on Safran in 2015) but has never completed the race. The holder of the Transat Jacques Vabre title in Class40, Maxime Sorel is back this time on an IMOCA with Guillaume Le Brec. This race will also be the first big event for the Figaro racers, Anthony Marchand and Benjamin Dutreux. As for Miranda Merron and Halvard Mabire, it is a case of rediscovering the race. The most experienced ocean racing couple will be making their come-back here aboard an IMOCA.

### Seven women competing

In addition to Miranda Merron, seven other women have registered, including two who will be sailing on IMOCA that have become fast and impressive foilers, Sam Davies and Isabelle Joschke. As for Clarisse Crémer, she is continuing her fast track learning programme with Armel Le Cléac'h. Alexia Barrier and Joan Mulloy make up the only all women crew, while British sailor, Pip Hare will be joined by her compatriot Andrew Baker.

### A strong international line-up with the British turning out in force

Apart from Pip Hare and Andrew Baker, Britain will also be represented by Alex Thomson, Neal MacDonald, Miranda Merron, Samantha Davies and Will Harris.

There are also sailors registered from Ireland (Joan Mulloy and Michael Ferguson), Germany (Boris Herrmann and Franco-German sailor, Isabelle Joschke), the United States (Charlie Enright), Finland (Ari Huusela), Switzerland (Alan Roura), Italy (Giancarlo Pedote) and Turkey (Tolga Ekrem Pamir). There will therefore be sixteen men and women making up the international contingent in the 2019 Transat Jacques Vabre on IMOCA.

### IMOCA launched between 1998 and 2019 – five new generation foilers

Winners of the Rolex Fastnet and the Azimut 48-Hour Race, Jérémie Beyou and Christopher Pratt will be the favourites aboard Charal, launched over a year ago and fine tuned since then. The first major battle between the four new generation IMOCA launched this summer is one we have been looking forward to. Hugo Boss (Alex Thomson/Neal McDonald), Arkea Paprec (Sébastien Simon/Vincent Riou), Apivia (Charlie Dalin/Yann Eliès) and Advens for Cybersecurity (Thomas Ruyant/Antoine Koch) should be strong contenders.

We will also be keeping an eye on the former Hugo Boss aboard which Alex Thomson finished in second place in the 2016-2017 Vendée Globe. The boat is now in the colours of 11th Hour Racing and will be skippered by Charlie Enright and Pascal Bidégorry. Among the other competitors who will be closely watched, there are the three duos on boats, which were not initially designed as foilers, but have been equipped since: PRB (Kevin Escoffier/Nicolas Lunven), Initiatives-Cœur (Sam Davies/Paul Meilhat) and MACSF (Isabelle Joschke/Morgan Lagravière). As is customary in IMOCA races, there will be races within the race in this fleet of 16 foilers and 14 IMOCA with straight daggerboards (including one launched more than twenty years ago, 4myplanet). With less than a month to go to the start, each pair will be determining their own goals and identifying which of their rivals they would like to see behind them...

### IMOCA registered for the 2019 Transat Jacques Vabre:

- 11th Hour Racing: Charlie Enright and Pascal Bidégorry
- 4myplanet: Alexia Barrier and Joan Mulloy
- Advens for Cybersecurity: Thom-

- as Ruyant and Antoine Koch
- Apivia: Charlie Dalin and Yann Eliès
- Ariel 2: Ari Huusela and Michael Ferguson
- Arkea Paprec: Sébastien Simon and Vincent Riou
- Banque Populaire X: Clarisse Crémer and Armel le Cléac'h
- Bureau Vallée 2: Louis Burton and Davy Beudart
- Campagne de France: Miranda Merron and Halvard Mabire
- Charal: Jérémie Beyou and Christopher Pratt
- CORUM L'Epargne: Nicolas Troussel and Jean Le Cam
- Fortil: Clément Giraud and Rémi Beauvais
- Groupe APICIL : Damien Seguin and Yoann Richomme
- Groupe Setin: Manuel Cousin and Gildas Morvan
- Hugo Boss: Alex Thomson and Neal McDonald
- Initiatives - Cœur: Samantha Davies and Paul Meilhat
- La Fabrique: Alan Roura and Sébastien Audigane
- La Mie Cécile - Artipôle: Arnaud Boissières and Xavier Macaire
- MACSF: Isabelle Joschke and Morgan Lagravière
- Maître CoQ: Yannick Bestaven and Roland Jourdain
- Malizia 2 - Yacht Club de Monaco: Boris Herrmann and Will Harris
- Newrest - Art & Fenêtres: Fabrice Amedeo and Eric Péron
- Pip Hare Ocean Racing: Pip Hare and Andrew Baker
- PRB: Kevin Escoffier and Nicolas Lunven
- Prysmian Group: Giancarlo Pedote and Anthony Marchand
- Pure: Romain Attanasio and Sébastien Marsset
- Time for Oceans: Stéphane Le Diraison and François Guiffant
- V & B - Mayenne: Maxime Sorel and Guillaume Le Brec
- Vers un monde sans sida: Erik Nigon and Tolga Ekrem Pamir
- Water Family: Benjamin Dutreux and Thomas Cardrin



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

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Page 8.

### SEA AND PORT.

Ship Richard P. Buck, built at Bath in 1882 and registering 1490.77 tons net, has been purchased by the Boston Towboat Company.

Advices from San Francisco are that the four-masted schooner Douglas Dearborn has been seen bottom up, north of Columbia River. She sailed Dec. 5<sup>th</sup> from Port Blakely with a cargo of boars for Philadelphia. She was launched in January, 1889, and registered 977 tons. Arthur Sewall & Co. Bath, her builders and also her managing owners, question the reliability of the above report.

The little schooner Willie, which was sold by I. L. Snow & Co. of Rockland, to Foster & Co. of New York last year, to be employed in the transportation of cocoanuts from the San Blas coast of the United States of Columbia, in Central America, has been seized by a Colombian gunboat. The Willie sailed from Rockland in May, and was just a month making the trip. The cargo of the schooner, when seized, consisted of clothing and other merchandise for traffic. The Willie had a license to trade from the Colombian government, and it is expected that our government will take cognizance of the matter.

Captain David Rivers, commander of ship A. G. Ropes of Thomaston, has invented a windlass indicator that shows how much chain is out when a ship is at anchor, a problem which has bothered all navigators. The device is a simple one, but is rather difficult to describe. The indicator may be placed on the topgallant forecastle, as in the case of the A. G. Ropes, on the bridge of a steamer, or in the pilot house, as is desired. The hand on the dial of the indicator is turned by a bank running through pulleys back to a wheel tied with rubber. This wheel is kept always in contact with the drum of a windlass by means of a spring, and so carefully geared is it that each fathom of chain, as it runs out on the dial. The old time method consists in counting the shackles of a chain as it run out. This, on a dark night, with a dim lantern light, is not always accurately done. A shackle or so may escape the eye and many more fathoms of chain than is thought may be out. Again, there may be many fathoms of chain less than is needed, and the vessel pay the penalty of the blunder by going on the rocks in case of a storm. The indicator does away, also, with the necessity of counting the shackles, thus giving one man more to heave in and for other duties. The A. G. Ropes is provided with one, and it has proved very much a success. Captains and vessel owners, who have seen it, are very enthusiastic in the praise.

The new four-masted schooner Millie G. Browne, Captain Ellis, which left Boston Dec. 7 for Montevideo was abandoned at sea Dec. 22 in lat. 36 degrees N, long. 57 degrees W, in a dismantled and water-logged condition. The captain and crew were rescued by the British steamer West Cumberland, and at Norfolk, Va., landed The Millie G. Browne was the largest four-masted schooner afloat and was the acme of the fleet of modern vessels of her peculiarly American rig, whose numbers are now constantly on the increase, the pioneer vessels having proved to have been exceedingly profitable investments. The Bowne was one of the most recently launched and was fitted up with every conceivable modern improvement, no expense having been spared by her owner to make her a first class vessel in every particular. The cost of the Bowne when ready for sea could not have been less than \$80,000. She was built at Camden, by H. M. Bean for W. B. Bowne of West Dennis, Mass., and left Boston Dec. 7 for Montevideo on her maiden voyage having been dispatched by Henry W. Peabody & Co. the vessel registered

1596 tons net, and her cargo consisted of 1,304,783 feet of pine lumber, 26,101 feet of walnut, 500 bbls. resin, 499 bbls. plaster, 5000 cases kerosene oil, and two bbls. bricks. This is one of the largest cargoes ever shipped to South America, and falls a very little short of the amount taken by the five-masted schooner Governor Ames on a similar voyage. The vessel and cargo were both fully insured. The Boston underwriters are reported, however to be dissatisfied with the action of Captain Ellis in setting fire to his vessel when he abandoned her, as the vessel and cargo immediately after abandonment became their property. The vessel's cargo and hull were worth \$100,000 before being set on fire, and it is claimed that she is now a worse obstruction to navigation than before, as if her top was only burned off, she will be less readily seen upon the surface and will constitute more of a hidden danger.

### THE FISHERIES.

Monday's receipts at Portland comprised 21,000 pounds of fish and 10,000 live lobsters.

The fishermen are still having great luck with the smelts at Ball Hill Cove on the Penobscot. One man took out seven bushels of them at one dip of his net.

So far this season, owing to the scarcity of fish, there have been no shipments of frozen herring from Eastport. Before this date a year ago, large shipments of Grand Manan herring had been made and at a big loss to shippers.

The fishing arrivals at Gloucester last week were 19, receipts being ???lbs. of codfish, 74,000 lbs. fresh halibut, 13,000 boxes of smoked herring 1,000,000 frozen herring, 9000 lbs. cusk, 11,000 lbs. of hake and two bbls. salt herring.

Nearly a ton of smelts caught in weirs at Harrington, were forwarded to New York one day last week. Owing to an insufficient thickness of ice, fishermen have been troubled about setting their nets and catches from the weirs are reported small.

The number of barrels of mackerel imported at Boston during the year past, as shown by the records of the Boston Fish Bureau, is 35,252. Imports for the five years previous were as follows: 1888, 30,656 bbls; 1887, 52,221 bbls; 1886, 52,521 bbls; 1885, 41,609 bbls. and 1884, 60,426 bbls.

### SHIPBUILDING NOTES.

The 700 ton vessel, now building at Harrington by Albert M. Nash, is to be a barkentine.

Pope, Harris & Co. of East Machias, contemplate building this season a schooner of 250 tons.

George Christenson of Kennebunk is to build a three-masted schooner of 700 tons for New York parties.

The Merithew shipyard and wharf property at Searsport has been purchased by Searsport and New York parties.

Captain Francis Cousins and others of Blue Hill will build a schooner this season to carry paving blocks. They have men in the wood now getting out the frame.

The Benjamin C. Frith, a three-masted schooner of 825 tons register was launched Monday from the yard of Dunn & Elliott, Thomaston. She is to be commanded by Captain James T. Fales of St. George.

Shipbuilding is having a boom in the Maritime Provinces as well as in Maine. The Cigueto Post says preparations are being made for the building of twenty-four vessels along the shore from Parrsboro to Advocate this come summer.

David Clark, Kennebunkport's veteran shipbuilder, who received quite a severe blow on the head from a stick of timber in his yard the other day, is having a pretty serious

time with the wound, the original injury being aggravated by erysipelas.

The Uruguay, the first four-masted schooner as yet built in the Maritime provinces, was launched recently from the building yard of Samuel Dimock, Windsor, N. S. the construction of the vessel was commenced in May last from a model designed by Mr. Dimock. She will register about 730 tons. Her dimensions are, length of keel 163.7 feet, breadth of beam 36.6 feet, depth of hold 17 feet.

Schooner Albertine Adoue was launched on the 2<sup>nd</sup> from Kelley & Spear's yard, Bath. Her dimensions are 170.7 feet long, 35.2 wide, and 16.3 deep with a net tonnage of 680.25 tons. She has a Moulton engine and Hyde windlass. An 18-inch heeltap takes the place of the usual poop deck. When launched she was rigged, coppered and ready for sea. The finish of the cabin is of cherry, ash, and walnut, and very handsome. Captain M. R. Rich will command her.

The Monster ship Rappahannock, the first full rigged ship built in Bath since 1885, was successfully launched at noon on Monday, the 6<sup>th</sup>, at the yard of Arthur Sewall & Co. Her net tonnage is 3,053.83 which is 456 tons larger than that of any wooden sailing ship afloat. In the construction of the big ship over 700 cubic tons of Virginia oak and 1,200,000 feet of southern pine were used. When ready for sea the Rappahannock will be the heaviest sparred ship sailing from a Maine port. Her mainmast is 89 feet long and 38 1/2 inches in diameter; foremast, 38 feet long and 38 inches in diameter; maintopmast, 58 feet; maintopgallantmast, 71 feet; mainyard, 95 feet; foreyard, 95 feet; lower maintopsailyard, 87 feet; upper maintopsailyard, 70 feet; lower maintopgallant yard, 70 feet; upper maintopogallantyard, 64 feet; mainroyal yard, 53 feet; mainskysailyard, 43 feet. The lower masts are of Georgia pine and the other spars of Oregon pine. The ship has a steel bowsprit, which is an innovation and is without a jibboom. The spread of canvas will be between 14,000 and 15,000 yards. As soon as she can be fitted for sea, or in about two weeks, the Rappahannock will proceed to Philadelphia, where she will load 120,000 cases of oil for Japan. Arthur Sewall & Co., her builders, will be managing owners.

### BEAUTIFUL CAMDEN DOWN BY THE SEA.

Prospects for Railroad Connection.—A little effort will bring it.

(Correspondence of The Journal.)

As a place of resort, in point of natural attractions, Camden has no superior on the

coast of Maine. That she has some pressing wants is a fact that no one will dispute, and first among those wants is railroad connection.

There are some who think Camden ought not to assist in building such a road, yet, they say, they are anxious to see it come. It is evident that one and all believe a road connecting with the Knox & Lincoln will greatly benefit Camden. It will doubly increase the number of summer visitors—it will help the hotels—it will help the mill owners and manufacturers—it will help the laboring man—it will help the real estate owner—it will lessen taxes by increasing taxable property, in fact every man, woman and child will be the better off for railroad connection and Camden will no longer be numbered among the "walled in" beautiful spots.

We want the West to know that we are within the line of rail communication—that men of capital can get here without riding hub-deep though mud for eight miles. We want every summer tourist that comes to Maine to give us a call. We want everybody to see our "beautiful Camden down by the sea" to climb Mount Megunticook—to drink our Mirror Lake water—to row on our beautiful harbor and to drive on our Turnpike road.

We re now in position to get this rail connection with little more than asking for it—a bare \$25,000 promise from us will ensure its being built within a short time. The question is, will the road be built without this aid? Some say it will, some say it won't. The safest way is to ensure its being built by a guaranteed of aid. EARL ATTEES. Camden, Jan. 6, '90.

Bath was visited Wednesday morning by a disastrous fire which destroyed the cordage factory of J. T. Donnell & Co. Loss about \$40,000; insurance \$26,400. The valuable machinery was totally destroyed but much of the cordage in the iron store house was saved and also the ropewalk. The factory will be rebuilt.

17 January  
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W. P. Cushing, our manufacturer, this city, will make the present season from 30,000 to 40,000 ft. of white ash and spruce oars, pickpoles and setting-poles. He fills orders from as distant points as New York.

J. E. & E. A. Wyman, of Milbridge, who succeeded Wolf & Reessing in the canning business at Bethel, will operate the new sweet corn factory soon to be built there. The citizens of Bethel voted that \$2,500 be



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

expended by the town for the erection of the factory, and the Messrs. Wyman are guaranteed the use of the property for a term of years, free from taxation and the expense of insurance.

The year 1889 was quite an active one among the various branches of industry in the town of Penobscot, and considerable building has been done. Forest Grindle made at his mills 275 M. staves, 25 M shingles, and ground 3500 bushels corn to meal and 2000 bushels of other grain. Snowman and Haynes have made at their mill, 310 M. staves, 100 M. boards and planks, 75 M shingles. Mrs. Abby L. Condon made in her knitting factory twenty thousand dozen pairs of mittens. Walter J. Creamer made in his knitting factory twelve thousand dozen pairs. Total thirty-two dozen thousand pairs. Upward of 100 M. hoop poles were made for the Rockland market. E. R. Bowden made in his brick yard, 1,2,000,000; Sellers & Leach, 1,300,000; Grindle & Marks, 1,000,000; W. S. Hutchings & Son, 500,000; M. O. & O. L. Leach, 600,000; C. S. Wright, 500,000; Martin leach, 600,000; R. B. Gray, 550,000, making a total of six million one hundred-thousand bricks. Eight new dwelling houses were built. One steam mill for the manufacture of the various kinds of lumber. The Methodist Church has been thoroughly repaired, and the Baptist society has built a very neat and commodious church at the cost of \$5,500.

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### MONSTROSITIES TO ORDER.

#### How Sea Serpents and other Freaks are Manufactured. A Flourishing Business.

On a back street over on the south side, says a Pittsburg correspondent of the Philadelphia Times, is an ancient dust-covered loft whose slping rafters make one double up like a jack-in-the-box, there toils from sunny morn to dewy eve, an aged German engaged in a most singular employment. Tall and thin and worn by excessive labor, with a stoop in the shoulders from constant leaning over that gives him the appearance of being humpbacked, he bears a strong resemblance to the description of Antonius Stradivarius, the most famous of all violin makers, as he worked in his shop, at Gremons, A few years before his death in 1737.

But the old German's occupation is very different from that of Stradivarius. He devotes his energies to the construction of mermaids, mermen, sea serpents, Egyptian mummies, gorillas, devilfish and similar monstrosities which, when exhibited as dried or embalmed preparation in glass cases or tanks, in dime museums or circus sideshows, exert such a beneficent influence upon the rural mind by enlightening it as to the wonders of nature. Behind the old man's small, red eyes, which are almost encroached upon by his long, matted, gray beard, there lurks a talent for the invention and construction of zoological horrors that almost amounts to positive genius. There is no walking, creeping, flying, or swimming thing that the most morbidly vivid imagination, stimulated by a severe attack of manis potu, or "jimjam," can possibly conceive that this old master of his art cannot quickly evolve from the rubbish-like material which crowd his workshop. All he needs is paper, papier mache, wire, rags, sawdust, brown Holland, whalebones, rubbercloth, chicken, turkey, and hog bones, paints, glue, eyes of various animals and birds, feathers, pigs' ears and sharks' teeth.

The business is a profitable one and the old inventor is acquiring a snug competency by his labor in the field of natural—or unnatural—history. He is well known to all showmen throughout the United States and receives orders from all parts of this country,

the establishment of dime museums in all the large cities within the past few years having created a great demand for his wares. He is now at work upon a monster which he says is to be "the greatest effort of his life." Old door knobs, clam shells, hogs' ribs and horse hair bear a prominent part in the composition of this wonder, which is to be over fifty feet long, and is to be billed by the New York Bowery Museum manage, for whom it is being created as the only genuine sea serpent ever captured. The scheme of manufacturing artificial monstrosities for exhibition purposes, said the old man in conversation with me on the subject, originated like so many other clever notions of the show business, in the teeming brain of P. T. Barnum, shortly after he had opened his first museum in New York many years ago. The story of an alleged sailor, who claimed to have been wrecked off the Fiji islands, giving a circumstantial and detailed account of the mermaids he had seen there, was then going the rounds of the press and attracting general attention.

Barnum saw that there would be a barrel of money in exhibiting the only genuine Fiji mermaid ever presented to the amusement public, but how to get the mermaid. That was the question. He mentioned the matter to an ingenious young English inventor, who is still living in New York, and the result was that some papier mache, rags, wire, turkey bones, the dried eyes of a turkey, and the tail of a codfish wee speedily transformed into a very respectable-looking mermaid, which, exhibited as a dried preparation in a glass case, proved a splendid card for Barnum and won him his first great success as a showman. Their successful achievement of the mermaid emboldened Barnum and his inventive friend to attempt the construction of other monstrosities and the manufacture and sale of them soon became a well established branch of the show business. The credulity of some country people, and some city people too, for that matter, with regard to museum curiosities is almost beyond belief. They have firm faith in mermaids especially, and the pictures of those beautiful syrens which are displayed at the doors of side shows have an irresistible attraction for them, though side shows paintings have no more relevancy to the curiosities to be seen within the canvas than the pictures of men with bell-crowned hats and ladies with ample skirts, which used to adore the old fashioned Sunday school books bore to the letter press of those precious volumes. Mermaids are always represented, not as dried preparations, but as the loveliest of the female sex, with long silken tresses, exquisitely shaped arms and bust and gracefully curved tail. When country joskin sees such a picture he is determined to have a peep at the original if it takes the last goil darned shillin' he has.

But it is not only the "dried" or "embalmed" curiosities that are manufactured. There are living ones as well that are "gotten" up especially for exhibition purposes. The tattooed people all have themselves tattooed to order, with the express intention of going into museums. This was not the case with the first tattooed man exhibited in this country. He was a Greek sea captain—said to have been a pirate—who was captured by Majay savages and tattooed by them as a means of torture. Not a particle of surface the size of a pin's head was left untattooed on his whole body. His savage tormentors even shaved off his hair and beard and tattooed his scalp and face. He started a boom for tattooed freaks, and now the business is overrun with them. They all take good care though not to have their hands and faces tattooed. The so-called "beautiful Circassian ladies" who are to be found in every dime museum and side-show are as great humbug as the mermaids. There has never been but one genuine Circassian

on exhibition in this country, and it is many years since she was last seen here. Showmen have a preparation which, when applied to the hair of any women, will give it that bushy, fluffy, standing-on-end appearance characteristic of all museum Circassians, and in which personal peculiarity the mark of Circassian blood supposed to lie. One application is all that is necessary to transform any female into "a beautiful Circassian lady," as the museum advertisements say.

Australian wild children, "Aztecs, or children of the sun," who are among the most popular of dime museum and side show attractions, are simply idiotic negroes. This is the case with "Tom and Hattie," so well known to patrons of such entertainments all over this country. Zulus, Nubians and other foreigners who appear at frequent intervals in a grand congress of nations with various ten shows, all trace their ancestry back to good old Noah's son Ham and are recruited from Thomason street, New York, Lombard street, Philadelphia, or some similar locality famed for its large colored population. But, perhaps, the best piece of humbuggery ever practiced by any showman was the sacred white elephant of some five years ago. There were tow of them in the filed—each owned by a rival manger—and both beasts were simply ordinary elephant, but they had been stained so artfully as to deceive several scientific men who were persuaded to examine them.

### SOMETHING ABOUT THE PINKEY.

The pinkey, as a specimen of marine architecture, has become as extinct almost as the dodo, but a recent item in the Journal has revived interest in this old time craft, as shown by the communications received, and we have looked into its history a little. In the early days of the Gloucester fishermen, Chebacco boats--so--called from the town where the first one was built--were employed. They averaged about fifteen tons and carried three men each. Early in the present century about 200 of these boats were owned in Gloucester. The Chebacco boat had two masts, but no bowsprit. The foremast was placed well forward and the mainmast in about the center of the craft. The St. John wood boat is a fair sample of the old time Chebacco boat, but on a larger scale.

In 1810 the Chebacco boat gave place to the "jigger" or "pinkey" a class of vessels twice the size of the Chebacco boat. The pinkey had a bowsprit, was full forward but very sharp aft, the stem terminating at a point and curling gracefully upward. The mainboom rested to the crotch of the pink. They steered with a long tiller or "cart tongue," as some of the fishermen were wont to call it. There never was a safer or more substantial class of vessels built than the old-time pinkey. Notwithstanding the full bow, they were fast sailors and would ride the sea like a gull. The pinkey gave way to the square sterned, and finally the present graceful and yacht-like fleet of fishermen was evolved. But while the modern fishing vessels are much handsomer than the old pinkey, the latter was a better sea boat than the clipper built craft of to-day. The reason the present generation has not seen a new pinkey is because none have been built for many years. They were built of oak, frame, planking and ceiling, and consequently lasted many years. The pinkey Senator, built in Essex in 1831, was afloat a few years ago.

The writer made several fishing trips in the pinkey Tiger, in her day the crack vessel of the Gloucester fishing fleet. In 1837 the Tiger was commanded by Captain James Patillo, the terror of the Provincial officials. In those days the treaty regulations were the same as now, no American vessel being allowed to fish within the imaginary three

mile limit. Captain Patillo, in the Tiger, went to Fortuen Bay, Newfoundland, and secured a load of herring. The officials took his papers, but the captain, with loaded muskets, secured his fish. When the Tiger put to sea on the homeward voyage she was chased by an English cutter, but showed a clean pair of heels, out-sailing the cutter and bringing her fare of herring safely into port. The last the writer knew of the old pinkey Tiger she was sold from North Haven, where she was then owned, to Deer Isle parties. The pink stern was taken off and the vessel changed to a square sterner—a change which did not improve the vessel. [Belfast Journal]

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### Commissioner Matthews Report.

Commissioner Matthews of the Maine Bureau of Industrial and Labor Statistics has given to the public his final annual report. The Commissioner truly says, "Thorough and systematic investigation of a small number of the varied departments of labor in the State is more valuable than a hasty and incomplete canvass of a larger number," and he has accordingly confined his work during the past year mainly to an investigation of the quarrying and shipbuilding industries, the former employing 6,000 and the latter 2000 men.

Mr. Matthews say: The usual difficulties in the way of a prosecution of the investigations of the Bureau have been encountered, viz: apathy and indifference on the part of many manufacturers; misapprehension and ignorance on the part of many working people. It is hoped that an increasing knowledge of the purposes of the Bureau, will cause these difficulties "to grow small by degrees and beautifully less," until employer and employed come to thoroughly realize the importance of carefully and correctly filling out the blanks furnished them, and promptly returning them to the Commissioner. Statistics can only be valuable when they tell the truth, the whole truth, and nothing but the truth. Half truths are frequently more misleading than whole falsehoods, and imperfect statistics more mischievous than none at all. The adage "figures will not lie" is rendered practically untrue by the fact that "liars will figure."

The report, which evidently has been compiled by the Commissioner and his associates only after much time and arduous labor and which promises to be the most valuable contribution to Maine industrial literature thus far published under State auspices, will be reviewed at length in future numbers of The Journal.

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Another notable addition to the fine summer houses on the island of North Haven, will be the \$5,000 residence to be erected at North Haven village by W. H. Glover & Co. of Rockland for Alfred Bowditch of Boston., work on which begins at once.

The Ocean House, York Beach, has lately received one of the celebrated Mannel Wind Mills, which will be used for pumping water for the hotel. The wind mill has a 12 ft. wheel which will stand fifty feet in the air and the tankage capacity 320 barrels. The water will be taken from the Ocean House spring, the purity of which is said by physicians to be equal to that of the Poland spring.

A York Beach correspondent writes that in the course of improvements on the grounds of the Ocean House, while moving an immense sand bank formed in the course of centuries by the motion of the wind, a quart bottle half full of whiskey and tightly corked was found at the depth of twelve feet, showing that hundreds of years ago before the Maine Law was passed a bottle could be left half full of the ardent.

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At a recent meeting of the Diamond Island Association, at Portland, very encouraging reports were presented by the Treasurer and the Directors, showing that while considerable improvement had been made in the property of the island, there was still a good surplus in the treasury. The following board of officers as elected: President—Seth L. Larrabee, Secretary—Phillip F. Turner, Treasurer—George H. Libby, Board of Directors—Edwin L. Goding, Lewis A. Goudy, William H. Thaxter, Joseph A. King, F. W. Lawrence, E. H. Elwell.

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Fish Commissioner Stillwell in reply to a query by a reporter as to what had been accomplished the past year in the matter of fish culture said: "The lakes and ponds have been well stocked with land-locked salmon and all that could be done has been performed to protect them and enable them to secure a good foothold so that the money expended by the State and National governments should not be lost. The darkest outlook for the future is in the establishment of pulp mills along the river and streams of our State. Unless the matter is taken in charge by the State or national government through legislation, these mills will be the means of entirely killing off the fish in our rivers. The lime and sulphuric acid carried as refuse out of these mills is deadly in the extreme to the fish. Poaching is carried on to a considerable extent. The system of netting fish has been taught the present generation as a matter of course and any attempt to prevent them from pursuing the business is regarded as an infringement on their private rights which should be resented at all hazards. When the spawning season arrives and the fish are in a state of semi-stupor the catching of them by illegitimate means reaches its height. Poachers and owls are everywhere and the amount caught by the latter is something enormous. These two are bad enough; but the pulp mills are much worse, and unless something is done immediately to prevent will work irreparable damage to our fishing interests. Taken all in all, however, the year's work has been successful in both the fish and game departments.

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### FROM THE HUB OF THE UNIVERSE.

**The Sorry Winding Up of the Maritime Exhibition.—A success in every way but Financially.—The night of the Great Wind in Boston.—It Churns Water and Rocks Buildings.—A real Live Snow-snow Follows.—Curious Happening on the Electric Road. Boston and New York Capitalist looking towards Aroostook County for Investment.**

(Correspondence of The Journal.)

Curious thing, how some gigantic enterprises bring up. It is often pitiful to witness the outcome of a really great and good thing. The dull thud with which the Maritime Exhibition has dropped is result to be very much regretted; that an enterprise so important, and of such vital interest to our country and her industries should come to such a deplorable end, for want of support. Yet such is the case, and to-day the proprietors, (hominally), and managers of the exhibition are \$50,000 in debt. It is too bad, that's a fact, for if ever two men worked to make a thing a success, John W. Ryckman and Treasurer Christie did. Yet, they have been compelled to go into insolvency, and have been placed under arrest, pending further process of law. The two gentlemen have taken an office at 24 Boylston street, and the sign that appears on the marble slab at the doorway reads as

follows: "The Christie-Ryckman Publishing Company." The purposes of this company are, from what Mr. Ryckman told me a few days ago, to issue a full and detailed report of the exhibition. The exhibition was a grand success, all except financially, and to be sure, that's just what's the matter. The expense of running the show was enormous, and there is not much doubt but that the whole thing was run on too great a scale. Think of \$100 per day for rent, \$100 per day for electric lights, and then the hundred or more employees, coal for the furnace, etc. It all counted up—o it is not very hard to tell where a large part of the receipts went to, especially when we take into consideration the not very large attendance all through. Another misfortune was, that much that was advertised never appeared in the building not so much the fault of the management, as it was a curious series of disappointments. Unfortunate, to be sure—but it all prejudiced the public against it. But its no use to go one with further reviewing. The management are \$50,000 in debt, with practically no assets—none at all, probably.

It is surprising to note the immense numbers of steamers new running back and forth between Boston and Mediterranean ports, Messina, Palermo and Sicily, carrying oranges and lemons. There are now eight or ten of these steamers and each carries from 15,000 to 50,000 boxes of oranges and lemons. This will continue unabated until about the first of May and form then throughout the entire summer, only not to such an extent.

We had a serious king of a time here Wednesday night. It was in the shape of a very high wind. During my several years of residence in Massachusetts I have never before seen anything like it. About 8 or 9 o'clock in the evening the weather began to grow very cold. The thermometer suddenly began to fall. That is the mercury fell. In fact I began to have serious thoughts of carrying that freaky little instrument up in the attic, so that it would have plenty of room to fall without straining the bulb. However, simultaneously the wind arose—and ket rising, until it reached the proportions of a gale. It howled, it growled, it blowd and ransacked around, shook my house as if it were a basket, and I began to have some grave doubts as to what particular part of the city of Somerville I should find the cupola in, in the morning. Now the Mystic River has the reputation of being a very tough stream, a mile or two from its mouth. With wind and tide it is never still, but it is continually churned up, about as much as I ver saw Hell Gate, at the entrance between Long Island Sound and New York Harbor. The Charles River, unlike the Mystic is always very smooth and quiet. But the next morning after this unprecedented wind, in going to my work in Boston, while the train was crossing the Charles, it was remarked that "the Charles was as rough as the Mystic, that morning." And sure enough, it was all afoam, as if agitated by some great and unknown agency. That day while at dinner, what a relief it was to gear nearly everybody giving the everlasting influences a rest, and remark: "Did you hear the wind blow last night?" The fact that this enormous and boisterous, cold wave was not predicted by the Weather Bureau, make me think that perhaps it was all perfectly natural after all.

The next thing that we have been treated with is a

snow storm, a real genuine snow storm, and it has been many a day since Boston has seen such cold weather. The Gulf Stream must have taken a sudden stroll off toward the West Coast of Africa.

A curious thing happened to the Boylston street line of electric cars one day this week. This ine has its plant in Allston. Suddenly and without a moment's notice, while the tracks were dotted with heavily laden cars, the current ceased to be. The cars stopped, and nothing could make them go. The few cars drawn by horses were made to jump the track and pass the stationary and rigid electrics. People go mad, and go confusion, and for the remainder of the evening a double number of cars had to be put on in order to make up for lost time. Great is electricity when it is good natured, but when it takes a freak it dosen't budge an inch for anybody.

While in Young's Hotel last night, I overheard some conversation to this effect: that a syndicate of Boston and New York capitalists is to be formed for the purpose of going down into Aroostook County, me., and buying up all the starch factories possible, as well as lumber and shingle mills, standing lumber and other property necessary to the carrying on of the above enterprises on a large scale. Whether the prevailing chestnut English capital, is to take any prominent part in this, I do not know; but one thing I do know and that is this, the men who were talking of this matter are well known Boston capitalists/ The New York parties mentioned are also well known to the financial world.

I hear that a line of steamers has been established between this port and the Azores. This is a very desirable enterprise, for now we have only sailing vessels—a line of packets to Fayat, Flores, and other islands of the Azores. Hundreds of people yearly go from here to the Azores in order to enjoy the charming winter climate there, and a line of steamers will make the trip much more possible on account of time.

Boston is getting scared over the ice crop. They fear a famine and higher prices than last year even. Last year ice was an expensive luxury, but it is much higher many of us will have to use less ice and more salt, I fear. We read the reports from the Kennebec and Penobscot with alarm. Not a ton of ice has yet been packed on the Hudson, and none to speak of in Massachusetts.

The "little, but oh, my" Record has been stirring Boston up, and cautions them to look out for the ice supply. The Record is a live paper.

ALLAN ERIC.

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21' Mako Center Console w/ T-Top 1987 SALE \$11,900  
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17' SCOUT SPORT DORADO, 2020. Rascal Blue Hull Color, Yamaha F90LB Outboard, Bimini Top, Ski Tow Bar and EZ Loader trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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19' SCOUT 195 SPORTFISH, 2020. Midnight Blue Hull Color, Yamaha F115XB Outboard, EZ Loader trailer, Powder Coated Ski Tow, Sport Package. Aluminum Bimini Top, AM/FM stereo with iPod jack and bow cushion. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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start, Heritage Trim Edition, bimini top, cockpit and bow covers. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

21' FISH HAWK 210 CENTER CONSOLE, 2002. 2012 Evinrude 150hp ETEC outboard and 2002 Venture trailer. Asking price \$19,900. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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21' SCOUT 215 XSF, 2020. White Hull Color, Yamaha F150XCA Outboard, JL stereo upgrade, Powder coated T-top enclosure, rocket launchers, raw water washdown, bait pump, SeaStar hydraulic steering upgrade and EZ Loader Trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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24' BOSTON WHALER OUTRAGE, 1994. 2018 Yamaha F250XCA w/15

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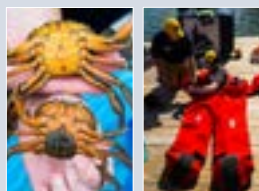
Specialized marine 'tracks'

Credentialing opportunities

Small, coastal campus

A supportive, collaborative learning community

The foundation for a successful future



**APPLY NOW!**

[maineoceanschool.org](http://maineoceanschool.org) #maineoceanschool




**GLOBAL OUTREACH CONFERENCE**

At the Maine Maritime Museum  
Thursday, December 5, 2019

**REGISTER NOW!**

\$45 for MBB Members  
\$55 for Non-Members  
\$10 for Students

**SEMINAR TOPICS:**

Additive Manufacturing for Marine Applications

Outboard Design Considerations & Trends

Hybrid Power Systems Trends for Boats

Photos & Videos: Pro Tips for Amateurs

Register online: [MAINEBOATBUILDERSCONFERENCE.COM](http://MAINEBOATBUILDERSCONFERENCE.COM)

**KENT**  
Premium Adult Universal  
Immersion Suit

High visibility yellow inflatable removable head pillow, face mask, mitts and ankle adjustments. Articulated arms for easier donning.

USCG APPROVED

**\$259<sup>99</sup>** EA

KNT-1540-AU  
Order# 753274



**IMPERIAL**  
Adult Universal  
Cold Water  
Immersion Suit

Three fingered mitt. Wide legs for easy donning. Snug fitting face seal.

USCG APPROVED

**\$269<sup>99</sup>** EA

RVS-1409A  
Order# 743829



**GME** 406 MHz EPIRBs with GPS

6 Year Non-Haz Mat battery, 6 Year warranty, stainless steel antenna. 66 channel GPS receiver, 121.5MHz VHF homing transmitter, and solid state strobe light. USCG/GMDSS Approved.

Cat II Manual GPS  
Order# 772515

**\$428<sup>99</sup>** EA

Cat I Automatic GPS  
Order# 772514

**\$507<sup>99</sup>** EA



**HAMILTON**  
**MARINE**

**BEACON 35** Automatic/Manual Inflatable PFD

USCG Approved Type V with Type II Performance! Full 35 lbs buoyancy!

Universal sizing, fits 30"-65" chest. Hi-Vis inflation chamber. Durable 400 denier nylon. High-visibility retro-reflective areas on front and a super bright BEACON logo on the back.

**\$149<sup>99</sup>** Reg 179.99 EA

Part# Color Order#  
HMI-BCNI35OG Orange/Gray 773536  
HMI-BCNI35BG Blue/Light Gray 773535



SAVE \$30

**FREE HEAT** From Your Engine's  
Closed Cooling System!

Flush Mount or Ducted, 28,000 to 40,000 BTUs



Search# MH-

WAYNE HAMILTON'S  
**CHOICE**

NEW!

**LED Searchlights**  
DHR-150CBLED 316 stainless steel housing. 10V-32V.

5-3/4" Diameter  
DHR-150CBLED **\$519<sup>99</sup>** EA  
Order# 772198

7" Diameter  
DHR-180CBLED **\$859<sup>99</sup>** EA  
Order# 772355



**KENT**  
Offshore Commercial  
Type I Life Vest

USCG Approved with reflective tape. Light loop & whistle attachment.

**\$34<sup>49</sup>**

Adult Universal  
Order# 748930



**Carhartt** Base Layer

Medium and heavyweight tops and bottoms to keep you warm in the winter, at work or at play.

STARTING AT  
**\$29<sup>99</sup>** EA

Search# CRH-MBL



**HH** Storm Jacket  
& Bib Pants

Phthalate-free fabric for, low environmental impact.

STARTING AT  
**\$90** EA

Search# HHN-70



**NOW STOCKING!**

Hairless Salted  
Pig Hide  
Lobster Bait

SAVE BY THE PALLET!

HML-HIDEBAIT  
Order# 740935



**Cold Water Gloves**

100% quality neoprene, retains flexibility in extreme cold. Rubber palms for sure grip. Sizes S-2XL.

**\$19<sup>99</sup>** PR

Search# HMG-5600

SAVE BY THE DOZEN!



**13" Chinook BadAxe Boots**

Oil and slip resistant sole. Adjustable nylon snow cuff. Insulating liner. Waterproof. Rated to -40°F!

Soft Toe Green  
Sizes 5-14  
Search# CNK-3500 **\$51** PR

Steel Toe Black  
Sizes 5-15  
Search# CNK-3550 **\$55** PR



**Oil Absorbent Sheets**

Each 15" x 19" sheet absorbs 13 to 25 times its weight in oil, fuel and other hydrocarbons.

Order#	Thick	Weight	Each	Bale	#Bale
123472	3/16"	Single	0.59	89.99	200
123422	1/4"	Medium	0.77	58.99	100
145762	1/4"	Double	0.87	71.99	100



**Hamilton Marine Lobster Buoy Paint**

Water based, extra tough and long lasting, flexible coating, UV/Weather resistant, low odor, fast drying, soap and water cleanup. Available in Red, Orange, Yellow, Green, Blue, Black or White.

**\$14<sup>99</sup>** QT

**\$49<sup>99</sup>** GAL

Search# HM-LBP



**Long Line Snaps**

Stainless steel wire. Sold by the 10/pack.

Size	Length	Order#
Small, 8/0	4.5"	761648
Medium, 10/0	4.75"	761649
Large, 12/0	5.25"	761650

**1/2" Black Fuzzy Rope**



Sold in 1200 Ft coils. For use in mussel farming.  
AQC-FR50BK  
Order# 763256

**Lantern Nets**

Aquaculture lantern nets, for use in scallop farming.

Description	Order#
4mm 5 Tier	763277
4mm 7 Tier	769870
9mm 5 Tier	763278
9mm 7 Tier	769871



**Fish Basket**

Plastic with handles and holes for draining. Approximately 1 bushel capacity.

**\$19<sup>99</sup>** EA

Orange  
Order# 118243

Green  
Order# 763280



**Lobster Crate**

20" W x 31-1/2" L x 16" H. All-plastic construction. Attached 2-piece lid.

**\$57<sup>99</sup>** EA

HML-LOB-CRATE  
Order# 158132



**CAMCO**  
Winter Ban -50°  
Non-Toxic Antifreeze

For fresh water systems

**\$4<sup>19</sup>** GAL

Reg 4.59

Contains no alcohol  
HMA-50 Order# 117830

SAVE!



**CAMCO**  
Freeze Ban -50°  
Non-Toxic Antifreeze

Good for engine and fresh water winterization

**\$5<sup>29</sup>** GAL

Reg 5.49

Contains no alcohol  
HMA-50CAMCO Order# 755942

SAVE!



**CAMCO**  
Winter Ban -100°  
Non-Toxic Antifreeze

Extreme protection for engine and fresh water winterization

**\$9<sup>49</sup>** GAL

Reg 9.69

Contains no alcohol  
HMA-100CAMCO Order# 755960

SAVE!



**WoolWax Rust Protectant**

Organic lanolin woolgrease. Solvent-free, environmentally friendly.

Description	Order#	SELL
11-3/4 oz Aerosol Can	770827	9.99
Undercoating Gallon	770828	48.99
Undercoater Spray Gun	736299	39.99



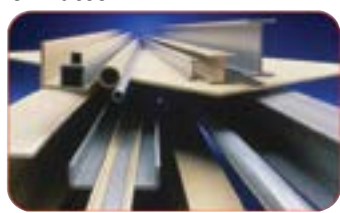
NEW!

**COOSA**  
Coosa Composite Panels  
Use in place of plywood!



Search# CSA-

**STRONGWELL**  
Extren Custom Fiberglass  
Shapes & Plates



Search# SGW-

**Sea Hawk**  
Hawk Epoxy

State-of-the-art, easy to use epoxy system with color-coded sizing resin and catalyst label.

Search# SHK-HE



**Tarps**

- Lightweight Blue
- Premium White
- Super Heavy Duty Silver

Search# STT-

3 Grades  
27 Sizes!  
Huge selection  
in stock!

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